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ANNUAL REPORT

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OF THE

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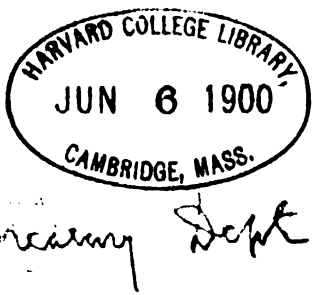
FOR THE

Fiscal Year Ending June 30, 1899.

WASHINGTON:
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Treasury Dept.

TREASURY DEPARTMENT,
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ORGANIZATION OF THE UNITED STATES LIFE-SAVING SERVICE.

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

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

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

Captain CHARLES A. ABBEY, United States Revenue-Cutter Service, Inspector of Life-Saving Stations, No. 17 State street, New York City.

Captain CHARLES A. ABBEY, United States Revenue-Cutter Service, No. 17 State street, New York City.
Captain SAMUEL E. MAGUIRE, United States Revenue-Cutter Service, No. 17 State street, New York City.
} Superintendents of Construction Life-Saving Stations, Atlantic and Lake Coasts.

Captain CHARLES A. ABBEY United States Revenue-Cutter Service, No. 17 State street, New York City.
Captain FRED. M. MUNGER, United States Revenue-Cutter Service, Room 35, New Appraisers' Stores, San Francisco, California.
} Superintendents of Construction Life-Saving Stations, Pacific Coast.

ASSISTANT INSPECTORS.

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

Third District.....Lieutenant FRANK H. NEWCOMB, United States Revenue-Cutter Service, Patchogue, New York.

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

Fifth District.....Captain HENRY B. ROGERS, United States Revenue-Cutter Service, Onancock, Virginia.

Sixth District.....Lieutenant WALSTEIN A. FAILING, United States Revenue-Cutter Service, Elizabeth City, North Carolina.

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

Eighth District.....Captain ——— ———, United States Revenue-Cutter Service, Custom-House, Galveston, Texas.

Ninth District.....
Tenth District.....
} Captain JAMES H. ROGERS, United States Revenue-Cutter Service, Room 204, Post-Office Building, Detroit, Michigan.

Eleventh District..... Captain GEORGE W. MOORE, United States Revenue-Cutter Service, Room 543, Rand-McNally Building, Chicago, Illinois.

Twelfth District.....Captain FRED. M. MUNGER, United States Revenue-Cutter Service, Room 35, New Appraisers' Stores, San Francisco, California.

Lieutenant FRANCIS A. LEVIS, United States Revenue-Cutter Service, on special duty, Washington, D. C.

Lieutenant CHARLES E. JOHNSTON, United States Revenue-Cutter Service, on special duty, Washington, D. C.

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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, Harbor Beach, Michigan.
Eleventh District.....CHARLES MORTON, Grand Haven, Michigan.
Twelfth District.....THOMAS J. BLAKENEY, Room 35, New Appraisers' Stores, San Francisco, California.

ASSISTANT DISTRICT SUPERINTENDENT.

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

BOARD ON LIFE-SAVING APPLIANCES.

Professor CECIL H. PEABODY, Massachusetts Institute of Technology, Boston, Massachusetts, *President*.
Captain CHARLES A. ABBEY, United States Revenue-Cutter Service, Inspector of Life-Saving Stations, No. 17 State street, New York City.
Major DAVID A. LYLE, Ordnance Department, United States Army, P. O. Box 1606, Philadelphia, Pennsylvania.
Lieutenant FRANCIS A. LEVIS, 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, Harbor Beach, Michigan.
HERBERT M. KNOWLES, Assistant Superintendent Third Life-Saving District, Wakefield, Rhode Island.

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LETTER OF TRANSMITTAL.

TREASURY DEPARTMENT,
UNITED STATES LIFE-SAVING SERVICE,
Washington, D. C., November 29, 1899.

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, 1899, 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,

SUMNER I. KIMBALL,
General Superintendent.

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

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OPERATIONS

OF THE

UNITED STATES LIFE-SAVING SERVICE.

1899.

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REPORT OF THE UNITED STATES LIFE-SAVING SERVICE, 1899.

OPERATIONS.

There were 265 stations embraced in the Life-Saving Establishment at the close of the fiscal year. Of this number, 193 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)	14
Second District (coast of Massachusetts)	29
Third District (coasts of Rhode Island and Long Island)	41
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)	10
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	265

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 1898–99.

District.	Stations.	Periods of employment (all dates inclusive).
1	Quoddy Head, Cross Island, Crumple Island, Cranberry Isles, White Head, Burnt Island, Damariscove Island, Hunniwells Beach, Cape Elizabeth, Fletchers Neck, Jerrys Point, Wallis Sands, and Rye Beach.	6 surfmen from Aug. 1, 1898, to May 31, 1899; and 1 additional surfman from Dec. 1, 1898, to Apr. 30, 1899.
	Great Boars Head	6 surfmen from Mar. 1 to May 31, 1899; and 1 additional surfman from Mar. 1 to Apr. 30, 1899.
2	Salisbury Beach, 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, Nauset, Orleans, Old Harbor, Chatham, Coskata, Surfside, Great Neck, Muskeget, Gay Head, and Cuttyhunk.	6 surfmen from Aug. 1, 1898, to May 31, 1899; and 1 additional surfman from Dec. 1, 1898, to Apr. 30, 1899.
	Monomoy	7 surfmen from Aug. 1, 1898, to May 31, 1899; and 1 additional surfman from Dec. 1, 1898, to Apr. 30, 1899.
	City Point	9 surfmen from July 1 to Nov. 15, 1898; and from May 1 to June 30, 1899.

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Employment of surfmen, season of 1898–99—Continued.

District.	Stations.	Periods of employment (all dates inclusive).
3	Brenton Point, Narragansett Pier, Point Judith, Quonochontaug, Watch Hill, New Shoreham, Block Island, Ditch Plain, Hither Plain, Napeague, Amagansett, Georgica, Mecox, Southampton, Shinnecock, Tiana, Quogue, Potunk, Moriches, Forge River, Smiths Point, Bellport, Blue Point, Lone Hill, Point of Woods, Fire Island, Oak Island, Gilgo, Jones Beach, Zachs Inlet, Short Beach, Point Lookout, Long Beach, Rockaway, Rockaway Point, Eatons Neck, and Rocky Point.	6 surfmen from Aug. 1, 1898, to May 31, 1899; and 1 additional surfman from Dec. 1, 1898, to Apr. 30, 1899.
	Sandy Point	6 surfmen from Feb. 1 to May 31, 1899; and 1 additional surfman from Feb. 1 to Apr. 30, 1899.
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, 1898, to May 31, 1899; and 1 additional surfman from Dec. 1, 1898, to Apr. 30, 1899.
	Sandy Hook	8 surfmen from Aug. 1, 1898, to May 31, 1899.
5	Cape Henlopen, Rehoboth Beach, Indian River Inlet, Fenwick Island, Isle of Wight, Ocean City, North Beach, Green Run Inlet, Popes Island, Assateague Beach, Wallops Beach, Metomkin Inlet, Wachapreague, and Parramore Beach.	6 surfmen from Aug. 1, 1898, to May 31, 1899; and 1 additional surfman from Dec. 1, 1898, to Apr. 30, 1899.
	Lewes, Hog Island, Cobb Island, and Smith Island.	7 surfmen from Aug. 1, 1898, to May 31, 1899.
6	Seatack, Dam Neck Mills, Little Island, False Cape, Wash Woods, Currituck Inlet, Whales Head, Poyners Hill, Caffeys Inlet, Paul Gamiels Hill, Kitty Hawk, Kill Devil Hills, Nags Head, Bodie Island, Oregon Inlet, Pea Island, Chicamacomico, Gull Shoal, Little Kinnakeet, Big Kinnakeet, Durants, Portsmouth, and Core Bank.	6 surfmen from Aug. 1, 1898, to May 31, 1899; and 1 additional surfman from Dec. 1, 1898, to Apr. 30, 1899.
	New Inlet and Ocracoke	7 surfmen from Aug. 1, 1898, to May 31, 1899.
	Cape Lookout and Oak Island	7 surfmen from Aug. 1, 1898, to May 31, 1899; and 1 additional surfman from Dec. 1, 1898, to Apr. 30, 1899.
	Cape Henry, Cape Hatteras, Creeds Hill, and Cape Fear.	8 surfmen from Aug. 1, 1898, to May 31, 1898.
7	Sullivans Island	6 surfmen from Aug. 1, 1898, to May 31, 1899.
8	Santa Rosa, Sabine Pass, Galveston, Velasco, Saluria, Aransas, and Brazos.	6 surfmen from Aug. 1, 1898, to May 31, 1899.
	San Luis	7 surfmen from Aug. 1, 1898, to May 31, 1899.
	Big Sandy and Fort Niagara	7 surfmen from July 1 to Dec. 12, 1898, and from Apr. 20 to June 30, 1899.
	Oswego and Charlotte	8 surfmen from July 1 to Dec. 12, 1898, and from Apr. 20 to June 30, 1899.
	Buffalo, Erie, and Fairport	8 surfmen from July 1 to Dec. 15, 1898, and from May 1, Apr. 25 and 20, 1899, respectively, to June 30, 1899.
	Ashtabula and Point Marblehead	7 surfmen from July 1 to Dec. 15, 1898, and from Apr. 20 and 15, 1899, respectively, to June 30, 1899.
	Cleveland	10 surfmen from July 1 to Dec. 15, 1898, and 8 surfmen from Apr. 15 to June 30, 1899.
	Louisville	6 surfmen from July 1, 1898, to June 30, 1899.
10	Lake View Beach	7 surfmen from July 1 to Dec. 12, 1898, and from Apr. 20 to June 30, 1899.
	Sand Beach, Pointe aux Barques, Grindstone City, Ottawa Point, and Middle Island.	8 surfmen from July 1 to Dec. 12, 1898, and from Apr. 20 to June 30, 1899.
	Sturgeon Point and Hammonds Bay	8 surfmen from July 1 to Dec. 12, 1898, and from Apr. 25 to June 30, 1899.
	Thunder Bay Island	8 surfmen from July 1 to Dec. 12, 1898, and from Apr. 21 to June 30, 1899.

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Employment of surfmen, season of 1898–99—Continued.

District.	Stations.	Periods of employment (all dates inclusive).
10	Vermilion Point, Crisps, Two Heart River, and Muskallonge Lake.	7 surfmen from July 1 to Dec. 13, 1898, and from May 1 to June 30, 1899.
	Bois Blanc	8 surfmen from July 1 to Dec. 12, 1898, and from Apr. 25 to June 30, 1899.
	Marquette	8 surfmen from July 1 to Dec. 8, 1898, and from May 2 to June 30, 1899.
	Ship Canal	8 surfmen from July 1 to Dec. 7, 1898, and from May 1 to June 30, 1899.
	Duluth	8 surfmen from July 1 to Dec. 12, 1898, and from Apr. 29 to June 30, 1899.
11	North Manitou Island	7 surfmen from July 1 to Nov. 30, 1898, and from Apr. 14, to June 30, 1899.
	Manistee, Grande Pointe au Sable, Pentwater, White River, Holland, South Haven, Kenosha, Two Rivers, Kewaunee, Sturgeon Bay Canal, Baileys Harbor, and Plum Island.	7 surfmen from July 1 to Nov. 30, 1898, and from Apr. 5 to June 30, 1899.
	Muskegon, Saint Joseph, Evanston, and Racine.	7 surfmen from July 1 to Dec. 5, 1898, and from Apr. 5 to June 30, 1899.
	Frankfort and Ludington	7 surfmen from July 1 to Dec. 10, 1898, and from Apr. 5 to June 30, 1899.
	Point Betsie	7 surfmen from July 1 to Dec. 13, 1898, and from Apr. 5 to June 30, 1899.
	Michigan City, South Chicago, Chicago, and Sheboygan.	8 surfmen from July 1 to Nov. 30, 1898, and from Apr. 5 to June 30, 1899.
	Old Chicago and Milwaukee	8 surfmen from July 1 to Dec. 10, 1898, and from Apr. 5 to June 30, 1899.
	Grand Haven	7 surfmen from July 1 to Dec. 10, 1898, and 8 surfmen from Apr. 5 to June 30, 1899.
12	Ilwaco Beach, Yaquina Bay, Coquille River, and Point Reyes.	7 surfmen from July 1, 1898, to June 30, 1899.
	Shoalwater Bay, Cape Disappointment, Point Adams, Umpqua River, Cape Arago, Humboldt Bay, Fort Point, Golden Gate Park, and Southside.	8 surfmen from July 1, 1898, to June 30, 1899.
	Petersons Point	7 surfmen—1 from Dec. 2; 2 from Dec. 3; 3 from Dec. 5; 1 from Dec. 6, 1898—to June 30, 1899.

The foregoing tabular statement includes but one of the ten 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 number of disasters to documented vessels within the field of station operations during the year was 428. There were on board these vessels 3,903 persons, of whom 56 were lost. The estimated value of the vessels was $6,072,635 and that of their cargoes $2,032,005, making the total value of property imperiled $8,104,640. Of this amount, $6,261,900 was saved and $1,842,740 lost. The number of vessels totally lost was 72.

In addition to the foregoing there were also 294 casualties to undocumented craft—sailboats, rowboats, etc.—carrying 671 persons, 7 of whom perished. The value of property involved in these instances is estimated at $138,535, of which $129,285 was saved and $9,250 lost.

Seven hundred and fifty-one persons received succor at the stations, the number of days' relief furnished aggregating 1,460.

From the foregoing it appears that sixty-three lives were lost within the scope of the Service during the year, a larger number, with a single exception, than in any year during the last two decades. Forty-four persons perished in one district, embracing only the coast of Massachusetts, and one-half of this number were on board vessels which were destroyed on islands and outlying rocks in the night

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when they could not be seen from the mainland, and the first knowledge of which was gained from wreckage coming ashore. In a word, this overwhelming loss of life on a coast long noted for frightful disasters was the result of a single stroke inflicted in the dark, which was so sudden that it could not be parried, and so powerful that its awful effects could not be mitigated. This almost unprecedented tempest wrought its direst effects between Gay Head and Point Allerton. Careful investigation of all the circumstances of each casualty shows that the station crews there were uniformly vigilant, brave, and efficient.

During the following February another extremely severe blizzard prevailed along the Atlantic coast from Texas to Massachusetts, but in marked contrast as to results with that of November, principally because its progress northward covered several days (the 8th to the 15th), and, therefore, afforded shipmasters ample warning and time to seek harbors of refuge. While it prevailed, however, the station crews rendered assistance to 28 vessels carrying 230 persons, of whom none was lost. The exacting and dangerous labors of the surfmen were performed in all cases with skill and daring.

The record of the men on the Lakes is equally worthy of commendation. Disastrous tempests occurred on those waters during October and November, 1898, involving 28 vessels and 162 persons, of whom not one perished. Indeed, during the entire season only 3 persons were lost in 263 disasters on the Lakes, comprising craft of all descriptions.

On the Pacific coast there were lost within the scope of the Service only 13 lives during the entire year, and 11 of these were from a small vessel which was capsized more than a mile from land and destroyed within ten minutes.

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

Total number of disasters	722
Total value of property involved	$8,243,175
Total value of property saved*	$6,391,185
Total value of property lost	$1,851,990
Total number of persons involved	4,574
Total number of persons lost	63
Total number of shipwrecked persons succored at stations†	751
Total number of days' succor afforded†	1,460
Number of vessels totally lost	72

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

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

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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	421	263	38	722
Total value of vessels.....dollars	3,070,260	2,856,830	267,135	6,194,225
Total value of cargoes.....do	1,298,520	720,550	29,880	2,048,950
Total amount of property involved.....do	4,368,780	3,577,380	297,015	8,243,175
Total amount of property saved.....do	3,211,020	2,909,225	270,940	6,391,185
Total amount of property lost.....do	1,157,760	668,155	26,075	1,851,990
Total number of persons on board	2,887	1,454	233	4,574
Total number of persons lost	47	3	13	63
Number of shipwrecked persons succored at stations	591	152	8	†751
Total number of days' succor afforded	1,278	174	8	†1,460
Number of disasters involving total loss of vessels	57	15	.....	72

*Including the river station at Louisville, Kentucky.
†These figures include persons to whom succor was given who were not on board vessels embraced in table of casualties.

The apportionment to the several districts is as follows:

First District.

Number of disasters	56
Value of vessels	$172,700
Value of cargoes	$40,220
Total value of property	$212,920
Number of persons on board vessels	282
Number of persons lost	None.
Number of shipwrecked persons succored at stations	50
Number of days' succor afforded	81
Value of property saved	$183,585
Value of property lost	$29,335
Number of disasters involving total loss of vessels	10

Second District.

Number of disasters	163
Value of vessels	$960,095
Value of cargoes	$290,880
Total value of property	$1,250,975
Number of persons on board vessels	747
Number of persons lost	44
Number of shipwrecked persons succored at stations	233
Number of days' succor afforded	417
Value of property saved	$640,710
Value of property lost	$610,265
Number of disasters involving total loss of vessels	22

Third District.

Number of disasters	52
Value of vessels	$656,445
Value of cargoes	$402,025
Total value of property	$1,058,470
Number of persons on board vessels	938
Number of persons lost	2
Number of shipwrecked persons succored at stations	79
Number of days' succor afforded	314
Value of property saved	$941,155
Value of property lost	$117,315
Number of disasters involving total loss of vessels	11

Fourth District.

Number of disasters	40
Value of vessels	$223,745
Value of cargoes	$281,850

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Total value of property	$505,595
Number of persons on board vessels	235
Number of persons lost	1
Number of shipwrecked persons succored at stations	29
Number of days' succor afforded	41
Value of property saved	$249,295
Value of property lost	$256,300
Number of disasters involving total loss of vessels	2

Fifth District.

Number of disasters	36
Value of vessels	$314,585
Value of cargoes	$146,805
Total value of property	$461,390
Number of persons on board vessels	351
Number of persons lost	None.
Number of shipwrecked persons succored at stations	76
Number of days' succor afforded	171
Value of property saved	$428,845
Value of property lost	$32,545
Number of disasters involving total loss of vessels	4

Sixth District.

Number of disasters	34
Value of vessels	$293,685
Value of cargoes	$83,470
Total value of property	$377,155
Number of persons on board vessels	167
Number of persons lost	None.
Number of shipwrecked persons succored at stations	64
Number of days' succor afforded	154
Value of property saved	$334,275
Value of property lost	$42,880
Number of disasters involving total loss of vessels	4

Seventh District.

Number of disasters	5
Value of vessels	$321,650
Value of cargoes	$5,135
Total value of property	$326,785
Number of persons on board vessels	31
Number of persons lost	None.
Number of shipwrecked persons succored at stations	22
Number of days' succor afforded	31
Value of property saved	$324,185
Value of property lost	$2,600
Number of disasters involving total loss of vessels	None.

Eighth District.

Number of disasters	35
Value of vessels	$127,355
Value of cargoes	$48,135
Total value of property	$175,490
Number of persons on board vessels	136
Number of persons lost	None.
Number of shipwrecked persons succored at stations	38
Number of days' succor afforded	69
Value of property saved	$108,970
Value of property lost	$66,520
Number of disasters involving total loss of vessels	4

Ninth District.

Number of disasters	79
Value of vessels	$653,745
Value of cargoes	$80,945

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Total value of property	$734,690
Number of persons on board vessels	455
Number of persons lost	2
Number of shipwrecked persons succored at stations	9
Number of days' succor afforded	9
Value of property saved	$558,125
Value of property lost	$176,565
Number of disasters involving total loss of vessels	1

Tenth District.

Number of disasters	69
Value of vessels	$1,162,505
Value of cargoes	$282,650
Total value of property	$1,445,155
Number of persons on board vessels	354
Number of persons lost	None.
Number of shipwrecked persons succored at stations	45
Number of days' succor afforded	50
Value of property saved	$1,275,930
Value of property lost.	$169,225
Number of disasters involving total loss of vessels	5

Eleventh District.

Number of disasters	115
Value of vessels	$1,040,580
Value of cargoes	$356,955
Total value of property	$1,397,535
Number of persons on board vessels	645
Number of persons lost	1
Number of shipwrecked persons succored at stations	98
Number of days' succor afforded	115
Value of property saved	$1,075,170
Value of property lost	$322,365
Number of disasters involving total loss of vessels	9

Twelfth District.

Number of disasters	38
Value of vessels	$267,135
Value of cargoes	$29,880
Total value of property	$297,015
Number of persons on board vessels	233
Number of persons lost	13
Number of shipwrecked persons succored at stations	8
Number of days' succor afforded	8
Value of property saved	$270,940
Value of property lost	$26,075
Number of disasters involving total loss of vessels	None.

There were, during the year, 97 persons rescued from positions of danger otherwise than from vessels, who would probably have perished but for the aid of the surfmen. Of these, 25 had fallen from wharves, piers, landings and the like; 9 were bathers who were in imminent danger of drowning; 39 were rescued from dangerous places from which they were unable to extricate themselves; 10 were on outlying rocks, cribs, or points cut off from land by the rising tide; 3 were overcome by exhaustion or exposure; 5 were adrift on broken ice; 1 had broken through the ice; 1 was recovered from the water apparently drowned, but was resuscitated; 3 were rescued from a building wrecked by an explosion, and 1 was taken from a drifting raft.

Five hundred and ninety-one stranded vessels were floated off, repaired when damaged, piloted out of dangerous situations, and in similar ways

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assisted by the station crews. Minor assistance was also afforded to 382 vessels and small craft. One hundred and ninety-three vessels running into danger of stranding were warned off by the signals of the patrolmen, the most of them probably having been saved from serious danger or total loss.

The surfboat was used 773 times, making 1,089 trips. The self-righting and self-bailing lifeboat was used 132 times, making 163 trips. The gasoline launches at the City Point Station (Second District) were used 80 times, making 90 trips. Smaller boats were used 432 times, making 526 trips. The river life skiffs at the Louisville Station (Ninth District) were used 41 times, making 97 trips. The breeches buoy was used 11 times, making 55 trips. The wreck gun was employed 17 times, firing 29 shots. The heaving stick was used 28 times.

There were landed by the surfboat 949 persons; by the lifeboat, 111; by the gasoline launches, 184; by the river life skiffs, 162; by other station boats, 151, and by the breeches buoy, 54.

In addition to the foregoing, there were miscellaneous rescues as follows: 11 persons, by wading out into the surf; 6 persons, by a ladder from shore to a stranded vessel; 6 persons, by a line from a sinking vessel to a pier; 2 persons, by means of heaving lines, and 1 person was hauled through the surf on the whip line when the hawser was not set up.

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, 1899.**

Total number of disasters	11,170
Total value of vessels	$119,540,500
Total value of cargoes	$49,888,099
Total value of property involved	$169,428,599
Total value of property saved	$132,021,447
Total value of property lost	$37,407,152
Total number of persons involved	†85,916
Total number of lives lost	‡908
Total number of persons succored at stations	⁋14,627
Total number of days' succor afforded	36,659

LOSS OF LIFE.

Section 9 of the act of June 18, 1878, requires investigation to be made of all the circumstances connected with shipwrecks occurring within the scope of the operations of the Life-Saving Service, involving loss of life, with a view of ascertaining in each case "the cause of the disaster, and whether any of the officers or employees of the Service have been guilty of neglect or misconduct in the premises."

All such disasters occurring within the last fiscal year were thoroughly inquired into, as the law directs, and the testimony of the wit-

*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. In 1877-78 the Pacific Coast was added, and in 1880 the coast of Texas.

†Including persons rescued not on board vessels.

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

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

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nesses was taken in each case by an officer having authority to administer oaths at such investigations. The detailed accounts of these casualties follow :

Capsize of a rowboat.

The first disaster of the season resulting in loss of life was the capsize of a small rowboat in Dorchester Bay, Massachusetts, on the 6th of August, 1898.

About 12.30 o'clock in the night Ira Wallace and Frank O'Neil started from Hutching's landing, South Boston, in a ten-foot skiff to board a small sloop lying some two hundred yards from the shore, which was to take them on a fishing trip. The weather conditions were quiet, and the sky was clear, but the night was dark.

Wallace pulled at the oars for sixty or seventy yards, and then suggested that O'Neil should do the rowing. The latter was willing, and the two proceeded to change places, with the result that the crank little boat capsized, and both fell into the water. Wallace did not know how to swim at all, and O'Neil was by no means expert. The latter testifies that he seemed to be some fifteen or twenty feet away from Wallace, but that he shoved the oars to him and Wallace took hold of them for a moment or two, shouted "a couple of times," and then sank out of sight.

O'Neil was able to regain the capsized boat and lay hold of it, at the same time loudly calling for help. He states that he heard a reply, and then quickly lost consciousness, knowing nothing more of what took place until he recovered his senses aboard the City Point floating station about two hours afterwards.

The capsize occurred about three-quarters of a mile north of the station, and the outcries of the distressed young men were distinctly heard there, as well as by the life-saving patrol boat which was making its customary tour of the bay and was not far from the scene. Patrolmen Cook and Riley put the boat about at once and rowed with all dispatch in the direction of the alarm. Within two minutes they were alongside the capsized skiff where there was but one man in sight, and he apparently about to sink. They quickly pulled him into their boat, and there being nothing in the vicinity to indicate that another life was in peril, took him without delay to the landing which was within one hundred and fifty or two hundred feet.

As soon as the shouting was heard at the station, Keeper Glawson started for the scene in the gasoline launch and arrived at the capsized boat in about five minutes. Seeing no signs of anyone in distress there, and observing the patrol boat at the landing, he proceeded to that place and assisted the patrolmen in resuscitating O'Neil. The latter showed signs of returning animation in a few minutes, and they then took him to the station, where they removed his wet clothing and did everything possible to make him comfortable. Later on, as his condition seemed to be serious, the keeper had him removed to the City Hospital, where he remained four days.

About the time O'Neil was taken to the station, a man from the sloop, which was to carry the fishing party, pulled to the landing and informed the life-savers that there had been two men in the skiff, whereupon the patrol boat returned to the spot and dragged for the missing body, which the patrolmen recovered in the course of an hour and gave in charge of an undertaker from South Boston.

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Capsize of a catboat.

Three persons perished, one by drowning and two from exposure, by reason of the capsize of a catboat in Chatham Roads, on the south side of Cape Cod, October 9, 1898.

About 11 o'clock in the forenoon of that day, Mr. Charles E. Hamer, with his two young sons, Joseph and Claude, aged, respectively, nine and eleven years, and a young man named Freeman Bassett, of about twenty-three, set out from Harwichport, Massachusetts, in a sixteen-foot lap-streak catboat, bound for Stage Harbor, some six miles distant, and thence to Chatham. The weather was fair, with a fresh westerly breeze "dead astern," as Mr. Hamer states, but owing to the fact that for some time previously there had been a tolerably strong wind from the south-west, "the sea was a little rough, but not uncomfortably so."

Mr. Hamer, who was in charge, laid his course for the north end of Common Flat, and when the capsize occurred was off the Red River, a mile or so from the shore. In order to hold his course at that time he was sailing with the boom swung well out to port. "As the wind kept hauling to the north," he says, "we soon carried it on the end of the boom, and as the boat sank in the trough of the sea the wind caught the sail on the other side, so that it became wrapped around the mast, and the peak halyards were thrown over the masthead." He therefore quickly brought the boat head to the wind, and himself tried to reach the halyards but could not do so, and then decided to proceed into shoal water near the shore.

Meantime the idea seemed to have occurred to young Bassett that he might climb the mast and clear the halyards, which he at once undertook to do without consulting Mr. Hamer, and before the latter was aware of what was going on. The little boat was far too light to stand any such weight at the masthead, and immediately careened to leeward, the boom and sail dipping into the water and assisting to throw her on her beam ends. Bassett went over with the mast, while Mr. Hamer and the two boys were precipitated into the waves alongside the boat. The father seized his children and helped them to the boat, where he and they held on as well as possible, and where Bassett also appeared in a moment or two.

The situation, as things then were, was sufficiently perilous, but to make matters far worse Bassett seemed to become absolutely beside himself with fear. He was, however, still so far amenable to reason that he was prevailed upon to stay where he was, and let the boys hold on to his shoulders while Mr. Hamer could make an effort to unship the mast and right the boat. Several times the brave and almost desperate man dived under the mast involved in the floating sail, and at last succeeded in clearing them from the overturned boat, which then righted itself. With four persons and the ballast in her, and full of water, she still floated, but in order to lighten her Mr. Hamer at once began to throw out the stones, which, after much hard work, so that his strength was still further impaired, he accomplished.

When this was done he noticed that the oars, which he had not before thought of, had drifted some distance away, and as they were the only means by which the boat could be managed, he started to swim for them. He discovered, however, on observing Bassett and speaking to him, that he was no longer capable of affording any aid to the boys, and was, therefore, forced to give up all idea of recovering the oars and return at once. Bassett rapidly grew delirious until he was fairly frantic, and began to make wild attempts to reach Mr. Hamer and hold on to him

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which resulted in again upsetting the unstable boat, which is described as narrow and crank.

The now almost exhausted father was still brave to save his little ones, and succeeded once more in getting both of them into the boat, which he righted, but the loving labor was barely finished when a rough sea caught up the younger child and bore him swiftly away, while the father had no strength to reach him. "There is little more to tell," says Mr. Hamer, in his account of the dreadful occurrence, "the other little fellow, Claude, died in my arms about midnight. After the last link was broken, I sat in a stupor until daylight." Bassett, it appears, perished before dark.

The fact that the capsize was not discovered so far away from the station, and while other boats which were near by knew nothing of it, does not reflect upon the vigilance of the station watch, which the testimony shows was faithfully maintained. After the capsize, the boat showed so little above the surface of the water that it was scarcely discernible with a glass when it had drifted two miles nearer. Mr. Hamer says: "I certainly think that the Life-Saving Service men did all they could, and am glad of this opportunity of reporting that fact, and testifying to their efficiency."

Mr. Hamer's statement shows that the accident took place at a point about four miles north by west one-half west of the Monomoy Life-Saving Station, and about three and one-half miles west by north one-half north of the Chatham Station. Boats passed not far from him, and saw nothing of him, although Mr. Hamer says he did all he could to attract their attention.

It is understood that the capsized boat at first moved toward Hardings Beach, in which case it must have been hidden in the bight from view at the Chatham Station. During the night it drifted within some two miles of the Monomoy Station, and was discovered by the lookout with his marine glass at about 6 o'clock in the morning. All the lookout could see at first was a bit of a sail close to the water, but a little later he thought he made out the form of a man near the sail, and then a portion of a boat. Two surfmen at once manned a dory and went off to the scene under sail. They found Mr. Hamer sitting on a board athwart the rails of the boat with his feet in the water, in the stern of the boat the body of Mr. Bassett, and in the bow half way in the cuddy, or small shelter, the body of the little boy, Claude. Mr. Hamer was speechless and almost unconscious. He and the bodies of the dead were taken into the dory and quickly carried to the station. After careful nursing, the stupefied man revived, and on the next day was sufficiently restored to depart for his home in Harwich, where he was taken in the keeper's sailboat. The bodies of the lad, Claude, and Mr. Bassett were conveyed to Harwich in the station surfboat and entrusted to the custody of the medical examiner.

As soon as the discovery of the disaster was made on the morning of October 10, and the fact was ascertained that Joseph Hamer had been lost, some of the station crew went out in the surfboat and dragged for the body, but without avail, and it was not recovered until three weeks later, when some fishermen found it on the shore at Dennis and cared for it. The catboat was subsequently picked up adrift in Chatham Bay and returned to Mr. Hamer.

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Wreck of the tug L. P. Smith.

Fireman McCarthy, of the tug *L. P. Smith*, was drowned on the morning of October 20, 1898, by the sinking of the tug about one mile from the entrance to the harbor of Cleveland, Ohio.

It appears from the testimony taken in this case that the steamer *Olympia*, of Cleveland, commanded by Captain A. M. Shepard, was approaching the harbor, bound in from Buffalo without cargo, the weather being smoky and the wind fresh from the southeast, when two tugs appeared steaming toward her, the *L. P. Smith*, William Cotter master, from the eastward, and the *Chamberlain*, Harry J. Coulter master, from the westward—both evidently bent upon securing the *Olympia* for a tow.

The *Olympia*, being a good distance from port, was still steaming ahead at full speed when the *Chamberlain*, which was the first to arrive, made a short turn to take a line, but got too close and was struck on her port quarter which caused her to lose her favorable position. The captain of the *Smith* witnessed the discomforture of his rival and quickly attempted to cut in ahead of the *Olympia* and pass around to her starboard bow where he hoped to get the towline before the other tug could regain her lost ground. But he had greviously underestimated the headway of the big vessel and failing to clear her ponderous bow, was caught about midships on his starboard side. The *Olympia* was a steamer of 2,065 tons burden, while the gross measurement of the tug was only 82 tons—a mountain to a molehill—and the latter was rolled under in an instant and never seen again.

The only persons on the tug were the captain, engineer, and fireman. The latter is said to have been standing on deck, a witness to all that was taking place, and it is stated that the captain shouted for him to call the engineer and jump clear of the tug. He seemed to be paralyzed with fear, says the report; at all events, he simply stood still and was carried to the bottom.

Although the *Chamberlain* was within two hundred feet of the spot, all she could do was to pick up the two living men, the fireman being past all help from any source. Nevertheless, the life-saving crew did not know this, and when the man in the lookout tower rang the alarm gong they sprang into the surfboat and pulled away within sixty seconds. In eight minutes they were on the scene. For two days they dragged the bottom with grappling irons, but the body of McCarthy was not recovered, and no information has been received that it ever came to the surface.

Wreck of the steamer St. Lawrence.

Michael Bridge, of Marine City, Michigan, second engineer of the steamer *St. Lawrence*, lost his life on the evening of November 25, 1898, while engaged with four shipmates in an ill-advised endeavor to reach the shore in a yawl from the steamer, which was stranded about two miles south of the Point Betsie (Pointe aux Becs Scies) Life-Saving Station, east shore of Lake Michigan.

The steamer was of 1,437 tons burden, laden with a cargo of corn, having on board a crew of fifteen men, including officers, and was bound from Chicago, Illinois, to Prescott, Ontario, Canada—a voyage which was to take her through lakes Michigan, Huron, Erie, Ontario, and into the St. Lawrence River to a point opposite Ogdensburg, N. Y.

The usual course of vessels bound that way is said to be to make

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Point Betsy on the starboard bow, and then haul around to the eastward of the Manitou Islands, passing between them and Sleeping Bear Point, and this is the course the steamer appears to have been following. Snow was falling in the afternoon, and it would seem that the master must have reckoned his vessel considerably farther to the westward than she really was, for at about 5.30 p. m. she suddenly took bottom and held fast.

The sea was running high, although there was no immediate danger to the steamer, and the captain began blowing the steam whistle at short internals, the sounds of which were heard at the Life-Saving Station, and not being distress signals were supposed to come from a car ferry bound into Frankfort. However, Keeper Miller thought that she was too near the beach for safety, and therefore sent Surfman Bedford down the shore with instructions to warn her off with Coston signals.

The falling snow was so thick that Bedford could not see the lights of the steamer until he was abreast of her, when he burned two Coston signals, and became satisfied that she was already stranded, which was in fact the case, no signals of any kind having been made by her until after she struck. In response, as Bedford supposed, to the second Coston, the steamer blew three short blasts, whereupon he began hastily to retrace his way to the station, where he stated the facts, estimating the distance of the vessel from the shore as somewhere near three hundred and fifty yards.

A surfman was at once sent off to procure a team of horses, while the rest ran out the wagon with the surfboat on it, and prepared to set out along the shore to the place of the disaster. Within twenty or thirty minutes the team came, and all hands started down the beach, arriving opposite the steamer in less than three quarters of an hour. With reference to this arduous journey, the investigating officer, Captain G. W. Moore, one of the most experienced officers of the Revenue-Cutter Service, states that he drove over the same beach the day he made the investigation, when at times the snow was falling quite thickly, and it seemed wonderful that the wagon was not wrecked soon after starting—in the night, amid heavy winds, and seas dashing on the shore, and blinding snow and over a beach strewn with drift logs and dangerous débris.

As soon as the life-savers were abreast of the steamer they launched the surfboat, but the weather was so thick that their vision could penetrate only the little space close about them, and while crossing the second bar an unseen breaker dashed into the boat, nearly filling it, and compelling Keeper Miller, in the exercise of sound judgment for the safety of his crew, to return to the beach. The snow was then falling so fast, and the boat and oars were so encumbered with ice, that he concluded it would be foolhardy to try it again, and he therefore sent the crew back to the station with the team for the purpose of bringing up the beach apparatus.

On account of the severity of the storm, the obstructed condition of the beach, and the weight of the apparatus, two trips became necessary to haul it abreast of the vessel. On the second trip, when returning to the wreck, Surfman Jeffs stopped to trim a lantern, and when he had done so and resumed his way, was surprised to see a man rise up from the beach and stagger toward him. As the two men met, Jeffs saw that the stranger was wet and weak and scarcely able to stand. In a feeble whisper he told the surfman that he and four others had left the steamer in a yawl boat and had been capsized. Then he charged Jeffs to leave

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him and look out for the others, who, he supposed, had reached the shore farther southward, and might be in greater distress.

Following this pathetic injunction, Jeffs proceeded, and soon stumbled on two more men, alive but very much exhausted, one being the first mate of the steamer. Still pressing on to the southward, he made no further discovery, and arriving at the scene of operations reported finding three shipwrecked men and imparted the information he had received from the first one.

Neither the vessel nor the crew on board were then in great danger, and Keeper Miller wisely resolved to give his attention to those already on the beach, lest they should perish at once. The apparatus cart was cleared of its contents with a view of placing the shipwrecked men in it and transporting them to the station as speedily as possible after they could be found again. While some of the surfmen hauled the cart, the keeper followed after it.

Four living men were picked up and hurried on to the station. Meantime the keeper discovered the fifth of the unfortunate number lying just in the edge of the water, whom he drew farther up on the beach and tried to resuscitate. Four or five minutes later three of the surfmen who had been to the station came back and joined in every sort of effort to restore the apparently lifeless form to animation but without avail. As a matter of fact, what they had done was more for the purpose of leaving "no stone unturned" than with expectation of success, for as soon as the man was examined by the light of the lantern it was revealed that his head was severely bruised, and there were wounds about the temples, ears, and nose. That he was gone past all possibility of restoration was clear to the eye, and was confirmed by the fact that the hand, laid upon his chest, could detect neither warmth nor the slightest suggestion of life. Whether he was drowned or battered to death by the capsized boat could not be absolutely determined, but his general appearance, and the fact that the life-saving men could get no water from his stomach while practicing the resuscitation methods, satisfied them that he perished from the blows of which his wounds bore ghastly evidence.

That this man was needlessly sacrificed, and the others almost lost, is shown by the fact that all on board the wreck were subsequently saved by the life-saving crew, as these would have been had they stood by their ship. The testimony discloses that the attempt to land was initiated and directed by the mate, who is said to have declared that he could land without wetting his feet. As it turned out, however, the boat had scarcely cleared the steamer when it was upset, with the miserable result already narrated. Referring to this matter, the keeper says: "None of the four men we helped to the station could ever have reached there alive alone, and if we had not had to make the second load for the apparatus we never should have known anything about them until 4 o'clock in the morning, when we took off the balance of the crew, and there would have been five dead men within one mile of the station." Twenty-two inches of snow fell that night.

As soon as the four living men were placed in the station and the fifth had been proved beyond the possibility of doubt to be dead, the life-saving crew began vigorous operations for the succor of the men still on board the steamer. The Lyle gun was placed in position, and the first shot laid its line across the wreck, but in the confusion and darkness nobody saw it, and after a few moments another was sent out. This, too, seemed to be undiscovered, and the disappointed surfmen began

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to haul it back to the shore. Then the whistle on the wreck began to blow—why, the surfmen could not understand and did not learn until after the rescue was effected, when they were informed that the shipwrecked people knew nothing of the life lines until they were startled to hear their own whistle blowing without any agency of theirs. Proceeding to discover the cause, they found the life line lying across the whistle cord and causing a blast of the whistle at every pull on the line.

As soon as the sailors began to haul out the shot line, the whip line and then the hawser were bent on, but when they reached the vessel the sailors got them foul, and the disheartening fact that they would not work was soon apparent. Then the keeper resolved to man the surfboat again, and instead of trying to use the oars to pull her out by means of the whip line. This the life-savers doggedly accomplished under adverse conditions of almost insurmountable proportions. The sea was furious, the lines, the boat, and the men were incrusted in ice, and the night was so dark that one could hardly see his neighbor. Twice the brave men made the perilous trip, each time carrying to the shore five of the steamer's chilled and almost disconsolate crew.

Mr. Warner, the prosecuting attorney of Benzie County, who conducted the inquiry as to the cause of the death of the lost engineer, testifies that he had a conversation with all the survivors in the presence of one another, and especially with the mate, and they all related to him the circumstances of the wreck, and told him in grateful and enthusiastic words of the work of the life-saving crew. They declared that their conduct in going out to the steamer in such a blinding storm and fearful sea was "simply one of the most heroic acts that any of them ever knew," that they did more than could be expected under the circumstances, and that the only ones to blame for the loss of life were the sailors themselves. On a later occasion, says Mr. Warner, the captain of the *St. Lawrence* reiterated what his crew had said, and spoke in "glowing terms" of Keeper Miller and the wonderful rescue he and his men performed.

Two noticable incidents of this rescue excited considerable remark and some persons were disposed to regard them as providential. They were, first, the fact that the incapacity of the wagon used to convey the wreck apparatus compelled a return to the station, the necessity of making the second trip resulting in saving the lives of the men cast ashore from the capsized boat as noted in the report of the keeper above quoted; and, second, that the whistle of the steamer was blown by the strain of the shotline of the Life-Saving Service, thus arousing the attention of the shipwrecked men to knowledge that efforts were being made for their rescue. Whether these incidents are viewed as merely fortunate accidents or in a higher light, it is certain that they resulted in saving many lives which there is reason to believe might otherwise have been lost.

The Great Storm of November, 1898.

Wrecks of the *Columbia*, *Abel E. Babcock*, *Barge No. 4*, *Calvin F. Baker*, *Mertis H. Perry*, *Jordan L. Mott*, *Lester A. Lewis*, *Albert L. Butler*, *Amelia G. Ireland*, and *Clara Leavitt*.

The ten wrecks, the details of which follow, occurred in the now memorable cyclonic tempest which struck the New England coast, especially the south shore of Massachusetts Bay, in the evening of Saturday, November 26, 1898, and raged with almost unprecedented violence for twenty-four hours, and with gradually abating force for twelve hours longer—two nights and one day.

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Probably this storm will longest be remembered and generally designated as that which destroyed the steamer *Portland* with all her crew and passengers, estimated as numbering between one hundred and fifty and two hundred people. No such appalling calamity has occurred anywhere near by the coasts of the United States, or on the shore, for almost half a century, and it is doubtful whether there has been within the same period a coast storm of such Titanic power.

When the *Portland* steamed away from her pier in Boston Harbor, about 7 o'clock p. m., scores of sailing vessels between Gay Head and Cape Ann were hunting for harbors of refuge. Forty took shelter in Vineyard Haven (Holmes Holl), of which number more than half suffered injury. Many found anchorage in Provincetown and Gloucester, while others were crowding every stitch they could bear to reach port. Those already there passed additional stout lines to the dock or dropped another trustworthy anchor.

Where the apparently ill-fated steamer finally gave out and foundered has never been conclusively determined, but sufficient facts have been gleaned to make it clear that she went down at sea. Therefore her destruction did not lie within the scope of the Life Saving Service, and is referred to simply as one of the most impressive evidences of the overwhelming destructiveness of the tempest.

That stormy weather was threatening during the afternoon and early evening of November 26 is not within dispute, for besides the warning of the Weather Bureau, the conditions were unmistakably proven by the flight of many vessels into port. "There were at sunset marked indications of approaching bad weather in this vicinity," says Lieutenant Ross, assistant inspector of life-saving stations, an officer of large experience, who was in Boston at that time. But that the storm which followed far exceeded the apprehensions, both of the most timid and the most intelligent, is equally clear.

Snow began falling early, and the wind increased until by 10 o'clock, says Keeper Joshua James of the Point Allerton Station, only nine or ten miles from Boston, "it was blowing a gale from the northeast with sleet and snow so thick that we could not see one hundred yards at most. At midnight it was a hurricane." The captain of a large, steel trans-Atlantic steamship, which was stranded by the storm much nearer the city, states that he could scarcely see across the ship. The expanding force of the cyclone swept in with the rising tide, causing the waters to flood the beaches far beyond well defined storm limits, and to tear through the sand ridges and submerge the marshes for miles around. In the track of this overpowering deluge were havoc and destruction. It washed away large portions of the bank or sea wall in the rear of the beaches, and scooped out the latter in many places to a depth of five feet. Bulkheads constructed to protect roadways near the shore were battered down by the resistless shocks of the waves. and roads were buried and obliterated beneath piles and winrows of sand and stones. Houses were blown from their foundations, and in many instances hopelessly shattered, in some wholly destroyed.

At Scituate Point, the whole village, numbering upward of one hundred dwellings, was almost ruined, while many of the inhabitants narrowly escaped with their lives. In one instance a woman was drowned while her husband was trying to assist her to escape from their dwelling. The boathouse of the Massachusetts Humane Society near Scituate Light was swept to the south side of the harbor, the boat going one way and the boat carriage another. The wind at this time is said to have been

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"something terrific—its intensity could not be described, nor could words convey an approximate idea of its terrifying effects."

In the town of Hull, which includes Nantasket Beach, damage was inflicted estimated at upward of two hundred thousand dollars. There was hardly a building, says one witness, that escaped some injury. The railroad sea wall, constructed of heavy granite stones, was ruined for a mile, and the beaches were lowered two or three feet in some places, and narrowed ten or fifteen feet. On Monday, November 28, when the storm had spent its fury, the shores and surroundings were a stretch of wreck and ruin.

Against such an indescribable pandemonium of wind and sea as the foregoing fragmentary review suggests, few craft, steam or sail, could successfully contend on a lee shore, and the deplorable consequence was that the coast, rocks, and islands from Gay Head to Cape Ann were strewn with wrecked or disabled vessels, while an uncertain but considerable number foundered not far away at sea. Of the latter class, of course, none are included in this part of the report, and of the former, only those from which there was loss of life.

Wreck of the pilot boat Columbia.

Among all the wrecks along the South Shore, none is better calculated to suggest the terrors that beset the mariner that night, and the adverse conditions which handicapped the operations of the Life-Saving Service, than that of the pilot boat *Columbia*, which was destroyed about two and one-half miles south of the North Scituate Station.

This vessel was probably as staunch and seaworthy and ably manned as any craft within the whole radius of the storm. She was a schooner of 89 tons, built for the pilot service—famous for the superior character of its boats—designed for the roughest weather, and was only four years old. About a week before the disaster she sailed from Boston with a company of pilots, all of whom had been placed on board inward bound vessels, leaving her in charge of a captain—technically known as the boat keeper—and four men, who were to take her, as usual, back to Boston to await the return of the pilots, when she would sail on another cruise for incoming vessels.

Where she was when the storm burst upon the coast, nobody knows, for none of her crew survived to tell the harrowing tale of that night's experience. It is certain, however, from the condition of the wreck that she was compelled to come to anchor, and was wrenched from her moorings by the wind and awful seas. This is proved by the fact that both cables hung from the bows, while the anchors were missing. Nobody testified to having seen her during daylight of the 26th, and it is certain that nobody saw her after nightfall.

The patrolmen of the North Scituate Station worked their way over their beats north and south of the station during the night of the 26th–27th, and until after 12 o'clock noon of the latter date, with unfailing fidelity, although under difficulties and dangers of the most formidable character. They had to contend with a snowstorm so thick that in daytime a man could not see much beyond one hundred yards, to pick their way in uncertain places among wreckage washing about their feet, and to face a gale laden with sharp sleet and blowing from fifty to seventy miles an hour.

Surfman Richard Tobin had the south patrol from 8 to 12 o'clock in

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the forenoon of the 27th, but he did not reach the station on his return until 3 o'clock in the afternoon. In his testimony he says:

I went down the beach to the key post about three miles from the station. When I started from the station there was much wreckage on the beach, and the seas were coming over with such force that I was washed into the pond back of the ridge. It was blowing so hard that I was obliged to kneel down at times to get my breath. It was a hurricane from the northeast, and snowing so that I could not see any distance offshore. I kept on, and finally I had to take to the fields back of the beach. Then I was able to make better progress, and at last reached the post, and then started to return. I warned a number of people in houses near by that they had better seek safety elsewhere, as the seas were breaking up against the windows. I helped two families—the women and children—to a safe place in another house, and also assisted a fisherman to haul his boats away out of danger. When I was through with these things I started for the station and had to travel along the fields, it being impossible to keep to the beach. I got back to the station a little after half-past three in the afternoon.

At half-past 9 o'clock a. m., just after he had started to return, he was, as he makes oath, right on the veranda of the cottage which was destroyed by the Columbia when the giant seas tossed her on shore, and at that time the wreck had not taken place. He could see only about a hundred yards, he says, and consequently he knows nothing of the whereabouts of the pilot boat at that time.

After he got back, about 3 o'clock, the storm made it impossible to maintain patrol until 12 o'clock midnight. At that hour Surfman John Curran, Jr., set out on the south patrol. The weather had moderated, but the wind was heavy, snow was still falling thickly, and the tide at various points was rolling across the beach. "I walked the regular beat," says Curran, "but of course had to keep back farther on the beach, the sea had made such inroads. At about a quarter of 2 o'clock, I should judge, I saw the schooner right in line of my patrol, lying on the beach."

From the time of day stated by these two men, it is clear that the *Columbia* went ashore between 9.30 o'clock in the forenoon of the 27th and about an hour and a half past midnight. Nobody witnessed the disaster, and nobody knows when it took place.

Mr. Maurice O'Hern, a fisherman, testifies that he "was with a crowd in a storehouse" at Scituate Harbor about 12 o'clock, noon, of the 27th, and that somebody—he thinks it was Bert Williams—told them there was a vessel ashore at Sand Hill, but gave no further information, and nobody sent any message of the statement to the life-saving station. If this report was true, and the vessel was the *Columbia*, she must have been cast on the beach between 9.30 a. m. and 12 o'clock noon or shortly after Surfman Tobin had passed the place on his return to the station.

Mr. O'Hern says he did not know where Williams got his information, or of anybody else who knew anything about it. He states that he went to the place the next morning between 5 and 6 o'clock, and that the *Columbia* then lay "clear up on the beach, say two hundred and fifty feet from the edge of the sea, it being low water. There was a dwelling-house canted on to her. She must have hit it. The life-savers were on the scene."

As soon as Surfman Curran discovered the wreck, he returned to the station and told the keeper, who immediately (about 3.20 o'clock a. m.) went down to her with three surfmen. It was then too dark to see much, but they made sure that there was no living being on board the hulk, and then waited for daylight. It is stated that the body of a man had been found in the hold and taken away before this time. There was none in the hold or anywhere about the vessel when the life-saving

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men inspected her at daylight. On their way to the wreck they had found one body, which they placed out of harm's way and pursued their journey, subsequently notifying the coroner. This was afterwards identified as that of the captain of the *Columbia*. During the next forty-eight hours two or three others were recovered by farmers gathering rockweed, and on December 6 one by the south patrolman, but whether they were of the crew of the *Columbia* could not be ascertained.

The wreck of the vessel was complete to the last degree, and the cottage which she had demolished was lying upon her. Her starboard side was split open near the garboard, the planking was torn and chafed where she had hung and ground over the rocks on her frightful way shoreward, and her sternpost was rent in pieces. Her mainmast had been taken clear out of her, her foremast was broken short off, and her two anchor chains hung from the hawse pipes, both anchors gone.

The conclusion of the investigating officer, a man of sound judgment and very large experience on board of vessels, is stated in the following language:

> Diligent inquiry in the neighborhood disclosed the fact that no one saw her strike. She dashed in through the furious rush of breakers, completely hidden by the storm. The probability is that the five men who were said to have been on the vessel were all beyond the power of human aid before she struck the beach. Four of them must have been washed overboard at some earlier time, while the man who was found dead in the hold had, very likely, expired when the craft was being swept by the prodigious seas toward the shore. The fact that both the chain cables had parted shows that the vessel had attempted unsuccessfully to weather the storm by means of her anchors. At that time she must have been in dire distress, and there is no telling what straits her crew were then in.

This opinion is in entire accord with that of all other persons acquainted with the facts.

Wreck of the schooner Abel E. Babcock.

Even more calamitous than the destruction of the *Columbia* was that of the four-masted schooner *Abel E. Babcock*, which occurred on the same day, although far less is known of its details.

The *Babcock* was a vessel of 812 tons, bound from Philadelphia, Pennsylvania, to Boston, Massachusetts, with a cargo of coal. She was under command of Captain Abel E. Babcock, and is reported to have carried eight men, all told.

Some time in the night of November 26–27, after coming to anchor, as is supposed, in an exceedingly dangerous place, but made unavoidable by the circumstances, she dragged onto Toddy Rocks, nearly a mile from shore, northwest of Hull, Massachusetts, and was pounded to fragments, all on board perishing on the spot. No person was found who knew anything more of the circumstances than is told above.

Wreck of barge No. 4.

At the same place, and about the same time that the *Babcock* was lost, *Coal Barge No. 4*, of Baltimore, Maryland, was also destroyed. This vessel was almost brand new, having been built within the year 1898, and measured 920 tons. She struck on Toddy Rocks between 12 and 1 o'clock a. m. November 27, and speedily went to pieces.

Of the five persons on board, two—the captain and a sailor—managed to reach the shore alive by clinging to a piece of the deck house. They made their way to a neighboring dwelling, where they received the most hospitable treatment until they, with the occupants of the house,

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were driven out by the encroachment of the sea, when they were conveyed in a wagon, procured by Keeper James, to the Point Allerton Life-Saving Station and cared for while the bad weather continued.

As in the case of the *Babcock*, nobody knew anything of the disaster, except that the wreckage was discovered about 5 o'clock in the morning, on Wind Mill Point, by the west patrol of the station. Both of these vessels were broken up so quickly, and the storm was so intense, that assistance would have been utterly impossible had the situation been known.

Wreck of the schooner Calvin F. Baker.

Three persons were lost from the above-named vessel, which was wrecked on Little Brewster Island, Massachusetts Bay, or Lighthouse Island, as it is designated on the chart, in the morning of November 27, two or three hours before daylight.

On Lighthouse Island stands Boston Light, the oldest in the country, which was established in 1715 and then lighted with tallow candles. It is to-day an imposing structure, its powerful lantern being almost one hundred feet above sea level and visible in clear weather sixteen nautical miles. For upward of a century and three-quarters its faithful gleam has guided the storm tossed mariner to a welcome harbor, but on the night of November 26–27 he looked for it in vain, the impenetrable cloud of snow shutting it out completely until its sudden glare appeared close under his forefoot. The island lies one and one-half miles off that part of the coast where the Point Allerton Life-Saving Station is located, the most prominent headland near the entrance to Boston Harbor, and the crew of that station rescued the survivors of the wreck of the *Baker*.

The storm probably struck no portion of the coast with greater power than in this vicinity, and the men of the Point Allerton Station were arduously engaged during the whole period. Throughout the terrifying first night they maintained their patrols without interruption, although with extreme difficulty, the wind being so fierce as to compel them to frequently turn their backs and stop and crouch near to the earth for breath, while the inrushing breakers, rolling clear across the gullies and encumbered beaches, would often make them run for their lives to the higher lands. As the night wore on and the tempest approached its climax there reigned, on every hand, confusion worse confounded, ruin upon ruin.

Early in the morning, after this wearisome night of turmoil and excitement, they went first to the succor of the crew of the schooner *Henry R. Tilton*, which was driven ashore a mile and a half northwestward of the station, having on board a crew of seven men, all of whom they rescued with such skill and daring that Lieutenant Ross, the investigating officer, describes the achievement as "a clean and efficient piece of work, notwithstanding tremendous difficulties."

The testimony shows that during a considerable portion of the operations the life-savers themselves were exposed to about as much danger as the shipwrecked people, and, also, that members of the Massachusetts Humane Society's crew freely and efficiently participated in effecting the rescue.

This work, which occupied several hours, was scarcely completed and the apparatus taken back to the station, when the weary men were informed that a coal barge, known as *No. 1*, had stranded and was going to pieces on outlying rocks off Wind Mill Point, more than a mile from the station and a quarter of a mile from shore to the northwest. For

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the scene of this new horror they then set out with all possible dispatch, arriving just in time to save the crew of five men, who were at that very moment desperately contending with the furious surf. Members of the Humane Society cooperated in these rescues also, which were not accomplished without peril to the lives of the men who marched into the grasp of the treacherous undertow and hesitated at no personal danger. The rescued men were "helpless and chilled through," says Keeper James, "and it would have been almost murder to try to get them to the station—a mile away—in the severe weather and through drifts of snow, therefore it was absolutely necessary to go into the nearest house, which was Mrs. Burrill's." This dwelling was within 30 yards and unoccupied, but fully equipped for living purposes, and the keeper, for the reasons above stated, felt himself justified in breaking into it, which he promptly did. "We found," he further states, "everything needed for the comfort of the men. We made fires, stripped them of their wet clothing, rubbed them and used the comfortables of the house to wrap them in. As soon as they were able they were taken to the station." Of course the damage to the house and its contents was paid for by the Service.

It was past 4 o'clock and daylight was already fading when these operations were finished and the bedraggled life-savers returned to their quarters. They had been working in the water nearly all the time since 8 o'clock in the morning. The gale was still heavy, but the snow was falling not quite so fast, and once in a while one could make out objects at a considerable distance. During one of these slight intervals, just before dark, Keeper James caught a glimpse of masts a little the other side of Lighthouse Island, and apprehended that there might be trouble there, but aside from the sheer impossibility of reaching the point in the night and against the wind and sea then raging, he had a standing arrangement with the keeper of the lighthouse that in case assistance should ever be needed there the latter would set a flag signal to that effect. Therefore, as the next morning approached, James was alert to find out the situation, and at the first suggestion of daylight he turned his spyglass toward "the Brewsters." The signal flag was flying.

All hands quickly turned out and hurried to the inside beach (the land here having water on both sides) where, with the aid of four volunteers of the Humane Society, they launched the society's boat called *The Boston Herald*, which was taken on account of the convenience of its location, half a mile to the eastward of the United States Life-Saving Station, and pulled to Pemberton Landing, on the point of the neck of land just inside of Hull Gut. There the keeper secured the services of the tug *Ariel* to tow the surfboat to the island after it should get around Windmill Point where it must encounter the rougher water. The snow had now ceased to fall and the wind had veered somewhat west of north, but the sea ran so high that the tug could not approach nearer than a quarter of a mile of the island.

There the surfboat was cast loose, and the crew, well knowing the sort of task before them, seized the oars with a determination every man to outdo, if possible, his neighbor. Right ahead lay the shoals that form a bar off the island, over which the combers were ominously breaking, but with mighty strokes the men sent the boat headlong into them, their crests flying over and completely enveloping it, but their resistance not for a moment stopping its progress. Once past this perilous barrier the good boat floated in far less boisterous water, and was quickly laid alongside the wreck, which was lying with her head

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offshore and her deck ripped up and gone, except a small portion forward, where five men were crouching together in a most forlorn and pitiable condition, while near by was the body of the steward who had fallen victim to the terrible exposure. The scene was one no eyes could wish to dwell upon, and the life-savers hastened to flee the place. The living—but half alive—and the dead were quickly handed over into the surfboat, which was promptly pulled away to the tug that stood by to tow her home.

In an hour and a half from the time the boat left the land she was back again, and the almost helpless sailors rested within the friendly walls of the station, where assiduous care was taken, both by the surfmen and a physician, to minister to their various needs. The captain was the only one that was not far gone. From the numb and swollen feet of the sailors the surfmen cut the frozen boots, and, by the application of cold water to their extremities, somewhat relieved their sufferings and restored vitality, while stimulating beverages were given them to drink. At the end of four days they had sufficiently regained their strength to depart for their homes.

Besides the steward, who perished as already stated, two others were lost, the first mate, who was swept overboard when the sea tore up the deck, and the second mate, who gave up his life while heroically attempting to swim ashore with a line by means of which he hoped to save his shipmates. The names of the lost were Burgess S. Howland, first mate, ——— Isaacs, the second mate (almost a nameless hero), and Willis Studley, the steward. The bodies of the mates were never recovered; that of the steward was committed to the proper authorities of the town of Hull.

The circumstances of the wreck, not told above, as gleaned from the survivors, were as follows:

The *Baker* was on her way from Baltimore, Maryland, to Boston, Massachusetts, with a cargo of coal and a crew of 8, all told. About 3 o'clock in the morning of November 27, in the midst of the storm, with some of her sails blown away, she stranded on the northerly side of Little Brewster Island. The captain was trying to make Boston Light, which was suddenly sighted close aboard off the port bow—the wrong bearing for safety—and a moment later the schooner struck. She pounded in and fetched up about 75 yards from the rocks. All hands were driven to the rigging as the breakers swept over the ship. When the tide receded the men were able to find shelter under a small portion of the forward deck that had escaped the devouring seas. Every now and then, while the sailors were thus huddled together in their cramped and uncertain retreat, a tremendous wave would rush over the craft from stem to stern and drench them where they were, while the biting cold stiffened their garments with ice. Then the incoming tide would force them again to the rigging. In this way the seas pursued them from one part of the vessel to another, and witnessing the loss of three of their shipmates, they underwent the long, grim hours before their rescue. The schooner became a total wreck, there being little left of her worth saving.

When the life-saving crew returned to the station from the wreck of the *Baker*, about noonday, they found awaiting them Captain Alfred Galiano, who was the bearer of a message stating that there were three men on Black Rock, about a fourth of a mile from the main shore six miles to the southward, making signals of distress.

The keeper immediately sent to Mr. John Mitchell in Hull village for four horses to draw the surfboat to the scene, and as soon as the team arrived, set off with his own crew and five volunteers of the Humane Society. About 2 o'clock they halted at a small cove nearly a mile to windward (the wind having now veered to north-northwest), which they deemed the most favorable place for launching.

It appears that a boat's crew of the Humane Society had tried to effect

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a rescue from a point farther southward but had been capsized, fortunately, however, without loss of life, and a large number of persons—one hundred or more—were now gathered on the shore breathlessly watching the movements of the United States Life-Saving men. When everything was in readiness veteran Keeper James gave the order to launch, and by a resolute and skillful effort all together the boat shot clear of the beach and proudly mounted the tumbling breakers. This brilliant first victory in the fight evoked the admiration of the onlookers, and at the same time strengthened the arms of the oarsmen who pulled with high hope swiftly over the mile that lay between them and the imperiled men. But on their arrival in the vicinity of the Black Rock they found that their eager spirit must not forget discretion to be the better part of valor.

The sea was still running high, dashing heavily on the rock and flying into the air. To have rushed in at that time might have been bravery but it would have been madness also, and therefore the keeper, who had won scores of times by the exercise of sound judgment—that quality of courage which waits when necessary but ultimately conquers—ordered his crew to lie upon their oars. For an hour the boat lay by idly pitching and tossing to and fro. At last in an unguarded moment, as it were, the breakers left an opening and the boat rushed in. Quickly were the three shivering sailors drawn into it, and, the instant another opening showed, it gallantly dashed out into safer water. So skillfully was all conducted that the boat had not suffered a single bruise, and now that her chief work was done the surfmen pulled away with cheerful hearts into the brisk head wind which opposed their return to the shore, and in due time landed without mishap.

It appears that the three rescued men managed to reach the rock of refuge whence they had been taken, by means of one of the masts of their vessel, which had been cut adrift from the tug *Underwriter* in stress of weather and had gone to pieces. One of them was badly injured, and a conveyance was, therefore, engaged to carry them to the station, and also to take up a physician on the way. After remaining four days, they were sent at their own request to Boston.

It was long after dark (7 o'clock) when the life-savers once more rested in their station, but their rest was that of faithful servants of humanity, who richly deserved the words "well done," which greeted them on all hands. Their brave work throughout the storm may not be better summarized than in the language of the keeper, who says in his testimony, "We succeeded in getting every man that was alive at the time we started for him, and we started at the earliest moment in each case."

Wreck of the Mertis H. Perry.

During the forenoon of November 27 the fishing schooner *Mertis H. Perry* was cast ashore 2 miles north-northwest of the Brant Rock Life-Saving Station, coast of Massachusetts Bay, and five of the fourteen men who composed her crew were lost—two from exposure and three by drowning.

The conditions surrounding the wreck of this vessel can not be more clearly described than by quoting the report of Lieutenant Ross, who investigated the circumstances. He says:

The storm which was destined to play such havoc in the vicinity of Brant Rock, began to take form shortly after dark of November 26. By midnight of that date it was blowing heavily from the northeast, accompanied by thick snow. Throughout the night the wind and sea increased, and by sunrise of Sunday, November 27, a tremendous gale was raging. Such a violent outburst of the elements had not occurred in this vicinity within

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the memory of the oldest inhabitant. The wild fury of the wind and driving snow continued without abatement until late in the afternoon. At times the force and roar of the tempest were so appalling as to be indescribable. The storm had swept in on top of a very high tide, which caused the rushing seas to take possession of the beaches, break through the banks, flatten the sand hills, and flood the highways, marshes, and fields beyond. The sea walls were demolished, and the summer resorts of Brant Rock, Ocean View, and Duxbury Beach were laid in ruins, more than half of the cottages being damaged and a large number completely destroyed. Some were carried from their foundations and landed long distances inshore, others were toppled over into the surf or back of the ridges, while several were blown into collision with one another. The rocks and wreckage that were driven in by the sea blocked the roads in many places and crushed the sides of dwellings. The long stretch of shore, after the storm, presented an entirely new aspect. The terrific onset of the sea had cut through or torn away the banks and strewn the beach with vast quantities of stone. In fact, as far as the eye could reach, the whole scene was one of wreck and destruction.

About half-past 8 o'clock in the forenoon of November 27, the life-savers of the Brant Rock Station began their work of rescue and assistance. The storm had driven many of the people, half clad, from their cottages into the open, and they were in great peril. A woman and her four children were first brought to the station; then others were assisted to the Union Church, which is situated some seventy-five yards to the westward. The space surrounding the church, and the roadway between it and the station, were inundated with the surging waters. It was therefore no easy task, in the midst of the storm, to get these persons safely to shelter. One woman was swept off her feet, and would have drowned had it not been for Keeper Manter and Surfman Baker, who succeeded in reaching her before she was carried away by the surf. While this work was going on, three of the life-saving men, who had previously gone out on patrol, were unable to get back, and consequently only four surfmen, including the keeper, were at the station. They, however, assisted to safety about twenty-five or thirty cottagers, taking some to the church and some to the station. A number of these would surely have been swept into the sea or have succumbed to exposure, had they not been succored in the manner described.

The difficulties that were met in the efforts to help these people can scarcely be depicted. The storm was at its height—a howling, terrific hurricane, with blinding snow, spray, and sand driving before it, while the almost unimaginable force of the sea dealt blow after blow upon the shores, the surf spreading out over the adjoining lowlands into and around the numerous buildings, and wrathfully sweeping rocks and wreckage of all kinds in its path. Add to this savage strife of wind and wave the alarm and consternation of the women and children, some of whom were almost in a frenzy of fear and despair, and an idea may be formed of what the life-savers had to contend with. They had, literally, to fight their way from place to place. Yet, after getting the sufferers into the station, it was found that the work had but commenced. With a thundering crash the sea burst in the boat-room doors and dining-room windows and made a clean sweep through the lower part of the building. Tons and tons of stone were hurled upon the floors, the stoves were thrust aside and the fires drowned out. Life belts were immediately put on the women and children, and they were hurried upstairs. The serious question then was, would the building stand the onslaught of the sea? The surfmen opened the rear doors, which permitted the waves to run through, and this expedient probably saved the house. Then they ran out the boat and carriage, and lashed and secured what gear they could.

Now came the anxious watch for the turn of the tide, the ebb which would hold back somewhat the furious surf and enable the life-savers to get the people in the station across to the stone church, where they would be safe. The favorable moment at last arrived, and Surfman Harris ran with a lifeline to the church, but in doing so he was carried off his feet by the waters, and was barely saved from the sea by the prompt assistance of two brother surfmen. Finally, after perilous but careful effort, all those at the station were taken to the church. There was no fuel there, but the life-saving men carried some coal over and started fires, and also provided the distressed people with dry clothing and blankets. That night the station crew remained at the church with their charges, for it was the only place in the immediate neighborhood that afforded a secure shelter. This beautiful edifice consecrated to the worship of God by all creeds—the Union Chapel, as it is called—had indeed become a blessed sanctuary for these thirty or more disconsolate souls, whose homes had been desolated by the wild fury of the elements.

While the life-savers were making these and similar strenuous efforts to save the townspeople, a fishing schooner, the *Mertis H. Perry*, of Boston, Massachusetts, dashed ashore 2 miles north-northwest of the station between 9 and 10 o'clock in the forenoon, as near as can be ascertained, but she was not seen to come ashore by any person.

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The cruise of the *Perry*, and the circumstances leading up to her wreck, as related by two of the survivors, are as follows:

The schooner left Boston, Massachusetts, Monday afternoon, November 21, with a crew of 14, bound for the fishing grounds that lie about 12 miles to the southeastward of Highland Light, Cape Cod. The first part of the trip was uneventful, with the exception that the vessel sought refuge in Provincetown Harbor on the 24th and 25th, where she rode out a northwester. The evening of the 26th, with a catch of about 15,000 mixed fish, she started for Boston. The wind at this time was fresh from the northeast, and breezing on. Highland and Race Point lights were sighted, but at about half-past 9 o'clock that night the weather shut in thick with snow and rain. The course laid out was about northwest by north. The sea and wind kept increasing every moment, and at about 11 o'clock the captain wore ship with the intention of edging offshore. The schooner was then carrying a double-reefed foresail, single-reefed mainsail, and whole jib, and in the maneuver the main gaff was broken and the jib split, wherefore the mainsail was hurriedly lowered and a storm sail (a three-cornered lug) set in its place. The jib, however, being split and useless, no headway could be made, and therefore, the foresail was lowered and the port anchor let go with a hemp cable.

The snow was now driving across the vessel in sheets and the seas were sweeping her decks. There were but thirteen fathoms of water under foot, and as one anchor failed to bring the schooner head to, the starboard anchor was let go with the chain cable. This fetched her up, but the increasing fury of the gale caused her to drag both anchors, and all on board knew that the water was rapidly shoaling. The captain, almost despairing, ordered the masts cut away. The foremast went first, but hung alongside fast to the jib stay; the mainmast went clear. About half-past 2 in the morning (27th) the hemp cable parted, and the sailors took the stranded end that led up through the hawse pipe and made it fast to the chain cable veering the latter to its full scope. Still the craft continued to drag. The lead was put over and the sounding indicated only six or seven fathoms. Finally, at about 7 o'clock, the schooner was brought up by her anchor, but hardly had this occurred when the chain cable parted.

There now remained but one thing to do—head her to the westward, strike the beach somewhere, and take the chances. She was turned before the storm, which swept her along with the force and speed of an avalanche, while the crew, to whom the end did not seem far off, clung desperately to the hoops around the stumps of the masts. Five minutes later the vessel was in the midst of heavy breakers, and almost immediately struck bottom, the seas making a clean breach over her. She kept pounding in all the while, the flood tide helping her on, until the imperiled men could see the dim outlines of the land through the thick veil of snow. At 8 o'clock, when she could not have been more than two hundred yards off, William Bagnall, of Cape Breton Island, suddenly gave up and died, doubtless from the effects of his terrible exposure. The captain, Joshua Pike, said to be of North Sidney, Nova Scotia, had evidently become demented from his awful experience, for he abruptly picked up part of a dory which had been smashed in, and, without saying a word, jumped overboard, and was not seen afterwards. The rush of the breakers forced the schooner so far up on the beach that the jibboom extended over the bank, and 4 of the fishermen were enabled to reach the shore by that means. All the men were much exhausted, and some were out of their minds. A big sea now turned the vessel broadside on and swung the jibboom so far off that those still on board could not reach the bank that way. They hove a line to their shipmates on shore, but before the latter could make it fast another sea hove the craft back, and 6 of the remaining men crept along the jibboom and landed safely. Joseph Veader, of Gloucester, Massachusetts, fell off and was drowned. George Bagnall died from exhaustion while his comrades were making their escape, and Charles Forbes, who succeeded in getting ashore, was so prostrated that the survivors were obliged to leave him behind, while they themselves went in search of aid to relieve their own distress. They reached the farmhouse of a Mr. Ames, where they were given dry clothing and kindly cared for. Two of the farm hands were at once dispatched for Forbes, but on arriving at the scene of the wreck they found him lying dead on the bluff.

From the foregoing account it will be seen that nine men survived and five perished. It was a sad catastrophe, which could not, under the circumstances, have been averted or made less fatal in its consequences by any efforts on the part of the life-saving crew of the Brant Rock Station. The conditions of the weather were such that it was utterly impossible for the life-savers to discover the vessel when she came ashore, much less to reach her in time to save life. The storm was of such a nature—so terrific and unsparing—that no human agency, however well equipped or directed, could successfully cope with it under the circumstances at that point.

A most worthy struggle had been made by the station men to maintain their patrol, but when the seas overwhelmed the shores, rending the banks—usually the patrolman's

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barriers of safety—and scattering everything within reach, they were compelled to abandon their vigils along the beach. They did not waver, however, until the task became physically impossible.

During the forenoon, when the *Perry* stranded, the north patrol started out shortly after 8 o'clock, as usual. He had to face a hurricane laden with sand, spray, and snow. The beach was impassable, the foaming sea submerging its whole extent, and he was therefore obliged to take to the road. After pursuing his way as best he could for about a quarter of a mile, he was able to climb up on the ridge back of the beach, but finally had to plod along around pools of water inside of the sand hills. The cottages near the shore were toppling over and being swept hither and thither, and their fragments were flying through the air. When he reached a point about a mile from the station he could go no farther. The sea had cut through the bank and was racing wildly across into the meadows, an impassable stream. He got on the highest part of the ridge that he could, and stayed there perhaps an hour and a half, keeping a lookout seaward. It was so thick, however, that such a watch was useless, and he then started back for the station, having to follow a more tortuous route than when he came. Suddenly two houses near him were blown away, one into the surf, the other clear over into the marsh. Then he ran across two men, with their wives and a child, who had fled from their homes and were crouching under the lee of a bluff for shelter. These he assisted to the best of his ability, going to a house near by and bringing blankets to cover the woman and child. He stayed with them for a while, and afterwards with difficulty reached the station, where he joined the other men in their work of rescue.

The patrol south had gone out that morning as usual, but owing to the condition of the beaches, and to the fact that it was not possible to cross Green Harbor, which joins the sea a mile and a half from the station, he was compelled to take the public road over the Marshfield dike at the head of the harbor. This strong stone structure was subsequently crushed for a length of some fifty feet. Arriving on the shore, the surfman found the seas breaking through, making wide, ugly gaps, and he was brought to a standstill. It was unsafe to try to proceed farther, and, believing that his services would be needed at the station, he wisely returned.

The above recital explains, in some degree, the insurmountable difficulties that beset the patrolmen. That the *Perry* was not seen by anybody as she came on the beach in this extraordinary storm, is not strange, nor is it at all surprising that she was not discovered sooner by the life-saving men. The proportions of the tempest utterly defied and thwarted the best powers of the men whose duty it was to battle with it.

It was not until between 2 and 3 o'clock in the afternoon of November 27 that tidings were received at the station that the *Perry* was ashore. These were brought by some men living in the neighborhood, who said there were two dead bodies on the deck of the vessel, and that another was on shore.

The keeper at once sent two surfmen to the scene, who moved the bodies out of reach of the tide, and notified an undertaker at Marshfield, who took charge of the remains the next day, one of the crew assisting him in their removal. The body of one of the drowned sailors was found the succeeding day near the entrance of Green Harbor, and this was also turned over to the undertaker. On November 29 the body of Captain Pike was found on Gurnet Beach by a patrolman of the Gurnet Station. Two of the survivors were sheltered and fed at the Brant Rock Station two days. The dry clothing furnished the people who were taken to the church was that provided by the Women's National Relief Association.

The conclusion is unmistakably reached that the life-savers of the Brant Rock Station worked with well-directed and devoted energy to succor life, and befriend all who were in need. All those who gave their testimony in the case amply bear out this statement. That the surfmen accomplished not more but so much is the wonder. The five lives that were unfortunately lost from the *Mertis H. Perry* were beyond reach of their best efforts and skill. Under the circumstances no power of invention, sagacity, or genius could have stretched forth to any purpose a saving hand on that occasion.

Wreck of the schooners Jordan L. Mott and Lester A. Lewis.

One life was lost from the two-masted schooner *Jordan L. Mott* and 5 from the three-masted schooner *Lester A. Lewis*, both of which sunk in Provincetown Harbor, Cape Cod, in the early morning of November 27.

This harbor is one of the safest on the Atlantic coast in northerly or easterly gales, and has from 3 to 10 fathoms of water with excellent holding ground.

In anticipation of bad weather, and in order to ride it out in safety,

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between twenty-five and thirty vessels, large and small, took refuge there during the afternoon and evening of November 26, of which number ten of good size, and several smaller ones, were driven ashore. Some foundered at their anchors, some drifted into shoal water and pounded on the bottom until water-logged, and others were driven high and dry on the land, one of the latter, a fish boat, having been found after the storm was over on a spot which measured one hundred feet from the high-water mark. Eight or ten wharves were destroyed and twenty buildings were blown down. All the witnesses who testified to the character of the storm, some of them remembering as far back as fifty years, stated that it was the severest they had ever known. At this particular place, which is very well sheltered, as well as at two or three others where wrecks occurred, the chief cause of disaster, and that which most impeded the operations of the life-saving crews, was the terrible wind rather than the sea.

About 5 o'clock in the morning patrolman Frank C. Wages, when at Long Point, one and one-half miles to the eastward of the Wood End Station, by way of the beach, discovered what seemed to be a vessel driving ashore. The blinding sheets of snow made it difficult to see with certainty, but he felt so sure that he at once hurried back to his station, on the run whenever possible, to give the alarm. Tireless Isaac G Fisher, the keeper, ever vigilant, was in the lookout tower before daylight, and he saw Wages "coming in, running very quick." The gale was at his back and helped him on. Fisher waited for nothing more—that was sufficient—and he ran downstairs instantly and turned out his crew, not one of them having had breakfast.

The wind, which had started to blow from the east, was now east-northeast and gathering force. As soon as Wages delivered his message the boat was run down to the surf on the inside beach, but it was impossible to get it any farther on the wagon, because the wind would blow it off and smash it to pieces. It was, therefore, taken down into the edge of the surf, and the men began to push it along, wading in the water constantly up to their knees, and often to their arms. The gale frequently lifted it up, so that the men had to press it down by main force, and in this way, among dangerous drift logs and wreckage, they pushed on for hours, when they had worked down about a mile and a quarter along the beach east-northeast.

Two sunken schooners could be seen but only at intervals. At the point which the life-savers had now reached they got hold of a rope attached to a fish weir and hauled their boat out clear of the stakes, when they took the oars and tried with all their might to pull toward the vessels. The gale was then (about 11 o'clock) at its greatest height, and pitilessly forced them back to the shore. They had done, as the witnesses testify, all that men could do, and it was now plain that success did not lie that way—the wind had changed.

They had made a gallant struggle to gain a vantage point to windward, but the change had defeated them. It was the hardest battle they ever had. The gale had now swung so far to the northward that there was no other way for them to succeed but to drag the boat around the coast line to a point a mile and a half distant, and a quarter of a mile north of where the vessel lay. There was sore disappointment in their hearts, but they went about their new task with undaunted spirit and as much haste as they could, but the sea and drift stuff often took them nearly off their feet, and progress was therefore slow. One of them was now sent to the station to bring such articles of food as

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he could pick up, while the rest laboriously shoved the boat along the shore in the edge of the surf.

At length, after several hours of ceaseless toil, at about 4 o'clock they reached a position somewhat to windward, ready to push out. Bravely they rushed the boat through the surf, but, as Keeper Fisher says, the wind, "fairly shrieking," forced them back. Then they dragged it still farther to windward, and begged the aid of four fishermen who happened near, double manned the oars, and succeeded in pulling off some 30 yards or more, when they were again blown to the shore. For the third time they moved still farther to windward. Another launch was made with little less than superhuman resolution, and at last the sturdy boat shot out through the seas, not to come back again until her noble work was done.

Keeper Fisher set his course for the nearer vessel, which proved to be the *Jordon L. Mott*, sunk at her anchors with no part of her hull above water except the after portion of the cabin. Four men, with benumbed and stiffened limbs, crept down from the rigging as the boat approached, and when it was pulled close under the stern were taken into it by the surfmen. The lifeless body of the captain's father was lashed in the rigging, where it was left by the keeper with the concurrence of the captain, both realizing that their first duty was to care for the living. All hands had been in the shrouds for fifteen hours, and were fast approaching collapse. The boat was therefore quickly pulled to the beach in a direction favored by the wind, and a landing was effected about 5 p. m. Although the walk to the station was then short, it consumed half an hour, the captain of the *Mott* and one sailor being so weak that the surfmen had to carry them in their arms. At the station, stimulants were administered to all of them, and they were clad in dry clothing and placed in bed, where in a few hours they showed marked improvement, but a full day elapsed before the captain could walk alone. The rescued men remained at the station three days, when they were able to travel, and, under a law recently enacted by the State of Massachusetts, were furnished with railroad tickets to their homes.

On the day after the rescue, the body of Mr. Charles E. Dyer, who perished on the *Mott*, and those of the five men who lost their lives on the *Lester A. Lewis*, were taken from the wrecks and properly cared for. No effort was previously made to obtain them because it was next to impossible, and nothing could be gained by further exposure of the life-savers after nightfall of the 27th. The *Lewis* was lost under precisely the same circumstances as the *Mott*, and all her crew took refuge in the rigging, where they perished before aid could be afforded them—some considerable time previous to the arrival of the life saving crew at the *Mott*.

Regarding the relation of the Life-Saving Service to the unfortunate loss of life on this sorrowful occasion, no person has for a moment suggested any fault or delinquency. On the contrary, all the witnesses agree that the life-saving men acquitted themselves with fidelity and heroism. Mr. Robert M. Lavander, agent of underwriters, testified:

> The storm was the most disastrous I ever knew in fifty years. * * * It was impossible, in my opinion, for a boat to have pulled to windward. From the best information I have, I believe the efforts of the life-savers were untiring and well directed in every way. Captain Dyer, of the *Jordan L. Mott*, told me that the life-saving crew did everything in their power to help them.

Mr. J. N. Swift, one of the town officers, says:

> I was on an eminence at the northwest side of the harbor, but, owing to the dense sheets of spray and driving sleet, I failed to discover anyone in the rigging of those

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vessels, nor could I see the boat of the life-savers. From what I have learned of the circumstances, and from my knowledge of Keeper Fisher and the men, I believe they unquestionably did all in their power to rescue the imperiled sailors. * * * I believe the life-savers in this vicinity are doing good work.

J. M. Burke, one of a crew of volunteers who rescued a man from a fishing vessel, said:

When we went off we had a hundred times better chance than the life-savers on account of our being to windward, and still it was almost beyond our power to get to the schooner we started for.

Asked whether the life-savers did their full duty, he said: "They did. I know that for a fact." Lighthouse Keeper P. R. Smith testified to the same effect. Captain E. R. Nash, who witnessed the operations, writes:

Will say that I watched the life-saving crew from daylight Sunday until dark at night, trying time after time to launch their lifeboat, and I think that Captain Fisher did everything that lay in his power to save the men.

Wreck of the schooner Albert L. Butler.

Two of the crew and a passenger of the above-named vessel were lost on the 27th of November near the Peaked Hill Bars Station, Cape Cod, where the wreck occurred. The sailors perished as a result of their own rashness and lack of self-possession, when they might certainly have been saved. The passenger, a colored man from Jamaica, West Indies, fell from the rigging while the schooner was plunging shoreward, and was beyond any help either from the vessel or the land.

The *Albert L. Butler*, which measured 344 tons, was bound from Jamaica to Boston with a full cargo of logwood, and carried a crew of 7 men. The captain, Frank A. Leland, testified that he had a rough trip all the way from Jamaica, with high head winds, until Saturday evening, November 26, when it breezed up from the southeast. He reckoned that he was then forty miles east-southeast of Highland Light, Cape Cod, and ran northwest by north some twenty-eight miles until midnight, when the wind was blowing a gale from the northeast. Then he hauled offshore under short sail, just keeping steerageway, until he supposed he had reached twenty miles to the northward, when he hove to and "made a dead drift of about 15 miles," as he thought.

At 7 o'clock the next morning he wore ship under bare poles, but the gigantic waves were running so high that she had no sooner got around than a tremendous sea boarded her, scattered the deck load, drove portions of it through the sails, carried away booms and gaffs, smashed in doors and hatches, and left her a helpless hulk. Oil bags were put over in the hope of diminishing the force of the seas, but the expedient proved useless, and they continued mercilessly to crash over her, every successive shock driving her nearer to Peaked Hill Bars, a more bleak and dangerous stretch of coast than which can hardly be found in the world. "Soundings," says the captain, "gave thirty-five fathoms. The sea was frightful, the biggest I ever saw, and the gale swept us at its mercy."

For nearly three hours the vessel drifted, little by little, into shoaler water, until at about 10 o'clock the shore breakers were under her forefoot, and she swung broadside high onto the beach.

At 8 o'clock Surfman B. F. Henderson started from the Peaked Hill Bars Station to go over the eastern patrol, and at about 9.30 he met at the end of his beat—the halfway house between Peaked Hill Bars and High Head—Benjamin Kelley, the patrolman from the latter station. Both men said that the gale was the heaviest they had ever experienced,

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and they rested a few moments near the halfway house, which they did not enter because the surf was breaking over it, and kept their eyes on the water in search of vessels. They could see nothing beyond the white crests of the nearest breakers, and each turned toward his own station, but had proceeded only a few steps when a schooner broke through the thick clouds of sleet and spray and tumbled upon the shore. Each patrolman saw her strike, and hurried back over his beat to summon aid. The wreck lay within the limits of the Peaked Hill Bars Station, and upon that crew primarily rested the duty of making a rescue. Patrolman Henderson reached the station in the short space of 30 minutes, which was remarkably quick time, when it is remembered that he had to plod through a soft snow-covered surface and athwart a wind that swept sleet and sharp, fine sand through the air in smothering streaks that cut like the strokes of a whiplash.

Keeper Cook instantly ordered the beach wagon manned, and as soon as the drift of sand could be cleared away from the boat-room doors, say ten minutes, the light cart with the gear was run out, this apparatus being selected in view of the storm conditions and the fact that the schooner lay near to the shore. The horse was hitched to the cart, and the crew started for the wreck, but it is difficult to convey to a person unfamiliar with the region an intelligent idea of the toil and struggle necessary to drag any sort of loaded vehicle, even a comparatively light one, through the deep and yielding sand. The flying particles at times almost blinded the men and the horse, and now and then they were obliged from sheer exhaustion to halt to regain their breath. To force a way through the deep sand drifts which they frequently encountered, the men were constantly heaving at the wheels, and the panting horse was compelled to pull and tug with desperate efforts. But, notwithstanding all these difficulties, the apparatus was placed abreast of the wreck at a few minutes past 11 o'clock. Just at this time flashes of lightning occurred, and a burst of thunder rolled overhead, as if to multiply the terrors of the shipwrecked sailors.

Hardly had the life savers paused at the end of their journey, when they found a man, evidently from the wreck, lying on the bank, but as a slight examination showed that he was unhurt and in fair condition, they proceeded at once to clear their gear for the rescue of the others.

The vessel was only about fifty yards off, and four men could be seen in the rigging. The life-savers planted the Lyle gun on the bank some twenty-five feet higher than the vessel's deck, and Keeper Cook fired a No. 7 line, which landed aloft between the main and mizzen masts. But the sailors made no move to reach it, and to hail them with instructions was impossible, because the strongest voice could not reach that distance above the roar of the storm. Signals were made, but there was no indication that, if seen, they were understood. Although the line seemed to be obtainable without serious difficulty, the gravity of the situation would permit no delay, and consequently the keeper promptly fired again, the line this time falling right across the deck close to the sailors, one of whom quickly seized it, hauled the whip line on board, and made the tail block fast in the mizzen rigging. So far he had acted with due intelligence, but now, either because he did not read the tally board or was too frightened to proceed in the usual way, he attempted to reach the shore by the whip line without waiting for the hawser or breeches buoy. The instant he placed his weight upon the line it sagged until he was in the water. There was now nothing to do, however, but haul in and try to drag him through the breakers.

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Fortunately this was accomplished and the poor fellow reached the land alive, but he had an exceedingly narrow escape.

Not long after this time the mizzenmast gave way and crashed forward, going by the board and fouling the rigging and whip line. The other masts still remained, and if the heedless sailors had only waited a few moments another line would have been sent them, and with a little cooperation on their part the gear could have been set up. But they were too badly scared, and two more of them quickly laid hold of the whip line to get ashore as the other had done. Signs were made for them to wait, but they would not, and the life savers, therefore, without much hope, but because there was no other way, began to haul in. The snarl of ropes at the other end stopped the line from running through the tail block, and just at that moment, says the keeper, "a big sea, I should say twenty feet high, rolled in and buried the vessel, men, and everything. I had hold of the whip line, and could feel when the sailors lost their grasp. They were washed off, and that was the last we knew of them."

All the others were supposed to have perished, but in a moment or two an outcry was heard right under the bank, and a surfman, running to the edge, found there a man making every effort to climb up. He was quickly pulled to the top of the bank, and as no signs of life were visible on the wreck, and the rescued persons were more or less hurt, the keeper sent them in charge of Surfmen Hooten and Silvey of High Head to the Peaked Hill Bars Station. After the gear had been gathered up, Fish and Kelly were left to watch the wreck and go on board to ascertain the condition of things as soon as the fall of the tide would allow, while the rest of the crew went to the station.

The sailors had stated to the keeper, who carefully questioned them, that there was nobody left on board, and therefore, the surfmen on watch were astounded about 2 o'clock p. m., to see two men jump ashore from the schooner, which the receding tide had left almost clear. They proved to be the steward and a seaman, who, in their alarm, had gone into the cabin when the craft first struck and remained there without the knowledge of their shipmates. They were assisted to the station, where they stayed with the other survivors two days, the captain remaining several days longer. The names of the lost were E. H. Rothoff, mate, Charles Hoflander, seaman, and the passenger, Samuel Wedder.

Regarding the failure of the sailors to contribute in the slightest degree to the prompt and efficient efforts of the life-savers, by which all might easily have been rescued, the captain says: "If they had worked the life saving lines properly, they would doubtless have been saved. They were all used up and badly scared, hardly in a condition to do things in an orderly and sensible way." Questioned as to what he had to say of the conduct of the life-saving crews, he replied, "They did all in their power to save the crew of the schooner. They saved the whole of us as far as I can see. After getting some off the vessel, they were the means of rescuing the rest of us from death by cold and exposure. No man living could have found his way around there."

It is due to the credit of the High Head Station to add that Patrolman Kelly was prompt to carry there the information of the wreck, and a portion of the crew went to the scene of disaster and assisted in all the operations.

Wreck of the schooners Amelia G. Ireland and Clara Leavitt.

One life was lost from the schooner *Amelia G. Ireland*, and six from the schooner *Clara Leavitt*, both of which were wrecked near Gay Head, Massachusetts, during the storm of November 26 and 27.

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About sundown of November 26 the two vessels, their names being then unknown, were seen to anchor in Menemsha Bight, about 2 miles to the eastward of the Gay Head Life-Saving Station, but the occurrence caused no especial comment, as vessels frequently put into this anchorage, which is formed by a deep curve in the land, and affords good shelter in southeasterly weather, which seemed to be indicated when they made their appearance. The wind, however, gradually backed to the northward, and by 8 o'clock was strong from east-northeast with snow and rain, and rapidly augmenting force.

There was then every sign of a storm, and the night patrols started out from the station over their accustomed beats (in opposite directions), impressed with the necessity of extraordinary vigilance. When the east patrolman, Surfman Manning, reached a point just north of the village of Lobsterville, perhaps a mile and a half on his way, he saw the flash of a torch in the vicinity of Dogfish Bar, which is a shoal extending out on the westerly side of Menemsha Bight, and by the momentary glare he made out a three-masted schooner that he well knew must be ashore. Immediately he flashed back his red Coston signal as a notice to the vessel that she was seen and assurance that she would be aided if possible. Then in a moment or two, to make assurance double sure, he burned another signal and started off as fast as possible for the station.

The wreck was discovered at a little past 10 o'clock, and at about twenty minutes before 11 the patrol reported the fact to Keeper Hayman. The latter, comprehending the entire situation at once, ordered the men out, and in a few moments all but one, Cahoon, who was on the south patrol, were skurrying to the boathouse on the north beach, a quarter of a mile distant. The wind had now developed into a heavy gale, but the shores on the north side of the island were still somewhat protected, and as yet the seas were not running in with great force.

The keeper had determined to use the boat as the best means of effecting a rescue, in view of the position of the vessel on the north beach. Besides, he thought that he would be able to get abreast of the schooner at about low water, the most favorable time for operations. When the crew arrived at the boathouse, it became a question whether to try to launch the surfboat there or to transport it on its wagon farther along the shore, but the fact that the schooner was dead to windward and the weather momentarily growing worse induced him to proceed overland. This proved a wise course, for, as events turned out, it would have been quite impossible for the crew to pull the boat to the wreck against the wind, which soon reached extreme fury, but the beach was covered with rocks for a fourth of a mile before they could reach the bluff or high bank, where they were to continue their journey, and this portion of the route severely taxed their energies. However, they persistently stuck to their work, and finally dragged the heavy boat through a cut in the bank to the upland, where they could advance somewhat more rapidly, but the darkness and tempest greatly increased the natural difficulties of the rugged ground and rendered progress unavoidably slow. Hoping to expedite matters, the keeper sent Surfman Altaquin to the farmhouse of Simon Devine, about half a mile away, to procure a yoke of oxen, while the rest of the crew struggled on with their load as best they could. As soon as the oxen arrived they were hitched to the boat wagon, and at midnight the life-savers halted abreast of the stranded vessel, over two miles from their starting point. They had made good time.

The boat was immediately lifted from the wagon and placed in readi-

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ness to launch. The masts of the vessel could just be made out, and they appeared to be as far as six hundred yards off. The hull lay broadside on, and lights could be seen on board. Although the outlying shoal broke the heavier seas, so that the surf on the beach was not extremely rough, the wind blew a living gale from the northeast directly on shore, and was the main obstacle with which the crew had to contend. Aided by Mr. Devine they tried strenuously to effect a launch, but, although they shoved the boat well into the water, some of them wading up to their armpits, they could not drive it against the gale. Three times was it blown back upon them. Every opportunity that offered the shadow of success was improved, and every expedient known to masters of boatcraft was tried. No stronger or more resolute efforts were ever made by a crew of skilled and able men, knowing every art of the surfman, but do their utmost, they were no match for the storm. This was a new and strange experience to men who had never known defeat. In the midst of the unequal struggle they were horrified to see the second vessel dash upon the bar only, as it seemed, twenty-five or thirty yards from the other.

At 2 o'clock (the morning of the 27th) the keeper was at last convinced that the boat could not be launched, and all the rest being of the same mind, he decided to send for the beach apparatus. By this means, however, he had little hope of reaching the wrecks, for he believed they lay so far off and to windward as to be beyond the range of any life saving ordnance known. Nevertheless he would not omit any effort to save the forlorn mariners. The ox team had been placed under cover near by, and Surfman Manning was dispatched for it, but he had hardly departed when the masts of the schooner last stranded went by the board, and wreck stuff began to wash in. The keeper and his crew at once scattered along the beach to rescue from the surf any of the vessel's crew who might fortunately drift ashore—although there was believed to be little chance of any—and kept up the patrol for an hour and a half. But no one was found, and in the meantime the oxen had been brought back.

As there was no further need of the whole crew searching the beach, the keeper sent all but one man to assist in bringing up the apparatus cart. Some conception of the terrific power of the wind at this time may be gained from the fact that the surfboat was blown bodily across the entire beach, falling into a pool of water under the bank at least seventy-five yards distant. The air was still thick with falling snow and blinding sleet. About dawn the men returned with the beach apparatus, after a toilsome journey of six miles to and from the boathouse.

The tempest now appeared to have attained its greatest possible intensity, but there must be no delay, and the Lyle gun was, therefore, quickly put in readiness to test the feasibility of reaching the remaining vessel with a line. The advancing dawn had brought her into plainer view, and her sailors could be seen in the rigging. The other craft had utterly disappeared, not so much as spar or timber remaining to tell where she had been.

It was the purpose of the keeper to try first with a No. 4 line—the smallest—but the wind upset the faking box, deranging the line to such an extent that it could not be used. A No. 7 was immediately substituted, and the gun was charged with six ounces of powder. By very careful management everything was now kept in order, and the gun was fired, but all could see that the line had not reached its object, and the men promptly hauled it back, bringing home the projectile also. The

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No. 4 line, having been replaced in the faking box, was then fired with a 5-ounce charge. The conditions were then such that the keeper could not tell whether it fell on the schooner or not, but as no strain from the vessel was put on it, he finally concluded that it had failed, and, together with the projectile, it was withdrawn. Soon after, the same line was again fired with a little heavier cartridge. Where it landed could not be determined, but it could not be hauled back, and the supposition was, at that time, that it had fouled some of the wreckage.

The keeper was now convinced that the mark was too far away for successful line operations, and he once more turned to the boat. It was about noon, and near low water. The life-saving crew had been on duty of the most exacting sort for thirteen hours; one of them, Cahoon, was completely exhausted, while the rest were beginning to show the effects of their protracted exertions. But fortunately a number of brave fishermen had joined the little company, and were ready to lend assistance. The keeper selected three of the most stalwart, Abram F. Cooper, Moses P. Cooper, and Linus S. Jeffers, who increased his force to nine men. The wind having drawn a little more to the northward, the boat was taken to the most favorable point for launching, and, every man bending to the effort his utmost power, she was pushed out into the surf, only to be hurled back as before. After a little breathing spell, still chafing with their hot purpose, the indomitable fellows again rushed the boat into the ugly breakers almost twenty yards, but the wind wrenched her from their grasp and tumbled her back upon the beach. No men less than fabled giants could do more, and with dejected spirit the keeper was compelled to call a halt.

Apparently all resources had been exhausted, but in the heart of Keeper Hayman there was no rest. There might yet be a lucky chance of putting a line on board. At all events he would try again. The case was a desperate one, and therefore he felt himself justifiable in now loading the gun with extra regulation charges, which rarely succeed, but might, peradventure, in this instance. Accordingly the No. 4 line was fired with an 8-ounce charge—far beyond the rule—and the line parted close to the projectile. Notwithstanding this failure, the line was tried again with a 9-ounce charge, but with the same result. It subsequently appeared that one of the five projectiles reached the vessel, where it was found on the following morning by Mr. W. H. Morton who testified to that effect. This was probably the line which the surfmen could not haul back, and then supposed had become entangled in the wreckage. Sunset was now at hand. The life-saving crew had been hard at work for eighteen hours continuously without food, and the physical strain could not be much longer endured without a pause. Therefore the keeper felt bound to let them go to the station for dry clothing, something to eat, and a little rest. Two of the faithful fishermen remained on the beach to keep the fire burning and maintain the lookout. During their voluntary vigil they detected no change in the position of the vessel or further signs of distress.

About midnight, when the tide was again low, the life-saving crew resumed operations. By this time the wind had somewhat abated, although it was still blowing hard with frequent dense snow squalls. The sailors on the schooner could not be seen at all, and in view of the probability that they must needs be much used up and very likely unequal to the handling of lines, Keeper Hayman concluded to renew the siege with the boat. Farther to the westward was the best place (the wind now being north), and to that point the boat was taken. Then followed an extraordinary effort by eight of the best men on the coast,

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animated and sustained by an indomitable resolve that they must succeed. The number was reduced from nine to eight by the declination of one of the volunteers to longer remain in the party. He is reputed to be one of the ablest boatmen on Gay Head, and declined simply because in his opinion the attempt would be too hazardous to be justified. Some of the most skillful surfmen of the island, aiding wherever they could, watched the battle with foreboding. But this time there was no such word as fail, and by rapid, dextrous, and sturdy action the heroic eight sent the quivering boat clear of the beach and held her unswerving to her course. Confidence now prevailed in all hearts; practically the rescue was achieved, for once afloat the life-savers were bound to win. Steadily they held their way to a point off the port bow of the wreck, which was found to be encumbered by a tangled mass of spars, planks, sails, and rigging, which forbade further progress that way. Then they retreated a moment, but only to find a better place, and a little later dashed into an opening of clear water close to the martingale. This was the only possible approach, and the sailors hastily hove them a line. Then with quick and skillful movements the six living men were taken into the little ark of their deliverance, and as swiftly as conditions would permit, landed on the beach. One poor fellow hung in the rigging dead, where his shipmates stated he had needlessly exposed himself. For twenty-nine hours the life-savers had stood bravely to their noble work with only one short respite.

The names of the men who manned the boat on this triumphant occasion were, N. C. Hayman, keeper; Francis Manning, Benjamin J. Attaquin, Timothy W. Mayhew, Jesse Smalley, and Samuel J. Anthony, surfmen, and Abram F. Cooper and Linus S. Jeffers, volunteers.

The survivors were so thoroughly worn out by the terrible exposure that they could hardly move, and it was only after a gallant struggle and much assistance that they finally reached the life-saving station, where they received necessary treatment, and were supplied with clothing from the generous donations of the Women's National Relief Association. After spending three or four days at the station, they were conveyed to New Bedford by the revenue cutter *Dexter*.

The *Amelia G. Ireland* of New York, from which these men were rescued, was a schooner of 284 tons burden, built in 1866, and when wrecked was bound from Bayonne, New Jersey, to Boston, Massachusetts, under command of Captain Oscar A. Knapp, with a cargo of oil in iron tanks. After she stranded in Menemsha Bight her crew tried to lower her boat, but it was carried away leaving them without means of escape. They also tried to float a line ashore. The mate, who perished in the rigging between 10 and 11 o'clock a. m. November 27, was Westly Mark, of Boston. His body was buried in the cemetery at Gay Head.

The vessel which stranded near the *Ireland* and went to pieces at once was the *Clara Leavitt* of Portland, Maine, a schooner of 455 tons, built in 1874, and bound from Perth Amboy, New Jersey, to Portland with a cargo of molding clay. She stranded at 1 o'clock in the morning of November 27, and did not last an hour, the breakers sweeping over her heavily, and the crew of seven men taking to the rigging, some to the fore and others to the main and mizzen masts. In twenty minutes her deck house was destroyed, then the weather shrouds slackened and all three masts fell. No aid could reach the men from the shore, and all but one were drowned. Seaman Philo J. Sparrow went overboard with the foremast, but managed to lay hold of a floating stanchion which buoyed him up until, in some marvelous manner, he found him-

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self on the shore. On his hands and knees he dragged himself across the beach, making no outcry and undiscovered by anybody. Finding the road, he followed it to the house of Charles H. Ryan, where he was kindly cared for. The names of those lost from the *Leavitt*, as far as they could be ascertained, were, James E. Lombord, captain; —— Rogers, mate; Thomas Moore, sailor, and a mulatto known as Handy. The character of the wreckage from the hull of this vessel showed her to have been in no condition to stand heavy weather.

Wreck of the British schooner Vamoose.

The British three-masted schooner *Vamoose*, of St. John, New Brunswick, 387 tons measurement, Byron Knowlton, master, was wrecked on the night of December 4, 1898, at Clay Head, Block Island, and Captain Knowlton, of Advocate, Nova Scotia, and the mate, H. Brooks, of Weymouth, Nova Scotia, were lost.

The *Vamoose* sailed from Sidney, Cape Breton Island, for St. John, New Brunswick, on the 21st of November. On the 23d a storm of much force passed over Nova Scotia and involved the schooner, which continued to experience bad weather until a few days later, when she encountered the cyclonic tempest of November 26–27 that proved so disastrous to shipping along the New England coast. She was driven from her course at first, and was pursued by a succession of gales, which carried her so far to the southward that the evening of December 4 found her seeking a harbor in the vicinity of the eastern entrance to Long Island Sound.

About 8 o'clock that night Captain Knowlton made out a light, supposed to be that of Gay Head, bearing NE. by E., and estimated by him to be 8 miles distant. The wind was then blowing a gale from the northeast, a heavy easterly sea was running, and the weather was thick with drizzling rain. The vessel was heading to the westward under double-reefed mainsail and the standing and flying jibs. The light which had been observed soon disappeared, and nothing further was seen until about 10 o'clock, when, as N. W. Adams, the second mate (the only surviving officer), says, "We made Block Island Light—we did not know which one—on our starboard bow." Only a minute or two later breakers were discovered ahead, and the captain quickly attempted to wear ship to the southward, but he was much too late to accomplish any such movement. The mainsail had only jibed when the vessel struck hard amidships, starboard side to the shore, and the sea swept over her with a volume that filled the waist level to the rails, and flung the captain far forward, where he fortunately succeeded in saving himself on the topgallant forecastle. All the rest jumped for their lives into the port mizzen rigging, where they held on while the waves broke harmlessly beneath them. The captain shouted from the forecastle for them to join him there, but even had they been so unwisely disposed they could not have passed across the tumultous breakers which rolled across the midship section of the vessel. According to the United States Weather Bureau observer stationed on Block Island, the gale reached its maximum velocity, which was 60 miles an hour, about this time.

Somehow the second mate managed to get below long enough to procure a pillow, saturate it with kerosene oil, and take it into the rigging, where he set it on fire as a signal of distress. He failed, however, to ascend the rigging far enough to escape the waves, which struck him and wrenched the burning pillow from his hands. The flame, he says,

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did not last a minute, but by its brief light he was witness to the loss of the captain, who was dashed off the forecastle head and never seen again. Up to this time, according to the mate, not more than ten minutes had elapsed since the vessel stranded.

All hands were then in the port mizzen rigging, but the vessel, which was all the time rolling and pounding with great violence, gave signs of breaking in two just forward of the mizzenmast, and as the seas had gradually hove her stern around to the northward, so that she lay broadside to them, she commenced to list to port and offshore. All hands, therefore, ascended to the masthead, and, with the exception of Mr. Brooks, the first mate, passed down into the starboard rigging. Brooks remained at the masthead, probably deeming himself, for some reason, safer there. In these positions they all remained until nearly 1 o'clock, as Adams thinks, when the roll of the vessel carried away the mizzen topmast, with which the mate fell from aloft into the waves entirely clear of the vessel and disappeared. At the same time all but one of the starboard mizzen lanyards carried away, and the six surviving men were compelled to descend to the top of the after house, where they lashed themselves secure to a couple of ringbolts.

Very soon the vessel began to break up between the main and mizzen masts, but as she gradually worked around head to the seas, which then spent most of their fury forward, the men found their new position more sheltered. Watching now for every favorable opportunity, they managed to secure three of the loosened deck planks, which they lashed together and made into a raft upon which they hoped to reach the shore. The raft was launched over the starboard quarter, but when it was afloat they found that it would support only two or three, and, while all were anxious to avail themselves of it, two who were quicker than the rest, jumped on. It was no time for protest, and their shipmates, under the direction of Mr. Adams, bent together all the rope within reach and fastened one end to the raft, holding the other on board and slacking away as the raft started with Sam Webb and Hans Christiansen upon it to drift ashore.

When all the line was paid out, as was evidenced by the fact that it became taut, the second mate cut it for fear of checking the progress of the castaways. Those on board the vessel saw the raft no more after it left the schooner. They thought the time was now about 4 o'clock, and as the line had been cut, and there was no means of drawing the raft back, or of making another, they were compelled to remain where they were and hope for the aid which Webb and Christiansen would surely send if they should reach the shore alive. The tide was rising, the wreck constantly settling, and the seas dashed over them incessantly, finally driving them aft to the taffrail on the starboard side, where they huddled together until daylight.

It was about this time that the two sailors on the raft reached land, striking a little sandy beach at the foot of the bluff more dead than alive. In fact their escape from death seems almost miraculous. Each side of the place where they landed the shore presents a mass of jagged rocks, which extend far out. The background consists of bluffs, which give to the locality the name of Clay Head, and rise almost perpendicularly to a height of ninety or one hundred feet. The shipwrecked men, however, with extraordinary perseverance, in their half-frozen and exhausted condition, managed to make their way to the top and reach the dwelling of Mr. Samuel L. Hayes, which stands near by.

Mr. Hayes states that he thinks it was about half-past 6 o'clock when he was alarmed at hearing the glass of his front door smashed in, fol-

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lowed by cries for help. Going to the door, he found there one of the sailors, Webb, whom he took in by the fire and stripped of his upper clothing, which he replaced with dry garments. The man was "in bad shape," and at first almost speechless, but he soon told his benefactor that he had left a shipmate somewhere outside. This man, Mr. Hayes soon found near the barn and conducted into the house, where he treated him as he had his predecessor. He could see the masts of the wreck over the edge of the bluff, and having gleaned from the sailors as many of the details of the disaster as possible, he dispatched his son with the information to the New Shoreham Life Saving Station.

The wreck had, however, already been discovered by the north patrol, Wm. M. Rose, when about half-way between the key post and the station on his return, and by the south patrol, Gideon P. Rose, in front of the village, who was also on his return. Both ran as fast as possible the rest of the way and informed Keeper Littlefield, who instantly called all hands and sent a surfman to the village near by for horses to draw the surfboat and beach apparatus to the shore. While these movements were taking place Mr. Hayes' son also appeared at the station with such additional information as he possessed.

No delay was made for breakfast, and by 7.20 a. m., the life-savers were off for the wreck, one horse being attached to the apparatus cart, and two to the surfboat wagon. The distance to be covered was nearly four miles, and an hour was necessarily consumed in reaching the top of the bluff abreast of the *Vamoose*, which was found to be lying 100 yards offshore with her bow to the southward and her port broadside to the seas, that were breaking over her. She was rolling a good deal, and they could see that she was broken apart forward of the mizzen-mast, which was swaying heavily. The least exposed portion of the hull was the starboard quarter, and there were discerned the four men yet on board.

At first the keeper was inclined to hope that a rescue might be effected with the surfboat, and accordingly it was slacked down with ropes over the steep face of the bluff and placed in the most favorable position for launching. A prudent examination of the conditions soon satisfied him that the risk of smashing his boat and disabling his crew on the rocks between the shore and the wreck was greater than could be justified, and he therefore quickly resolved to hold the boat in reserve and make his first efforts with the beach apparatus. Many of the town people had arrived, who ably seconded the movements of the life-saving crew in every possible way, and the preparations for firing the Lyle gun were soon made.

The first shot, fired with a 2-ounce charge of powder and a No. 9 line bent to the projectile, struck the mainmast and fell through the broken deck to the hold below. The line fell into the current setting swiftly northward, which carried it so far away from the men that they could not reach it, being unable to cross over to the vicinity of the mainmast. This fact was made known by signs to the life-saving crew, who hauled the line ashore until it became taut, and then cut and bent it on to another projectile.

The second shot passed over the hull forward of the mizzen rigging, where the shipwrecked men easily secured it and succeeded in hauling off the whip line notwithstanding the resistance of the powerful cross current which was running, the surfmen having waded waist deep into the breakers to clear the bights of the line from the rocks.

The tail block having been made fast to the starboard taffrail, the

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highest point practicable, the hawser was bent to the whip line and sent to the vessel, where it was lashed to the starboard after bitts.

A good anchorage for the shore end was found in a small gully, and when the apparatus was well set up clear of the water the breeches buoy was sent off to the wreck. Steward Charles Mitchell was the first man to be taken ashore, and the others, Samuel Taylor, Charles H. Adams, and Carl Babbidge, followed, one at a time, the apparatus working smoothly without delay or accident.

As has already been stated, the station was four miles distant by the road, and therefore the rescued men, who needed prompt treatment, were taken to the house of Mr. Hayes, who kept all of them over night, and bestowed upon them the most humane and assiduous attention. The next day they were transferred to the life-saving station, where they remained and were properly cared for until the following forenoon. Twenty minutes after the last man was landed the mizzenmast fell, and the stern broke completely away, the sea dashing over both parts of the hull so furiously that no man could have remained there.

The lives of the four men above named, all who were on the *Vamoose* when she was discovered by the patrolmen, appear from the foregoing review of the testimony to have been saved by the promptness and energy of the New Shoreham crew, without whose presence all must have perished in a few minutes.

The wreck took place outside the patrol limits of the station, at a point where, in the night and under the conditions then existing, it could not be seen when it occurred from any point within said limits, which are as far distant from the station as practicable, and the work of the life-saving crew was especially commended by the people of the island, who are all familiar with such matters. The general opinion was expressed by Mr. Hayes, who said in his testimony, "I have had as much experience in the surf as anybody. They (the life-saving crew) did all they could, and they did it quick."

Before the wreck, the necessity of another station had been recognized, and at that time one was in process of construction which has since been completed and manned, covering, within its patrol limits, the point where this disaster took place.

In acknowledgment of the gratitude of the rescued men for the service rendered in their behalf by the life-saving crew, the following letters have been received by the General Superintendent:

BLOCK ISLAND, RHODE ISLAND, *December 8, 1898.*

SIR: Inclosed is a testimonial which was drawn up by me at the request of the survivors of the schooner *Vamoose*, wrecked here on the night of the 4th instant and signed by them. At their request, I send it to you.

I have the honor to be, your obedient servant,

CHAS. E. PERRY,
Editor Mid Ocean and Correspondent Associated Press.

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

BLOCK ISLAND, RHODE ISLAND, *December 6, 1898.*

SIR: The undersigned, survivors of the crew of the British schooner *Vamoose*, wrecked under Clay Head Bluffs at Block Island last Sunday night, desire to testify their heartfelt gratitude to the crew of the New Shoreham Life-Saving Station, who by their brave, plucky work saved us from sure death.

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Our thankfulness for their work and our appreciation of their kind treatment at the station, later on, will never be forgotten.

CHAS. N. ADAMS, *Second Mate*,
CHAS. MITCHELL, *Steward*,
SAMUEL WEBB, *Seaman*,
HANS CHRISTIANSEN, *Seaman*,
SAMUEL TAYLOR, *Seaman*,
CARL BABBIDGE, *Seaman*,
Of the wrecked British schooner Vamoose.

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

Capsize of a fishing skiff.

Two fishermen, named Jehu S. Pyle and Walter Wright, capsized in a 15-foot fishing skiff about 12.40 p. m. on January 30, 1899, three miles northeast of the Shark River Life-Saving Station, coast of New Jersey, while returning from the fishing ground, and Pyle was drowned before help could reach them.

The survivor testifies that they started out about 8 o'clock in the morning, and remained at sea until they heard a whistle blow either for 12 or half-past 12 o'clock—he could not tell which—and then prepared to return. For a little distance they used the oars, but soon perceiving that the breeze would carry them as fast as they could pull, decided to set the sail. When they had made about half a mile the wind shifted to offshore, and the first sudden puff capsized the boat. They righted it three times and tried to bail it out, but it rolled over each time, and they at last concluded to cling to it outside, one at each end, and wait for aid, which they thought might reach them in time to save their lives.

Wright further states that he saw a tug pass them about 200 yards off while they were struggling to regain the boat, and that they hallooed and expected to be picked up, as they saw a man come out on deck and apparently look at them, but, to their dismay, the tug continued her course without stopping. He says he then managed to climb into the submerged boat and tried to bail it out, but he does not remember having seen Pyle any more.

When questioned as to what he then supposed had become of Pyle, he replied "I could not see him, and in fact I did not look to see." Continuing, in reply to questions, he says he saw the life-saving crew coming—"knew them by their white jackets"—but that he did not know whether Pyle was in sight or not—"could not tell you, I didn't look," being the words of his answer. He says that the efforts of himself and Pyle to right the boat consumed considerable time, and after they concluded to stay in the water and hold on to the ends of the boat he knows nothing about Pyle.

This testimony is worthy of especial notice because it shows that an abundance of time had elapsed for a man to drown again and again before Wright lost consciousness, as he states that he did as soon as he saw the life-saving crew within two hundred yards of him.

Surfman Vannote was on lookout at the Shark River Life-Saving Station and saw the fishing skiff capsize at precisely 20 minutes to 1 o'clock, as he says, by his watch. He at once notified the keeper, who took the marine glass and looked for the boat, which appeared then to have two men in or upon it. The life-saving crew immediately ran out the surfboat, and the keeper, noticing a tug passing near where the skiff capsized, again took the glass for a minute to see if the tug

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showed any purpose to pick up the fishermen, but she continued on her course. The surf was rough, and some five minutes were necessary to effect a launch, the keeper deeming it wise to wait a little for a favorable "slatch" rather than invite an accident that might have crippled his further operations.

It took the crew about twenty-five minutes to pull out to the skiff, making the interval which elapsed from the time of the capsize to the arrival of the surfboat about thirty-five minutes. Wright was sitting in the skiff up to his waist in water and appeared to be dazed. Pyle was nowhere to be seen, and Surfman Vannote testifies that when Wright was asked where his companion was he simply answered "Gone," from which reply the life-savers concluded that he must have been washed off the skiff and drowned. Within half a minute Wright was transferred to the surfboat, and the keeper, thinking it better to leave the skiff than to delay the getting of Wright ashore by towing it, concluded to anchor it where it was and pull with all speed for the station. Around the skiff were floating the mast, sail and ropes, and while the surfmen were engaged in overhauling the anchor line that hung in the water, they drew up Pyle's lifeless body which had been about eight feet below the surface, where it had become entangled in the anchor rope, there being also several turns of the main sheet around the waist.

Although there was every reason, almost to demonstration, for believing the man was dead, the life-saving crew promptly proceeded to expel the water from the body and apply the Service methods of resuscitation, which were continued for twenty minutes. At the expiration of that period the keeper, fearing that Wright himself might perish if longer exposed (the thermometer standing at 35°), started back for the shore, doing all that was possible on the way for Mr. Wright, who was alternately aroused by shaking and slapping with the hands ("thumping," as the witnesses expressed it), and being compelled to push on the oars. As soon as the station was reached he was stripped of his wet clothing, provided with dry garments and such treatment as was necessary and appropriate. In about two hours he was apparently none the worse for his unfortunate experience.

Some question was raised as to whether the life-saving crew did all that could be done to resuscitate the body of Pyle, and a further investigation was made by order of the General Superintendent. All witnesses who could be obtained were examined in the most exhaustive fashion, and at the end of the inquiry the father of the drowned man declared himself as satisfied, and also expressed his condemnation of the conduct of several persons who were reported to have given currency to adverse criticism, and yet who would not appear, even at his request, to affirm or disclaim the statements charged to them. There is, however, no room for doubt that life was extinct when the man was taken from the water.

The coroner and a physician were summoned to the station, the former taking charge of the body of the drowned man, and the latter, after examination, stating that everything necessary for each of the men had been done.

The following letter was received from Mr. R. F. S. Pyle, the father of the drowned man, by the General Superintendent:

BRADLEY BEACH, NEW JERSEY, *March 6, 1899.*

DEAR SIR: Myself and family wish to express our sincere thanks to the Life-Saving Service, and especially to the crew of the Shark River Life-Saving Station at Avon,

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N. J., for the recovery of the body of my son, Jehu S. Pyle, who was drowned off Bradley Beach on January 30, 1899; also for the rescue of Walter Wright, his fishing partner, who has now completely recovered.

Respectfully, ROBERT F. S. PYLE.

GENERAL SUPERINTENDENT OF THE LIFE-SAVING SERVICE.

Wreck of the steamer Chilkat.

On the 4th of April, 1899, the coasting steamer *Chilkat*, bound from Eureka, California, to San Francisco with a cargo of lumber and general merchandise, carrying six passengers, and manned by a crew of fourteen men, including officers, was capsized and in a few minutes destroyed on the bar at the entrance to Humboldt Bay, and eleven of those on board perished.

The *Chilkat* was a screw steamer of 215 tons gross burden, built of wood in 1890 at Astoria, Oregon, which was her home port. When built, her gross measurement appears to have been only 142 tons, but when she was withdrawn from service as a fishing tender and placed in the general traffic and passenger trade, she was so reconstructed as to increase her gross measurement 73 tons, and her net 31 tons, while her horse power remained the same, 175.

At about 10.15 o'clock a. m., on the day of the disaster, she left the railroad wharf at Eureka and headed out for the bar just astern of the *North Fork*, which, however, was a much larger steamer. The wind was northwest, and the weather was fair, but a strong ebb tide was running, and a rough sea was rolling in, which caused heavy surf on the bar.

Mr. Hughes, assistant engineer of the work on the Government jetties at the harbor, states that the *North Fork* went much farther north than is common, which is regarded as having shown good policy under the circumstances, but adds that the *Chilkat*, although she went more to the southward, nevertheless took a proper course, and was not, as at first suggested, trying to head off the other steamer by taking a short southerly cut.

The *Chilkat* encountered the breakers at about 11 o'clock, and according to the testimony of the mate and the first engineer, the former of whom was standing on the bridge, the very first sea that struck her smashed the pilot house, carried away the steering wheel, washed one man overboard, and dashed another through the partition into the captain's room. Captain Anderson at once ordered relieving tackles to be put on the tiller, which was attempted, but meantime another heavy sea came on board over the bows, and the trembling little vessel lost steerageway and fell off broadside to the mighty waves that were to break her in pieces. In quick succession two or three tremendous breakers dashed on board with such irresistible force as to stave in her side and sweep her heavy deck house, masts, and smokestack overboard in utter ruin. That many of the eleven persons lost were killed in the overwhelming crash, and not drowned, appears to be a general and reasonable opinion.

The engine had been running "slow," testifies the chief engineer, who was in the engine room, and, in obedience to a bell from the bridge, was not working at all when the accident occurred; but just as the sea struck he got a bell for "full speed ahead," which was instantly followed by a distress signal of four blasts on the whistle. The next intimation of danger, he says, was that the whole side of the vessel was broken in, the engine room "filled full of water," and the ship hove on her broadside. He found himself in total darkness under

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the deck house, and how he reached the top of it and got into a boat, he can not tell. The first thing he saw when he got out was "the sea full of shingles, lumber and wreckage, and about half the crew and passengers in the water. The captain was on the forward part of the wreck giving orders, something about life-preservers and boats." He saw two men go down at once, "probably hurt as they were knocked overboard."

That the captain ordered all hands to put on life-preservers and take to the boats is true, but the horror and confusion of the situation were so terrifying as to render any action almost impossible, and few availed themselves of the life-preservers. Nevertheless, one of the boats appears to have been launched quickly from the upper works, which stood upright for a few moments after being swept off. The chief engineer, four of the crew, and one passenger jumped into this boat and managed to keep it afloat and right side up a sufficient length of time—only five or ten minutes, however—to be picked up by the *North Fork*, which had put about, steamed close to the outer edge of the outer breakers, and lowered a couple of boats.

The mate testifies that he and four men succeeded in getting a boat afloat, in which they attempted to pull to shelter on the leeward side of the wreck, having picked up a fifth man while so doing, but were soon capsized by a great breaker, and compelled each man to look out for himself. All of them managed to clamber onto the life raft, which somebody had cut adrift from the steamer, but it repeatedly capsized, and then each individual seized a piece of wreckage and tried to swim toward the shore. At this time the captain and several others who had managed to get into a boat were capsized and compelled to rely upon pieces of lumber and other wreckage for support.

The vessel was on her beam ends, and all hands were in the water except the six who had reached the *North Fork*. How many were alive at this time nobody knows, but the mate says the captain very soon disappeared, and it would seem that several of those who were lost were never seen after the deck house went by the board.

The mate, one fireman and a passenger finally reached the shore, where they were dragged from the surf by three women and a man. The six rescued by the *North Fork*, and these three, were all that were saved. Few, if any, disasters have occurred within the history of the Life-Saving Service which were so sudden and wholly beyond aid.

When the *Chilkat* left port Surfman Swanson of the life-saving crew was on the lookout in the station tower, and as he saw her apparently turning southward he surmised that there might be disaster ahead. A moment later he reported the situation to Keeper Hennig, who promptly mounted to the lookout tower. By that time the breakers had tossed the little steamer on her beam ends, and the keeper shouted for the surfmen to launch the lifeboat, while he ran to the old light-house near by to get as nearly as possible the exact bearings of the wreck and the direction of her drift, so that valuable time might not be lost hunting for her from so low a point of observation as a boat in a heavy sea. One glance satisfied him that she was bottom upward, and drifting northward inside the outer breakers. He then dashed back to the station, jumped into the stern of the lifeboat, and the surfmen bent to their oars instantly and with all their power. How swift their progress was is shown by the fact that when the *Chilkat* blew her distress signal the locomotive on the south jetty ran out part way to ascertain what was wrong, and when she saw the wreck, sounded her whistle.

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"Just then," says Assistant Engineer Hughes, "the life-saving boat was rounding the north jetty."

The distance from the station to the wreck by way of the channel and across the bar, which course the boat had to take, was good 2 miles. Mr. Lightner, an engineer on the *Chilkat*, states that he did not think it possible for the life-saving crew to push out through the breakers, and Mr. Hughes says: "I saw the noble lifeboat cross the rough bar; I doubted that it could be done." And yet, he adds that after being much impeded by the heavy breakers it reached the vicinity of the disaster at 11.34, which was, according to his official journal, just thirty-three minutes after he heard the distress signal. But as time must be reckoned on such momentous occasions, the tragedy was complete long before the lifeboat or any other means of rescue could reach the wreck, except the *North Fork*, which was only a few hundred yards away, yet still too late to save any but the six picked up in the first boat, which fortunately cleared the scene of destruction.

The keeper at first stood out toward the *North Fork*, which was lying to, hoping to obtain from her officers information of the whereabouts of the wreck, which could not be seen from the lifeboat; but not being able to reach her, he headed for a patch of wreck stuff just inside the first breaker, and satisfied himself that none of the shipwrecked were on it. Then seeing the tug *Ranger* cross out and exchange signals with the *North Fork*, he shaped his course for the probable meeting place of the two vessels, but before he got there the *North Fork* picked up the two boats she had launched and stood off down the coast. From Captain Nelson of the tug, however, he learned that the *Chilkat* then lay in ruins on the beach. There was therefore nothing to be done outside, and the *Ranger* took the lifeboat in tow for the station, where she arrived about 1.30 p. m.

There were found the three men belonging to the *Chilkat* who had been rescued from the surf. They were receiving excellent care, and, therefore, the keeper and crew proceeded at once to the beach, which they carefully patrolled several miles northward and as far south as the end of the peninsula. No trace could be seen, however, of any of the *Chilkat's* unfortunate company, either living or dead, and the attention of the life-saving men was then turned to the recovery and care of such portions of the cargo as could be gathered up and placed beyond the reach of the water. Search for bodies was faithfully kept up during several days, both on the beach and in the surf, but only one was found, that of Alfred Soyland, which was placed in custody of the coroner.

Great praise is due to Mrs. Hennig, wife of the keeper, Mrs. McLean, wife of Surfman McLean, and her sister, Miss Shumway, as well as to the Rev. P. E. Petersen, for the brave part performed by each of them in rescuing the three shipwrecked men who drifted into the surf near the beach, but a considerable distance out, where they seemed to be held back by the undertow.

Mr. Petersen happened to be at the station when the *Chilkat* was destroyed, and at once ran to the beach, where he was soon joined by the women, all the life-saving crew having gone to sea in the lifeboat. A few life-preservers, some wreck stuff, and an empty metallic lifeboat drifted to the beach in a few minutes, and a moment or two afterwards Mrs. Hennig discovered a man lying upon some wreckage surging shoreward, apparently helpless, if not dead. Mr. Petersen and the women boldly went into the surf and dragged the man ashore. He proved to be Mr. Morser, a passenger, and, leaning upon Mrs. McLean, slowly and painfully made his way to the station, where he was taken

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in charge by Mrs. Phelps and Mrs. Swanson, who happened to be present, while Mrs. McLean started back to the beach.

By this time a second figure was discovered in the surf, only the head and shoulders being visible. Mr. Petersen plunged into the surf again, bravely followed by Mrs. Hennig and Miss Shumway, and all three joined their efforts in taking the helpless man ashore. He proved to be Mr. Johnson, first mate. In his testimony he says that he would probably have drowned "but for the assistance of the brave ladies." He was unable to stand, but was finally conducted to the station, where it was necessary to remove some of his clothing by cutting it from his body.

While Johnson was lying on the sand, Miss Shumway discovered a third castaway in the water, and instantly informing the others that she would get him, rushed alone into the surf, which was then very high, and although she was once or twice thrown from her feet, she bravely laid hold of the man, and was floating him shoreward, when Mr. Petersen and Mrs. McLean joined her and aided to complete the rescue. This person, who turned out to be fireman Hansen, was more seriously injured than either of the others, although all of them were much bruised.

When all three had been taken to the station they were stripped of their soaked garments, wrapped in warm blankets and placed upon mattresses. Proper stimulants were administered, and before very long they were able to feebly repeat the story of the disaster. Meantime Mrs. Hennig and Mrs. Nelson proceeded to patrol the beach until the surfmen returned and took their places.

The bar was dangerous when the *Chilkat* undertook to cross it, and as she was none too staunch a vessel, the opinion was expressed by several of the witnesses that she should have waited for flood tide, when it is believed she might have passed in safety.

Capsize of a fish boat.

On May 30, 1899, about 1.30 p. m., a fish boat capsized in the surf, on Peacock Spit, off Cape Disappointment, Washington, and the two occupants, Abram and Oscar Juntti, perished.

The weather was stormy and thick, and a fresh southeast gale blowing about 45 miles an hour, with a strong flood tide, made very rough water. It being impossible for the station lookout to see the fishing boats on the bar, Keeper Stuart considered it prudent to man the surfboat and pull out to the cut-off channel, a point toward which the flood tide sets the boats which fish in the vicinity while drifting with their nets, and maintain a watch there. He therefore left the station at 12.30 p. m. and anchored the surfboat in the cut-off channel about 1.15 p. m. All hands kept a bright lookout, but, owing to the thick weather, they could see only a short distance.

About 1.30 p. m. they observed a signal from a fish boat approaching them, whereupon the keeper hoisted his anchor and pulled toward the fishermen, who informed him of the disaster. The life savers rowed quickly to the capsized boat and righted it, finding, however, no signs of the men it had contained. The anchor was on the bottom, securely holding the boat against wind and sea. After searching an hour for the missing men and not finding them, the surfmen picked up the net and pulled the boat to Sand Island.

The keeper reports that he was told by a fisherman named John Patterson, who was near the scene of the accident, that the boat went over

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while the men were making sail, and it being near the break, the tide and wind soon carried them into the surf on Peacock Spit, all having happened in a very short space of time, two or three minutes at the most.

The accident was undoubtedly due to the careless handling of the boat. The anchor evidently went adrift soon after the capsize; otherwise the boat would have been set rapidly toward the surfboat, and the men could probably have clung to its bottom until seen and picked up. As it was, with the anchor holding the boat to windward, against tide and sea, the men must almost instantly have been swept away, even before the life-saving crew, who were vigilant and not far from the place, were informed that the disaster had occurred.

It seems proper to add that the fishing boats off the mouth of the Columbia River are frequently carried into the breakers on Peacock Spit, and, knowing that the crews of both Cape Disappointment and Point Adams stations are looking out for them, they are apt to venture into needless danger, expecting, in case of accident to be picked up by the life savers.

Capsize of a fish boat.

On May 30, 1899, a fish boat was capsized in Cleveland Harbor while being towed out by the tug *Manning*, and one of the occupants, a fisherman, named Thomas Cole, was drowned.

The accident happened about 1.45 p. m. one-half mile from the station and beyond the sight of the lookout there, but was observed by the other lookout who stands upon the north end of the old west pier, and who gave the alarm. From the testimony taken in this case, it appears that the tug was towing two fish boats, abreast of each other, at the rate of about 7 miles an hour, four men being in the larger and three in the smaller one. The crews of the two boats were eating their luncheon, and were clothed in oilskins and hip rubber boots, their usual dress when going to set or lift nets. Someone on board the tug paid out the towline of the boat which contained the three men, and after it was made fast again the boat brought up with a rank sheer toward the larger one, fouling it, and then itself capsizing; the crew being thrown into the water and some distance away from the other boat.

The surfman on the pier instantly waved his flag to alarm the station lookout, and then launched his skiff, pulling vigorously to the scene. He arrived in time to take two of the men from the bottom of the overturned boat and carry them to the tug, which had stopped and reversed her engine, but the third could not be found and must have sunk at once, encumbered, as he was, by heavy clothing.

The station crew, upon seeing the lookout's signal, at once launched the surfboat and arrived at the place of the casualty in less than five minutes. They righted the capsized boat, and then returned to the station for their dragging gear, with which they went over the bottom of the harbor, in the vicinity, for two and a half hours before they recovered the body of the drowned man, which they delivered to an undertaker upon his arrival at the station, in response to a telephone message sent by the keeper.

DEATH OF SUPERINTENDENT ROBBINS.

Captain Nathaniel Robbins, superintendent of the Eleventh Life-Saving District, Lake Michigan, died Tuesday morning, August 2, 1898, while on an official visit to several important points in his district.

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In company with the General Superintendent of the Service, Captain Robbins reached Baileys Harbor, Wisconsin, from Plum Island on board the revenue cutter *Fessenden*, in the evening of Monday, August 1, and the night was passed on board the cutter. During the afternoon he had complained somewhat of a sense of oppression in the chest, and he ate no supper, but on the following morning stated that he had passed a tolerably comfortable night. Before breakfast was ready, however, he reclined upon a sofa in the cabin, where he was alone for a few minutes, except for the presence of the steward of the vessel, the General Superintendent having gone on deck and, without the knowledge of the sick man, sent ashore for a physician. In this interval Captain Robbins attempted to walk to a stateroom, and fell as he entered, instantly expiring where he lay. The physician, who shortly arrived, agreed that his services would have been of no avail had he been present when the shock came.

Captain Robbins was a native of Massachusetts, born at Harwich, on Cape Cod, September 5, 1829. The boys of those days had practically no choice of vocation there. The sea was ever before them, and their footsteps naturally turned to it. Young Robbins began the work of life at the age of eleven years on the deck of a Cape fishing smack. Graduating from the limited range of the fisherman to the broader scope of the merchantman, he followed the sea for sixteen years, voyaging to and from the West Indies and South America, passing through all the grades from ship's boy to master. At the close of that period, in 1856, his heart turned westward. He had accumulated considerable means, which he invested in machinery for the equipment of a sawmill to be set up, as he hoped, somewhere on the shores of Lake Michigan. Loading his cargo on board his own little vessel—the *Thomas Bradley*—he set sail on the Atlantic for the waters of the Great Lakes. It is said that while several vessels had passed from the Lakes to the ocean prior to that time, the *Thomas Bradley* was the first to make the voyage inland. Under his own guidance the little craft passed every peril until she lay at the dock in Chicago, then a city of much less than 100,000 inhabitants. Thence he started with a pilot to cross the lake to St. Joseph, Michigan, but in the midst of a blinding snowstorm the vessel went ashore five miles south of her destination. This was Captain Robbins' first shipwreck, and in it he lost both vessel and cargo—all the worldly goods he possessed. At twenty-seven he found himself where he was at eleven years of age—at the foot of the ladder, with no capital save hope and health and energy. With neither time nor disposition for repining, he found a way to start a little business in milling and lumber, to which he later added a general country store. His wife, who soon joined him from the East, shared in his ambitions and promoted their realization. As fortune smiled, he found himself able to build, one after another, several vessels for the Lake trade, all of which proved successful. He conducted business at St. Joseph, Benton Harbor, and elsewhere until 1882, when he was appointed superintendent of the Lake Michigan Life-Saving District, the Eleventh, taking his oath of office on the 17th of April. For more than sixteen years thereafter Captain Robbins performed the duties of his office with untarnished credit to himself and to the complete satisfaction of his superior officers.

The office of district superintendent is one of great and varied responsibilities. The incumbent must be familiar with practical life-saving operations—the management of lifeboats and other appliances, and he must have intimate knowledge of the coast under his charge. He must be a competent, all-around business man, capable of conduct-

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ing all the various business matters of his district. He is a disbursing officer and paymaster, and also an *ex officio* inspector of customs.

When Captain Robbins took charge there were sixteen stations in his district; when he died there were twenty-eight. Throughout these years of expansion his assistance was of the utmost advantage to the Service, and his administration of the ever multiplying affairs committed to his charge was judicious and intelligent. He knew the nature and necessities of lake navigation as well as any man in the country, while his candor and agreeable faculty of dealing with men made him not only efficient but popular with all interests—those of the shipmaster not less than those of the sailor and the surfman. He was of that quality of fidelity which never shirks, and of courage which exacts no more of others than it is willing itself to undertake. His quarterly tours of inspection through the district were always reliably performed regardless of personal discomfort, and in some cases—as when crossing by an open boat to the Manitou Islands in bad weather—at no little peril.

During his incumbency he disbursed an average sum of upward of ninety thousand dollars per annum—sometimes much more than one hundred thousand—a total of more than a million and a half, consisting of almost innumerable small items (besides the larger ones) requiring extreme care as well as much labor.

As a private citizen, his life was in every way worthy. Its rectitude, gentleness, and purity commanded the respect of all who knew him, and caused his demise to be universally estimated as a serious loss to the community. Funeral services were held at Grand Haven, which was his home at the time of his decease, but a more general and important observance took place with Masonic and other official honors at St. Joseph, Michigan, where he was buried. He was a good man and a good officer.

Presentation of Life-Saving Apparatus to the Imperial Japanese Society for Saving Life from Shipwreck.

In January, 1899, the General Superintendent received from Count Kozo Yoshii, Commander in the Imperial Japanese Navy, Member of the House of Nobles and President of the Imperial Japanese Society for Saving Life from Shipwreck, a letter requesting data relating to the life-saving beach apparatus used by the United States, with a view to its adoption by the Japanese society.

This society was organized in 1890, and was maintained by voluntary contributions until May, 1898. Since that time it has been partially supported by the Imperial Government, and at the date of Count Yoshii's letter had "twelve stations established and doing good work on the coast, four new stations in course of construction, and over one hundred in project." It is reported to have saved three hundred and fifty-six vessels, large and small, and one thousand six hundred and fifty-one persons, from November, 1890, to September, 1898.

The matter was brought to the attention of Congress, which, upon the recommendation of the General Superintendent, approved by the Secretary of the Treasury, authorized the presentation of a complete set of the beach apparatus to the Japanese organization as an act of courtesy on the part of our Government, and an expression of its appreciation of the valuable service to humanity already performed by the society.

In pursuance of the provisions of the act of Congress therefore, the beach apparatus, comprising a Lyle gun with its appurtenances, a whip line, hawser, and all the other appliances, including an apparatus cart for their convenient transportation, was presented to the society.

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The action of this Government was duly acknowledged in a letter signed by the president of the society, from which the following is an extract:

"The action of Congress has made it an international affair of utmost cordiality. I have had all your letters and the documents you sent me translated and sent to His Imperial Highness the Prince Arisgawa, chief patron of our society; Viscount Yoshi Kawa, the minister of communications, who has supervision of our society; Marquis Nabeshima, our vice-patron; directors; all the provincial governors, who are chairmen of our local committees; the daily papers and periodicals. Thus I hope all my countrymen will know of this good will of the American Government and people towards us."

WOMEN'S NATIONAL RELIEF ASSOCIATION.

The generous supplies of clothing furnished by the Women's National Relief Association have been kept up during the period covered by this report and have, as heretofore, done much to reduce the suffering incident to marine disasters. The spirit of true benevolence which makes these comforts available can be best appreciated by the large number of destitute persons who have been relieved through its agency.

As shown in the tabular statement below, 79 cases have arisen during the fiscal year ending June 30, 1899, in which keepers of life-saving stations have had occasion to furnish clothing from these supplies for the relief of 237 persons in need. During the great storm of November 27, 1898, fifty-two persons were thus relieved on the coast of New England alone.

Benefactions, Women's National Relief Association.

Date.	Station and locality.	Beneficiaries.
1898.		
July 9	White River, Michigan	Two men, crew of schooner Ida Jane, who had been drenched in the surf.
July 10	Buffalo, New York	A man from a capsized sailboat.
July 10	Old Chicago, Illinois	A man rescued from drowning.
July 13	Cape May, New Jersey	Two men from a stranded fish boat.
July 22	Cleveland, Ohio	A boy rescued from drowning.
Aug. 1	Shoalwater Bay, Washington	A man rescued from drowning.
Aug. 8	Milwaukee, Wisconsin	Two men from water-logged schooner Dan Hayes.
Aug. 16	Cape Disappointment, Washington	A young woman rescued from drowning.
Aug. 23	Milwaukee, Wisconsin	A small boy who had fallen into the river.
Aug. 26	Brenton Point, Rhode Island	Three men from wrecked schooner Actress.
Aug. 28	Point Betsie, Michigan	Two men from schooner F. Fitch, sunk in collision.
Sept. 5	Buffalo, New York	Two men from a swamped sailboat.
Sept. 5	Duluth, Minnesota	A man and five women from a capsized sailboat.
Sept. 7	Ship Canal, Michigan	Crew of wrecked schooner Wenona.
Oct. 8	Quonochontaug, Rhode Island	Two men from wrecked yacht Crocodile.
Oct. 16	Old Chicago, Illinois	A man rescued from drowning.
Oct. 25	....do	Seven men rescued from the wrecked schooner Isabella Sands.
Oct. 25	Milwaukee, Wisconsin	Seven men, crew of the wrecked schooner Barbarian.
Oct. 26	Old Chicago, Illinois	Four men, crew of the wrecked schooner Aloha.
Oct. 26	Racine, Wisconsin	A man rescued from drowning.
Oct. 27	Charlotte, New York	Master of foundered schooner St. Peter.
Oct. 27	Old Chicago, Illinois	A man rescued from drowning.
Oct. 28	Hog Island, Virginia	A sailor who had fallen overboard from his vessel.
Oct. 31	Baileys Harbor, Wisconsin	A man from the wrecked schooner M. Capron.
Nov. 4	Wallops Beach, Virginia	Three men, crew of the wrecked schooner Janie.
Nov. 6	Chatham, Massachusetts	A man who had been drenched by the rain.
Nov. 7	Sheboygan, Wisconsin	Four men from wrecked schooner Minnehaha.
Nov. 22	Umpqua River, Oregon	Three survivors of wrecked British ship Atalanta.
Nov. 25	Point Betsie, Michigan	Fourteen men from wrecked steamer St. Lawrence.
Nov. 27	Fletchers Neck, Maine	Two men, crew of the wrecked schooner Queen of the West.
Nov. 27	Jerrys Point, New Hampshire	Four men from wrecked schooner Ivy Bell.

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Benefactions, Women's National Relief Association—Continued.

Date.	Station and locality.	Beneficiaries.
1898.		
Nov. 27	Plum Island, Massachusetts	Five men, crew of wrecked schooner Newell B. Hawes.
Nov. 27	Davis Neck, Massachusetts	Three men from wrecked schooner Idella Small.
Nov. 27	Point Allerton, Massachusetts	Three men from wrecked bark Lucy A. Nickels.
Nov. 27	..do	Five men from wrecked schooner Calvin F. Baker.
Nov. 27	Brant Rock, Massachusetts	Eight men from wrecked schooner Edgar S. Foster.
Nov. 27	Wood End, Massachusetts	Eight men from wrecked schooner Jordan L. Mott.
Nov. 27	Peaked Hill Bars, Massachusetts	Five men from wrecked schooner Albert L. Butler.
Nov. 27	Point Judith, Rhode Island	A man from wrecked schooner Agnes Smith.
Nov. 27	New Shoreham, Rhode Island	Five men from wrecked schooner Rose Brothers.
Nov. 27	Block Island, Rhode Island	Three men from stranded schooner Ira and Abbie.
Nov. 27	Fort Lauderdale, Florida	A destitute sailor in search of work.
Dec. 5	New Shoreham, Rhode Island	Body of the mate of the British schooner Vamoose, wrecked on Clay Head, was clothed for burial.
Dec. 13	Petersons Point, Washington	A man who had lost his way and came to the station, wet and destitute.
Dec. 15	Wood End, Massachusetts	A man found in a drifting boat.
Dec. 28	San Luis, Texas	A man from stranded schooner Rosina.
1899.		
Feb. 8	Rockaway Point, New York	Four men, crew of wrecked schooner Robert A. Snow.
Feb. 10	Metomkin Inlet, Virginia	Four destitute men from the schooner Annie M. Reynolds.
Feb. 13	Assateague Beach, Virginia	Three men from abandoned schooner Mattie W. Porter.
Feb. 13	.....do	Three men from abandoned schooner Fannie Myers.
Feb. 13	.....do	Four men from abandoned schooner Mary Gaillard.
Feb. 13	.....do	Two men from abandoned schooner General J. L. Selfridge.
Feb. 13	.....do	Two men from abandoned sloop Wm. E Cox.
Feb. 15	Cuttyhunk, Massachusetts	A man from stranded steamer Admiral Dewey.
Feb. 24	Galveston, Texas	Seven of crew of wrecked schooner John S. Ames.
Feb. 27	Long Beach, New York	Seven men rescued from wrecked schooner May McFarland.
Feb. 27	Buffalo, New York	A man who had fallen through a hole in the ice.
Mar. 5	Wallops Beach, Virginia	Nine men, crew of wrecked steamer Tamesi.
Mar. 7	Gull Shoal, North Carolina	Eight men, crew of wrecked schooner Alfred Brabrook.
Mar. 21	Smith Island, Virginia	Two men from stranded schooner William F. Gillette.
Mar. 28	Santa Rosa, Florida	Three men from stranded sloop Winnie H.
Apr. 8	Durants, North Carolina	Five men from wrecked schooner J. C. McNaughton.
Apr. 16	Wallis Sands, New Hampshire	A destitute man in a small boat.
Apr. 16	Erie, Pennsylvania	A man who fell overboard from a rowboat.
Apr. 25	Golden Gate Park, California	A man who was found on the beach, unconscious and destitute.
May 9	Milwaukee, Wisconsin	A man and his wife who had fallen into the river.
May 10	Golden Gate Park, California	A woman who had attempted suicide by drowning.
May 13	Muskallonge Lake, Michigan	The master of the foundered schooner Nelson.
May 17	Erie, Pennsylvania	A man from a swamped yawl.
May 24	Biscayne Bay, Florida	Two men from sunken schooner Two Brothers.
May 26	Sullivans Island, South Carolina	Destitute colored man taken from a drifting scow.
June 4	Plum Island, Wisconsin	Six men, crew of the wrecked schooner O. M. Nelson.
June 5	City Point, Massachusetts	Six men rescued from a capsized sloop.
June 6	.....do	Two boys taken from the bottom of a capsized catboat.
June 23	Cape Disappointment, Washington	Two men from a swamped fish boat.
June 24	City Point, Massachusetts	A man from the capsized sloop Satanic.
June 24	.....do	Five people who had been drenched by the seas breaking into their sloop, the Velma.
June 24	Old Chicago, Illinois	A boy who had fallen into the water and a man who had jumped in to help him.
June 28	Burnt Island, Maine	A boy who had been thrown out of a fishing dory.

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NEW STATIONS.

A station located at Petersons Point, State of Washington, which was completed but not manned at the close of the year 1898, has been placed in commission. One at Great Boars Head, New Hampshire, and one at Sandy Point, Rhode Island, which were in process of construction when the report for 1898 was made, have been completed and manned. A station on Hog Island, Virginia, has been rebuilt, as have also the stations reported in 1898 as being in process of reconstruction at Mantoloking, Island Beach, Ship Bottom, Little Egg, Brigantine, Pecks Beach, Corson Inlet, and Holly Beach, New Jersey; and also one at Toms River, New Jersey, which age and inadaptation to the needs of the Service had made unsuitable for further use.

A new station was begun at Point Bonita, California, but was not completed.

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SERVICES OF LIFE-SAVING CREWS.

1898--1899.

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SERVICES OF LIFE-SAVING CREWS.

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

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
July 2	Sc. Avoset	Little Kinnakeet, North Carolina.	Stranded in Pamlico Sound about 3 miles from the station at low water, and set signal of distress. Station crew pulled out to her, but the tide was too low to work her off and the surfmen took the crew of two men to the station, where they remained until flood tide next day, at which time the schooner was found to be afloat.
July 2	Slp. Black Cat	Holland, Michigan, Lake Michigan.	Dismantled in the fresh breeze in Black Lake, about ¾ mile from the station. Surfmen went to her assistance and towed her to her wharf.
July 2	Slp. Idelyn	Racine, Wisconsin, Lake Michigan.	Dismasted in a strong breeze near Wind Point. Station crew pulled out, but were unable to tow her against the wind and had to anchor her and signal for a tug. In about an hour the tug came out and towed the sloop into port.
July 3	Rowboat; no name	City Point, Massachusetts	About 2 a. m., hearing cries in the vicinity of the pumping works, keeper and two of the crew went out in the patrol launch and found a man clinging to an overturned boat; with much difficulty they took him into the launch and conveyed him to the station, towing his boat. They put him to bed, he having completely collapsed, and cared for him some eight hours, when he was well enough to be sent to his home.
July 3	Yt. Priscilla	Charlotte, New York, Lake Ontario.	Capsized about 250 yards north of the station in the harbor. Keeper and two surfmen went to the rescue in small boat, picked up the three men and towed the yacht to the station, where they bailed her out and gave her in charge of her owners.
July 3	Rowboats (2); no names.	....do....	Surfmen pulled out on the lake about a mile from the station to the assistance of a man in a skiff who was trying to tow another skiff to the beach against a strong breeze. Both boats were nearly full of water, and the keeper told the man to get into the surfboat and he would look out for the boats; but the man was partially under the influence of liquor and insisted upon making fast the painter, and in so doing he capsized his boat. One of the surfmen jumped overboard and held him up until both were taken into the surfboat. The crew then hauled both boats up on the rail of the surfboat and turned the water out them, then towed them astern to the station and turned them over to the rescued man.
July 4	Catboat Etta	....do....	A party of women, out sailing in this boat, were caught in a squall and became frightened and seasick. Seeing their predicament, surfmen went out in the launch and towed the boat to a good anchorage off City Point.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
July 4	Catboat Gracie.....	Long Beach, New York...	Halyards jammed, and master being unable to reduce sail to meet a heavy squall abandoned her and went on board a larger boat near by. The squall capsized the Gracie, and when the weather lighted up station crew went out and towed her to the beach.
July 4	Am. sc. yt. Mascotte.	Cape May, New Jersey ...	Struck by a heavy squall while at anchor and dragged into a fish-pound wharf, carrying away one of her masts and damaging her rigging. Keeper, who was near by, ran a line to haul her clear, but her anchor would not hold and she went on the beach. The keeper then telephoned for the rest of the crew, and they floated her, and took her to Hughes Jetties in a sinking condition. There she was temporarily repaired, and afterwards towed to Philadelphia.
July 4	Am. sc. John R. P. Moore.	Big Kinnakeet, North Carolina.	Windbound and short of water; master sent a boat to the station with a cask, and keeper assisted the boat to land, hauled the cask to the station, filled it, hauled it back, and helped the boat's crew to get afloat.
July 4	Rowboat; no name	Frankfort, Michigan, Lake Michigan.	At 2 a. m. patrol found a small boat adrift and brought it to the station, where the owner claimed it later in the day and took it away.
July 5	Slp. yt. Anne.....	Point Marblehead, Ohio, Lake Erie.	About 9.50 p. m. word reached the station that this sloop was stranded on Sand Point, Sandusky Bay, the master not being acquainted with the locality. Crew immediately set out in the surfboat, and upon their arrival found the sloop abandoned. Tried to float her by putting on sail and pulling with the surfboat, but she was too hard aground, and the crew moored the surfboat and returned to the station. Went back next day and found the sloop's crew working on her. Helped to remove ballast, and after five hours succeeded in releasing her. One of the surfmen piloted her out of the bay, and the rest went to Sand Point in the surfboat and towed out the dingey belonging to the sloop.
July 5	Fish boat; no name.	Point Adams, Oregon.....	One of the boats of the fishing fleet capsized with two men on Clatsop Spit while the men were trying to pick up their net. The station boat was about ¼ mile away, but owing to the very rough water they were unable to reach the endangered men inside of fifteen minutes. When rescued the fishermen were about exhausted, but quickly revived upon being fitted out with dry clothing by their comrades. The boat drifted up on the spit and was taken in charge by the other fishermen.
July 7	Rowboat; no name..	Old Chicago, Illinois, Lake Michigan.	At 4.30 a. m. two of the station crew picked up a rowboat adrift in the basin and took it to the station to be held for a claimant.
July 7	Scow; no name.....	Cape Arago, Oregon.....	Broke adrift and stranded in the bay opposite the station; surfmen hauled her afloat and took her to the station, holding her there until called for.
July 8	Am. str. Sterling.....	Rocky Point, New York..	Stranded on the beach during a fog, ¼ mile west of station. Keeper took dispatches for tugs and to the owner, and in the afternoon two tugs came and released the vessel with but slight damage. The keeper assisted in getting out anchors and shifting cargo.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. July 8	Am. str. Delaware...	Cedar Creek, New Jersey	The steamer Delaware, of the Clyde Line, from New York to southern ports with thirty-five passengers, thirty-five crew, and a general cargo, took fire off Cedar Creek Station, coast of New Jersey, about 10.30 p m., and the flames spread so rapidly that all hands abandoned her and took to the boats and to hastily-constructed rafts. The two patrolmen from the station observed the casualty at about the same time and both flashed Coston signals and reported to the keeper, who, being short two men of a full crew, telephoned Forked River and Island Beach stations for assistance. The crew of the former station responded, but the keeper of Cedar Creek decided not to wait for them and put out in the surfboat with what men he had, and succeeded in getting safely through the breakers. About ¼ mile inshore of the burning vessel they fell in with two boats, each towing a raft, and all loaded with people, Captain A. D. Ingram, of the ill-fated vessel, being among the number. The keeper took into the surf boat the captain and the people from the rafts, together with two men from one boat that was overloaded, advised the captain to have his boats lie inside the bar until daylight or until the surfboat should return, and then pulled out to look for the two other boats which the captain last saw in the vicinity of the steamer. After pulling around for some time, keeper found that the fishing smack S. B. Miller had picked up one of the boats, and the surf boat towed behind her looking for the other, burning torches to attract attention. At about 1 a. m. they heard several blasts of a steam whistle, and upon investigation found that the tug Storm King had picked up the remaining boat and had taken the people on board. Transferred the rescued persons from the smack to the tug, and then cruised around in company with both vessels looking for the boats first seen. At 3 a. m. the Storm King found one of them and started for New York, leaving the surfman to take care of the other. Captain Ingram remained with the surfmen, and at daylight they found the missing boat, and putting the captain and four men on the fishing smack the surfman landed eight at the station, where they found the Forked River crew in waiting. Took two of their number into the surfboat to help at the oars and then landed the five men from the smack. At the station all hands were given hot coffee, and the surfmen then conveyed the rescued persons to Barnegat Pier, where they took the first train for New York. The Delaware sunk off the Bayhead Station at 4.30 p. m., July 9, two men from that station remaining by her in a small boat until she went down. (See letter of acknowledgment.)
July 8	Skiff; no name.....	Duluth, Minnesota, Lake Superior.	While an old man, named Charles MacLoon, was going across the entrance to the canal at Duluth, he got in the way of the steamer Selwyn Eddy, coming in. The Eddy blew the alarm signal, but the old man apparently became so excited that he could not do anything, and his skiff was run down by the steamer, and he, himself, was stunned and thrown into the water. The station crew hastened to the scene, but

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Services of crews—Continued.

Date	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
July 8	Skiff; no name.....	Duluth, Minnesota, Lake Superior.	before their arrival, the man had been picked up by a tug and landed on the pier. He appeared to have some life in him when picked up, but died before the tug reached the pier. The surfmen worked over him until a physician assured them that life was extinct. Surfmen took the skiff to the station.
July 8	Skiff; no name.....	Cape Arago, Oregon.....	Drifting down toward the bar; station crew took it in tow of the surfboat and towed it to the landing, holding it until called for.
July 9	Raft of timber.....	Pointe aux Barques, Michigan, Lake Huron.	Driven ashore 4 miles west of the station, tug being unable to keep it off the beach. On the 12th, at 3 a. m., the tug arrived off the station and whistled for the crew, who towed behind her to the raft and ran lines for the tug. After two unsuccessful attempts to float the raft, the work was postponed until the next day, when, with more favorable weather, the tug got most of the raft off the beach, the surfmen assisting with the lines, and towed it to Sand Beach. The rafting crew were able to look after what remained, and eventually saved nearly all of it.
July 9	Am. sc. Ida Jane.....	White River, Michigan, Lake Michigan.	When about to enter the harbor, carried away steering gear and went ashore. Surfmen threw overboard her deck-load of shingles, ran an anchor, and floated her; took her inside, and put her on a sand bar to keep her from sinking. Crew of two men sheltered at station over night and given dry clothes.
July 9	Am. sc. Occidental...	Cape Arago, Oregon.....	Stranded on the bar near the Government jetty. Station crew boarded her and made two unsuccessful attempts to kedge her off. Then ran a line to the jetty, and at high water hove her into deep water.
July 10	Rowboat; no name	City Point, Massachusetts.	At 2.20 a. m. a man started out to a dredge anchored in the bay, but when some 300 yards from shore his boat capsized. His cries being heard by the patrol, two surfmen went to his assistance in a small boat and took him ashore in an exhausted condition. Later on they recovered his boat and took it to the yacht club landing.
July 10	Sailboat; no name..	Buffalo, New York, Lake Erie.	Capsized 2 miles outside the outer breakwater throwing one man into the water, but he was rescued by another sailboat with which he was racing. Station crew pulled out and righted the boat and towed it to the station, where the rescued man had been landed and furnished with clothing while his own was drying. He remained until about 6 p.m., and then left with the sailboat.
July 10	Am. str. Ralph	Cape Arago, Oregon.....	Machinery broke down when 3 miles north of Coos Bay bar. Station crew pulled out and boarded her. Helped to make temporary repairs and steamed into Coos Bay. There the machinery became totally disabled and the surfmen started to tow her to Empire. At this juncture, a tug came along and towed her the rest of the way.
July 12	Am. sc. B.T. Riggin..	Hereford Inlet, New Jersey.	While getting under way, fouled another vessel's cable and went aground. Surfmen boarded her, ran out an anchor and soon had her afloat; took her to a good anchorage.
July 13	Slp. Maggie	City Point, Massachusetts.	Dragging ashore in the fresh NE. breeze; crew went out in the patrol launch and laid an extra anchor to windward, and the sloop then rode out the gale in safety.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
July 13	Fish boat Louie S. Allen.	Cape May, New Jersey....	Slipped anchor during a NW. gale, and went ashore at Hughes Jetties. Her signal of distress being reported to the keeper, he teamed the surf boat to the spot, but did not arrive until after the fish boat had gone ashore. Took her two men to the station, cold and wet, and gave them food and dry clothing. After the storm had subsided, ran an anchor and floated the boat.
July 13	Sailboat; no name..	Buffalo, New York, Lake Erie.	Capsized near outer breakwater. Pier lookout sounded the alarm and immediately started out in the dingey, arriving a little ahead of the rest of the crew in the surf boat. He took the two men from the water into his boat, and upon the arrival of the surf boat transferred them to it. Surfmen righted the boat and towed it to the station, and the rescued men then proceeded home.
July 14	Gasoline launch Gleam.	City Point, Massachusetts.	Engine broke down while on the way from Long Island to City Point, and launch was drifting out of the bay. Station launch went to her aid and towed her to a safe anchorage off City Point.
July 15	Slp. Leta.....	Jerrys Point, New Hampshire.	Out sailing in charge of an inexperienced crew, who anchored her on account of the fresh breeze and set a signal of distress, in answer to which the station crew went out and worked her to a safe anchorage.
July 15	Am.str. Pensaukee..	Two Heart River, Michigan, Lake Superior.	In answer to a signal from this vessel, station crew pulled out and landed some provisions destined for Two Heart River.
July 17	Rowboat; no name..	Muskallonge Lake, Michigan, Lake Superior.	Capsized off the station, endangering the lives of two men. Surfmen hastened out in the surf boat and rescued the men and towed the boat to the station.
July 17	Naphtha launch; no name.	Grand Haven, Michigan, Lake Michigan.	Machinery broke down about 6 miles south of the station, and her crew tracked her along the shore to within 1½ miles of the harbor where she was sighted by the lookout. Surfmen pulled to her in the surf boat and towed her to the station.
July 17	Rowboat No. 86.....	Saint Joseph, Michigan, Lake Michigan.	About 4.50 a. m., this boat capsized 600 yards west of the station, its two men clinging to the bottom until rescued by the surfmen, who turned out in the almost incredibly short time of two minutes, launched their boat and picked up the men. Took boat and men to the station, put boat in trim and turned it over to its owners.
July 18	Dory; no name.....	City Point, Massachusetts.	Adrift in the bay with a drunken man in it. Patrol launch brought it to the station and the surfmen cared for the man for five hours, when he was sober enough to be taken with his boat to the landing at City Point.
July 18	Am. slp. Josephine..	Coney Island, New York..	While beating out of West Inlet main sheet slipped off cleat and the boat went broadside on to the beach. Keeper was near by and helped the crew to move the boat a few feet toward deep water, but falling tide then compelled them to desist until high water on the evening of the 19th, at which time they floated her.
July 18	Catboat; no name ..	Fort Niagara, New York, Lake Ontario.	Capsized ¾ mile west of station, the occupant being picked up by a rowboat close by. Surfmen secured the boat and towed it to the station, where they bailed it out and returned it to owner.
July 19	Scows(2); no names..	South Haven, Michigan, Lake Michigan.	Station crew went out in the supply boat and secured two dump scows adrift in the river and made them fast in their berths.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
July 19	Am. sc. Naiad.....	South Chicago, Illinois, Lake Michigan.	Parted moorings during a squall and drifted against a bridge. Surfmen hauled her back to her berth and secured her.
July 20	Yacht Jane.....	Cleveland, Ohio, Lake Erie.	Dragging anchors during a heavy rain squall and in danger of going to pieces against the piers. Station crew called a tug and pulled out to the yacht, and upon the arrival of the tug ran a line to her and she towed the vessel into deep water, where the surfmen let go both anchors. There was nobody on board the yacht.
July 20	St. launch Me Too...	Frankfort, Michigan, Lake Michigan.	Driven on a submerged pile at the wharf and in danger of capsizing. Station crew hurried to her relief and in ½ hour got her off the pile.
July 20	Am. sc. Elida.....	Baileys Harbor, Wisconsin, Lake Michigan.	Arrived off the harbor at 2 a. m. waterlogged and flying a signal of distress. Station crew boarded her and worked at the pumps for 25 hours, when the water was lowered enough to allow part of the crew to go for a tug. Keeper gave medical treatment to two of the schooner's men. On the morning of the 21st the tug arrived and took the vessel in tow for Milwaukee.
July 21	Slp. Josie; sailboat, no name.	City Point, Massachusetts	In a sudden NNE. squall the sloop carried away her sail, and the sailboat was nearly swamped. Patrol launch took off occupants and towed both boats to the landing.
July 21	Yacht Emma.....	Charlotte, New York, Lake Ontario.	Capsized off Ontario Beach, throwing three men into the water. They all wore bathing suits, and one swam ashore before the station crew arrived. The others refused to get into the station boats, and clung to the capsized craft while the surfmen towed it ashore.
July 21	Rowboat; no name	Grand Haven, Michigan, Lake Michigan.	Two men in this boat attempted to round the piers in a choppy sea and in so doing nearly swamped their boat. Station crew went out in the surfboat, took off the men, and towed the boat to the station, where they bailed it out and turned it over to the two men.
July 22	Slp. yt. Zulu.....	Salisbury Beach, Massachusetts.	While anchored off the beach with nobody on board, the breeze freshened and the boat was in danger of swamping. Surfmen notified owners, who were at a hotel near by, and took them on board the yacht. Pumped the water out of her and helped get her under way; piloted her clear of danger and the two men then took her to Ipswich.
July 22	Am. sc. Elida.....	Milwaukee, Wisconsin, Lake Michigan.	Came into port leaking seriously; at master's request station crew went on board and worked three hours at the pumps, finally getting her free.
July 22	Am. slp. Hattie Bradwell.	Plum Island, Wisconsin, Lake Michigan.	Stranded between Plum and Detroit islands, master not being familiar with the locality. Surfmen took two station anchors and ran them from the sloop and hove away on the capstan, but the anchors came home, and it was necessary to plant a heavier one belonging to the sloop. With the three anchors down, all hands manned the windlass and soon had the sloop afloat. Keeper sailed her to a good berth.
July 22	Am. sc. Coquelle.....	Coquille River, Oregon ...	In attempting to sail up the river in a light breeze against a strong current, vessel stranded on the north spit. Surfmen boarded her, ran a line to the south jetty and then waited for high water, when they ran another line, hove her into the channel and worked her up to the wharf.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
July 23	Am. sc. George E. Lane, jr.	Damariscove Island, Maine.	Stranded on Collector Shoal, 2¾ miles NNW. of station. Keeper assembled a volunteer crew (inactive season) and boarded the vessel. Manned pumps, ran a line to a tug and helped heave her off without damage.
July 23	Naphtha launch Crusoe.	Lone Hill, New York.....	Ran aground on a shoal in the bay, ½ mile NW. from station. The keeper went out in a small boat and carried out an anchor with which he hove the boat into deep water.
July 23	Am. sc. H. D. Root...	Cleveland, Ohio, Lake Erie.	Sprung a leak and was in danger of sinking at her berth alongside the wharf. Surfmen went on board and manned the pump, but learning that she had a boiler and siphon on board out of repair, made the necessary repairs and soon freed the vessel of water. The ship keeper was then able to look out for her alone.
July 23	Sailboat; no name..	Duluth, Minnesota, Lake Superior.	Capsized with a boy about ½ mile S. of the station. Crew pulled to the scene, rescued the boy, and towed the boat to the station.
July 24	Sloop; no name.....	Milwaukee, Wisconsin, Lake Michigan.	Small sailboat containing seven men capsized in the river not far from the station. Surfmen reached her in two minutes and landed the men, then returned and towed the boat to the dock and helped to haul her out.
July 25	Am. sc. Lizzie M. Center.	Great Neck, Massachusetts.	Stranded in the fog 2 miles east of the station, being discovered at 1.30 a. m. by the patrol, who flashed a Coston signal and reported to the keeper. Crew walked along the beach to a point abreast the vessel and signaled those on board to let one of their boats tail in to the shore by a long line. This done, the surfmen boarded her, and then assisted the crew to get their belongings into the boats, when they abandoned the vessel and pulled around the point, some 4 miles distant, and put into a good harbor. Took the master to the station and telegraphed for a tug, which came and released the schooner and towed her to Nantucket. Surfmen then helped the men to get their effects into their boats and pull to Nantucket, where they rejoined their vessel.
July 26	Rowboats (2); no names.	Vermilion Point, Michigan, Lake Superior.	Overloaded with empty fruit boxes, and in coming ashore with them from a steamer became water-logged and the boxes went adrift. Surfmen picked up the boxes and assisted the boats to the shore.
July 26	Rowboat; no name	White River, Michigan, Lake Michigan.	Drifting out toward the lake; surfmen towed it back and returned it to its owner.
July 28	Rowboat; no name	Charlotte, New York, Lake Ontario.	Adrift 5 miles out on the lake; surfmen pulled out, and the keeper recognized it and took it to the owner.
July 28	Yawl Perfection	Erie, Pennsylvania, Lake Erie.	Capsized by a squall in Erie Bay, throwing one man into the water. Station crew manned two small boats and pulled out; one boat picked up the man and landed him, and the other righted the boat and towed it to the station where they put it in trim and the man then resumed charge.
July 28	Yt. Alert	.....do	Stranded in the inside channel during heavy rain squall. Three of the crew went to her assistance in small boat, worked her afloat, and sailed her through the channel.
July 28	Skiff; no name	Duluth, Minnesota, Lake Superior.	Broke adrift from a sailboat in the bay. Surfmen picked it up and returned it to the sailboat.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
July 28	Am. sc Capt. George Naghtin.	Saint Joseph, Michigan, Lake Michigan.	While towing into harbor about midnight, towline parted and the vessel brought up on the wreck of the City of Duluth. Her crew made sail and she worked off the wreck and stood out into deep water and anchored. Keeper sent part of his crew out on a tug to help with the lines, and at 2.50 a. m. they got the schooner into the harbor.
July 28	Scow; no name.....	Old Chicago, Illinois, Lake Michigan.	Parted stern lines during a squall. Keeper sent part of the crew over to her and they breasted her in and secured her.
July 28	Am. sc. W. J. Wallace.	Plum Island, Wisconsin, Lake Michigan.	Dragged ashore in Hedgehog Harbor. Station crew boarded her, planted anchors and soon released her, after having bailed and pumped her out. Took her to a wharf and helped to stop her leaks.
July 28	Fish boat; no name..	Point Adams, Oregon.....	Stranded near Clatsop Spit and was considerably damaged before the surfmen arrived. Took net into surfboat, hauled the fish boat above tide water and carried the men to the station. There they got another boat and, putting their gear into it, went to their homes.
July 29	Am. sc. Addison Center.	Race Point, Massachusetts.	Went ashore in the thick fog shortly before midnight. Surfmen boarded her, taking large tackle. Master did not wish to do anything until daylight. Surfmen then assisted in laying out anchor, hooked tackle and took fall to windlass. Hove away and the vessel soon floated.
July 29	Fish boat; no name..	Point Adams, Oregon.....	Adrift with two men on board about 4 miles south of the lighthouse. As soon as notified, station crew teamed the surfboat to the weather beach and made preparations for launching; but the current was so swift the keeper saw that they would be unable to stem it with the boat in tow, and he therefore started for Fort Stevens on horseback to look for a tug. He requested assistance of the Government tug G. H. Mendel (U. S. Engineers), but was unable to obtain it. He then applied to the commanding officer of the U. S. revenue cutter *Perry*, who immediately got under way and steamed out, taking the keeper along. Upon reaching the boat, the *Perry* took her in tow and steamed up to Fort Stevens with her. The boat's crew then sailed her up to Astoria. They had been adrift for forty eight hours.
July 30	Am. scs. Zenobia and Sea Bird.	Orleans, Massachusetts...	The Zenobia stranded during a dense fog about 4½ miles S of Nauset Inlet. The patrolman instantly flashed his Coston signal and reported to the keeper, who, being shorthanded on account of the inactive season, requested the keeper of Old Harbor to meet him at the wreck. He then teamed the surfboat to the scene, but the tide was so low that he waited until low water and then boarded the vessel without using a boat. Found everything in confusion and assisted in securing the deck load and putting things to rights. The two keepers then consulted as to the best thing to do, and agreed that a message should be sent to the underwriters' agent asking him to come with boat and cable to float the vessel on the next tide. Accordingly a messenger was dispatched and the surfmen sounded the well from time to time during the rest of the night. At 5 a. m. the agent arrived and said a wrecking outfit was

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
July 30	Am. scs. Zenobia and Sea Bird.	Orleans, Massachusetts...	on the way, and the master made a contract to have the vessel floated. Shortly after this, one of the patrolmen came up and reported another vessel ashore on Nauset Beach. The two keepers again combined crews and pulled to the scene in the Orleans surfboat. The vessel was the schooner Sea Bird and the surfmen lost no time in getting out an anchor and cable; then, as the tide came in they hove away and succeeded in getting her off without apparent damage. This done, they returned to the Zenobia and carried some dispatches for the master. On the 31st the schooner filled with water and the surfmen took off the crew with their effects and quartered them at the station for one day. Placed a guard over such of the cargo of herring as the wreckers had landed until relieved by the deputy collector of customs at Chatham. On August 3 the wreckers threw up their contract and the vessel was sold to local parties. On August 6 keeper ran anchors and at 1.15 p. m. the vessel floated and was sailed to Provincetown.
July 30	Am. sc. Wesley Abbott.	Chatham, Massachusetts..	Anchored off Chatham during the fog and, the anchors becoming foul, she dragged in close to the shoal. Surfmen went on board and helped get the anchors up and work the vessel clear of dangers.
July 30	Am. str. Langell Boys.	Muskallonge Lake, Michigan, Lake Superior.	While getting away from the dock at Deer Park with her consort, the towline parted and the steamer blew four whistles, in answer to which the surfmen pulled out and ran another hawser.
July 31	Rowboats (2); no names.	Shinnecock, New York ...	Two of the station crew went out and picked up these boats, adrift in the bay, and brought them to the landing to be held for the owners.
July 31	Br. str. Water Lily...	Big Sandy, New York, Lake Ontario.	Stranded on the south side of the channel in Big Sandy Creek; surfmen ran out her anchor and took the line to the windlass and the vessel was easily floated. Crew picked up her anchor and she proceeded out of the creek.
July 31	Flat; no name.....	Louisville, Kentucky	Two boys on this flat being in imminent danger near the Indiana chute of the falls, keeper sent out a crew in one of the station boats and they soon overtook the flat, transferred the boys into their boat and towed the flat to the station.
July 31	Am. str. Cruiser	Shoalwater Bay, Washington.	Got out of the channel in the fog and stranded 1 mile SE. of station. She had forty-five excursionists on board, and in order to lighten her the surfmen landed thirty of them; then laid out an anchor and hove the vessel into the channel. Set the passengers back on board and the steamer proceeded to her wharf.
Aug. 1	Am. sc. Lucy Porter.	High Head, Massachusetts.	Stranded on outer bar during a thick rain storm. Discovered by patrol at 3.50 a. m. Keeper and station crew boarded her, and at the request of her master the keeper took charge. He had the jibs hoisted and at 6 a. m. managed to force her over the bar, bringing her up with her anchor just inside. He then hove up anchor, made all sail, and piloted her out over the bar in safety.
Aug. 1	Naphtha launch; no name.	Ashtabula, Ohio, Lake Erie.	Became disabled near station on account of lack of fuel. Station crew pulled out in surfboat, took the launch in tow, and delivered her to her owners at Ashtabula.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Aug. 1	Fish boat; no name.	Ilwaco Beach, Washington.	Fog lifting at 1 p. m. a heavy fish boat was sighted about 5 miles to seaward of station. As she was seen to be adrift the life-savers pulled off to her in the surfboat, and after very hard work succeeded in towing her to the shore, where they hauled her out to await a claimant. She contained two anchors and valuable fishing gear.
Aug. 1	Am. sc. Gem.....	Cape Arago, Oregon.....	Ran into shoal water off south spit at entrance to Coos Bay during a thick fog. At 1.40 p. m. she was discovered, and keeper and crew at once launched the lifeboat and pulled toward her, having difficulty in finding her, in the thick fog. When found she had drifted to the southward, and was in danger of going on Ramseys Reef as there was no wind. Lifeboat's crew carried out a kedge anchor, and then warped her into 8 fathoms of water, where she anchored without peril. At 8 p. m. a gentle breeze sprang up and enabled her to sail out and anchor at the whistling buoy.
Aug. 2	Small boat; no name.	Plum Island, Massachusetts.	Adrift. Picked up by life-saving crew, who notified owner.
Aug. 3	Sailboat; no name...	Rehoboth Beach, Delaware.	Capsized in a strong southerly wind. Life-savers at once started to the rescue of the three men, whom they could see clinging to her bottom, with a rough sea washing over them frequently. The life-saving crew succeeded in taking them off and towing the capsized boat to the shore. (See letter of acknowledgment.)
Aug. 3	Sailboat; no name...	Charlotte, New York, Lake Ontario.	Two intoxicated men capsized a sailboat near the west pier. Life-savers launched surfboat and pulled to the scene of the accident. One man was found holding on to the pier and was taken into the surfboat. The other man had succeeded in getting on the pier. Took sailboat in tow and landed whole party safely on shore.
Aug. 3	Lighter; no name...	Marquette, Michigan, Lake Superior.	Sprung a leak on account of being overloaded and sunk alongside of wharf. Keeper and crew of life-saving station cleared her of water with pumps and buckets and soon had her afloat.
Aug. 3	Am. str. Isabella J. Boyce.	Duluth, Minnesota, Lake Superior.	While coaling, this steamer listed enough to cause 100,000 feet of lumber to slide from the deck into the bay. Life-saving crew went to her assistance in picking up lumber and restowing it.
Aug. 3	Am. tug A. C. Van Raalte.	Old Chicago, Illinois, Lake Michigan.	Reported to keeper of the life-saving station as leaking and liable to sink at her wharf. Nobody on board of her. Life-savers manned the surfboat, went on board the tug with their gear, pumped her dry, and succeeded in finding and stopping leak.
Aug. 3	Am. sc. Dan Hayes..	Milwaukee, Wisconsin, Lake Michigan.	Water-logged and dismasted in a heavy NE. gale about 12 miles north of life-saving station. Wreck reported to keeper by telephone. Lifeboat was at once launched, and in tow of a tug proceeded to the wreck. Cast off from tug about 1 mile to windward of wreck and pulled to her in a heavy sea. Upon boarding her found that the crew had gone on shore in their own boat. Life-savers returned to station. Soon afterward the tug came along with the master and one seaman from the wrecked schooner. The master requested aid of life-savers in running a line from the wreck to the tug, as the water was too rough for the tug to go alongside. The surfboat was launched, and in tow of the tug went to the wreck, boarded her, and ran towline to tug. She was

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Aug. 3	Am. sc. Dan Hayes.	Milwaukee, Wisconsin, Lake Michigan.	towed into a safe harbor, and as her crew were without dry clothing or shelter, they were taken to the station and given supper, lodging, breakfast, and dry clothing from Women's National Relief Association supply.
Aug. 4	Slp. yt. Ethelyn.....	Corson Inlet, New Jersey.	Stranded on south side of bar while trying to enter Corson Inlet. Discovered by day watch and reported to keeper at 3 p. m. Surfboat was launched with all possible dispatch, and pulled out to her against a fresh south wind and rough sea. Found her pounding heavily, rudder useless, anchor lost, seams started, and wholly in a bad condition. Wind and sea increasing in strength, the crew had stripped themselves for swimming, and were eagerly awaiting help. The life-savers took them all off, with their wearing apparel, and gave them food and shelter for the night. The next morning they were given aid to recover what they could from the wreck. She had pounded in over the bar during the night, and lay in a slue near the main beach with part of her planking torn off and proved a total loss.
Aug. 4	Am. sc. John Schuette.	Hammonds Bay, Michigan, Lake Huron.	Sighted at 7 p. m. by patrolman, flying signal of distress about 6 miles to the E. of station and 3 miles from shore. Life-savers launched the surfboat and pulled out to her, finding her leaking badly and 5 feet of water in her hold. The master requested assistance at the pumps, which was given him. Pumped her nearly dry, trimmed her cargo, and then, she being in a safe condition, started back to station, arriving there at 3.30 a. m., August 5.
Aug. 5	Catboat Teaser.....	City Point, Massachusetts.	Mast carried away. Accident witnessed from the station. The launch was immediately sent to render assistance by the keeper, and towed the catboat and party of 9 persons to Dorchester.
Aug. 5	Small boat; no name.	.....do.....	The life-saving patrol at 2.20 a. m. discovered a small boat adrift near buoy No. 7 in Boston harbor. Pulled out to her and found an intoxicated man lying in the bottom and unable to move. He was taken to the life-saving station and at daylight turned over to the police.
Aug. 5	Am. sc. Bonita.....	Brant Rock, Massachusetts.	Anchored near Brant Rock shoals. She was shorthanded and her captain unacquainted with the coast. Wind came out strong NNE., and she began to drag her anchor toward the shoals. Aid from the life-saving crew was requested. Keeper saw at once that she could not get her anchor and sail away without aid from life-savers. Surfboat was launched, and life-saving crew pulled out and boarded the schooner. Hove up the anchor and made sail. The keeper sailed her off the shoals safely, and piloted her into Plymouth harbor.
Aug. 5	Dories (2); no names.	Woo End, Massachusett	Both anchored near the station with one man in each dory. A strong squall with heavy rain blew up, endangering the lives of the men. Life-savers launched their surfboat, and took both men to station, where they waited until the squall abated.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898			
Aug. 5	Rowboat; no name.	Narragansett Pier, Rhode Island.	Capsized at mouth of Pettaquamscot River. Reported to life-savers by lighthouse keeper, Whale Rock. Keeper and surfman launched small boat and pulled quickly to scene of accident. Found the occupant of boat had swum to the rocks. Secured, righted, and bailed out his boat and towed it to the shore.
Aug. 5	Am. slp. Triton.....	Potunk, New York.....	Drifted on shore near station. No one on board. Boarded by life-savers, who carried out her anchor and hove her afloat. Turned her over to her owners.
Aug. 5	U. S. S. Arctic.....	Lewes, Delaware.....	Stranded just inside of Cape Henlopen during a gale of wind, having dragged her anchor. Discovered by the patrolling surfman about 8 a. m., who called up the life-saving crew by telephone. Life-saving crew from Cape Henlopen station also discovered wreck and arrived at the scene of action. Surfboat was launched and pulled to stranded steamer. Ran a line to a tugboat and the steamer was worked off the beach without damage.
Aug. 5	Am. sc. Mary and Carrie.	.....do.....	Stranded in gale of wind, having dragged her anchor. Crew landed safely in their own boats. Life-savers boarded her with her crew after the weather moderated, and heaved her afloat.
Aug. 6	Am. sc. Zenobia.....	Orleans, Massachusetts...	Stranded. Wreck purchased by inexperienced men without proper wrecking boats. The keeper of life-saving station, fearing that an accident would occur if he let them carry out a heavy anchor in their frail boat, launched the surfboat and carried the anchor for them. With the assistance of the life-savers the wreck was floated and taken to Provincetown.
Aug. 6	Am. sc. R. T. Lambert.	Ottawa Point, Michigan, Lake Huron.	Broke centerboard about 1 mile northwest of station. Captain pulled in and requested assistance of life-saving crew. Lifeboat was launched and pulled out to schooner. Keeper sailed her in and placed her alongside of lifeboat house. Lifted her centerboard out, repaired it, and placed it back in position. Schooner then continued her voyage.
Aug. 7	Rowboat; no name..	City Point, Massachusetts.	Capsized in Dorchester Bay. Patrol boat went quickly to the aid of the two occupants, struggling in the water. Rescued one man, but the other sank before he could be taken from the water. The rescued man was carried to station, resuscitated and then sent to hospital. Keeper and four surfmen who arrived at the scene of the disaster a few minutes after the patrol boat, recovered the body of the drowned man by dragging about an hour for it, and delivered it to an undertaker in South Boston. (See detailed account under caption "Loss of Life," also letter of acknowledgment from rescued man.)
Aug. 7	Cat yt. Haynes.....	Atlantic City, New Jersey.	Stranded on north side of channel, Absecon Inlet, with five passengers on board, three women and two men. Life-savers immediately launched surfboat and boarded her. Found the passengers wet and exhausted, one lady having fainted from fright. Took them all on shore safely and offered them dry clothing, but as they immediately took an omnibus for their hotel they did not accept it. The life-savers went back to aid the master of the Haynes float his vessel. As the wind blew up fresh from the southwest and the tide began to flood, she floated without difficulty.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Aug. 7	Am. str. Wiley M. Egan.	Grande Pointe au Sable, Michigan, Lake Michigan.	Stranded about 600 yards west of station during a thick fog. Sighted by life-savers, who tried to warn her off; but she was too close, and went on notwithstanding warning. Surfboat was launched and pulled out to her. At the request of her master the keeper sent one of the life-savers on shore to telephone to Ludington for a tugboat. Shortly afterwards the steamer City of Charlevoix and tug Sport arrived. Ludington life-saving crew also came in their surfboat in tow of the tug. Life-savers ran lines to the steamers and took soundings. She was hauled off without damage and proceeded on her voyage.
Aug. 7	Am. str. Thomas Davidson.	.....do.....	Stranded about 700 yards SW. of station during a thick fog. Life-savers were at work running lines for the steamer Wiley M. Egan when the Davidson stranded, and as soon as the Egan was floated they ran lines from the Davidson to the steamer City of Charlevoix and tug Sport. Surfboat sounded around the stranded vessel, which was hauled off without damage and continued her voyage.
Aug. 7	Am. slp. yt. Blade ...	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Flying a signal of distress about 2 miles S. of station. Station crew launched surfboat and, in tow of the tug George Nelson, went out and boarded her. Found that she had carried away her tiller, and lay in a moderate sea in a helpless condition. Took her in tow of the tug to the station, and made a new tiller for her. She then continued her cruise.
Aug. 8	Slp. yt. Kewaden.....	Marquette, Michigan, Lake Superior.	Dragged her anchor and stranded ¼ mile N. of station during a northerly gale. Life-savers boarded her and took two seasick women to the shore. Then they returned to the yacht, found her pounding heavily on hard sand bottom. Ran out a kedge anchor, and after three hours of hard labor succeeded in kedging her off. She was then sailed into Marquette Harbor.
Aug. 8	Am. sc. Capt. George W. Naghtin.	Holland, Michigan, Lake Michigan.	Stranded in thick weather about 10 miles N. of station. Keeper was notified by telephone at 3 a. m. He turned out his crew, sent one of them to tell the master of a tugboat of the casualty, and then manned the surfboat which the tug towed to the stranded vessel. Found that the crew had thrown overboard about 10,000 feet of lumber, carried out their anchors, and were ready for heaving in on their windlass. Tug took her line, and surfmen helped at the windlass. The united endeavors were successful in heaving her off, and she continued her voyage.
Aug. 9	Rowboat; no name..	City Point, Massachusetts	Capsized, throwing three occupants into the water. They swam to the piles of a near-by pier where they clung until rescued by the life-saving launch. One man was in an exhausted condition when taken from the water. They were taken to the station and properly cared for until able to go home. Their boat was righted and bailed out for them.
Aug. 9	Sailboat; no name	Fort Niagara, New York, Lake Ontario.	Lost her dingey, and could not recover it. Station crew launched the surfboat, pulled out, picked up the boat, towed it into Niagara River, and returned it to owners.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Aug. 9	Skiff; no name.....	Sand Beach, Michigan, Lake Huron.	A woman, alone in a skiff, fell into the water when disembarking. A surfman in boathouse near by, who heard the splash of the water, rushed to the place, rescued the woman, and secured the skiff.
Aug. 10	Sailboat Florence...	Brant Rock, Massachusetts.	Anchored near Brant Rock. Occupant was intoxicated and unfit to manage the boat. Surfmen from life-saving station boarded it, got under way, and sailed into a safe anchorage in Green Harbor.
Aug. 10	Am. sc. S. G. Hart....	Little Kinnakeet, North Carolina.	Stranded about ¾ mile NE. of station, on outer reef. Patrolman, who discovered her at 3 a. m., immediately burned a Coston signal and reported the casualty to the keeper. Life-savers at once launched surfboat and pulled out to stranded vessel. Her master at first declined to leave her, as he thought that she and the cargo might be saved, but he soon found that she was rapidly filling, and was glad to avail himself of the chance to get on shore. Surfboat took six seamen to the beach, with all their personal property; then returned to wreck and took off captain and mate, with their belongings and the ship's nautical instruments. The crews from Big Kinnakeet and Gull Shoal stations had now arrived, also the live-saving team of horses, and were ready to give assistance. Saved small boat from the wreck, and carted all the property and the surfboat to station with the team. On the following day the surfmen helped the master land stores from the wreck in the schooner's boat, the surf having smoothed down. Sheltered and fed crew from the wreck at the station for six days before they were transported to their homes. (See letters of acknowledgment.)
Aug. 10	St. launch Algie.....	Old Chicago, Illinois, Lake Michigan.	Moorings parted, and she drifted ashore. Her engineer telephoned to life-saving station requesting assistance. The surfboat was pulled to her, surfmen patched up a large hole on her port side, and then attempted to pull her off into deep water. Soon discovered that several bottom planks were torn off, so gave up the attempt. Assisted in hauling her out on the beach.
Aug. 11	Am. slp. yt. Wayward.	Plum Island, Massachusetts.	Dismasted off the mouth of the Merrimac River about 1 mile from shore. She was bound from Portsmouth to Boston, but, owing to strong NE. wind and heavy chop sea, concluded to seek shelter within the mouth of the Merrimac River. In coming up to the wind her mast carried away and went over the side with rigging and sails attached. It could not be cut away as the rigging was wire and the crew had no cutting tool. Both anchors were let go, but they failed to hold her, and she was dragging slowly toward the high surf on the beach. Life-savers at once telephoned to towboat company of the accident. Then launched surfboat and after a hard pull of an hour, reached the yacht and supplied each member of her crew with a cork life jacket. Surfboat then lay by to await arrival of tugboat which could be seen coming. When the tugboat arrived she refused to try to save the yacht, owing to the roughness of the sea and increasing wind; but was willing to land

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Aug. 11	Am. slp. yt. Wayward.	Plum Island, Massachusetts.	the crew if the surfboat would put them on board. As the surf was too high to safely land on the beach, the keeper adopted this plan, and by making two trips succeeded in putting the crew of the yacht (11 persons) on board the tugboat. It was a very difficult job, however, as they were much frightened and all seasick. Tug then steamed toward the mouth of the river with the surfboat in tow. In crossing the bar it was necessary to put out a drag from the surfboat, to keep from being hove against the stern of the tug by the heavy seas. The dismasted yacht had drifted in within ½ mile of the breakers when her crew were taken off, and went ashore 2 miles south of station at 9 p.m. Life-savers from Plum Island and Knobbs Beach stations boarded the wreck, saved all personal property and maintained a watch over her. On August 12 they ran out an anchor, and at high water succeeded in heaving her off the beach. They assisted in taking her to Newburyport for repairs. (See letter of acknowledgment.)
Aug. 11	Skiff; no name... ...	Louisville, Kentucky.....	In a perilous position above the cross dam of the falls of the Ohio River. Life-savers launched station boat and towed the skiff safely over the falls. Warned the occupant of the skiff of his danger as he was a stranger on the river.
Aug. 11	Am. sc. Magnet.....	Sand Beach, Michigan, Lake Huron.	Stranded in going alongside wharf. Surfmen ran lines, hove up anchor, and with assistance of tugboat hove her afloat without damage.
Aug. 11	Slp. Marion.....	Grindstone City, Michigan, Lake Huron.	Stranded during heavy squall, 1¼ miles from station. Station crew pulled to her in surfboat, jumped into the shoal water and succeeded in shoving her off. Towed her to Port Austin dock and left her all right.
Aug. 11	Am. sc. Elizabeth ...	Kewaunee, Wisconsin, Lake Michigan.	Stood along shore too close, and then anchored near dangerous rocks. Keeper of station, thinking that her steering gear had carried away, launched surfboat and boarded her. Her captain reported that his centerboard had touched the rocks, that he was ignorant of the coast and did not know where he was. The surfmen weighed his anchor and sailed the schooner safely into the harbor.
Aug. 11	Am. sc. Reliance.....	Point Reyes, California...	Anchored in the breakers about 6 miles N. of station. Was in danger of going upon the beach, and her crew asked to be taken ashore. The surf was running high. A rancher notified keeper of life-saving station at 9.30 p.m., and the life-saving crew started at once with beach apparatus to render assistance, having hired a team of a rancher near by on account of the distance it was necessary to haul beach cart. Several Coston lights were burned to signal schooner that aid was coming. At 11.40 p.m. sighted a torch burning abreast of beach cart, but the night was too dark to see the vessel, and the keeper therefore waited for daylight. At 4.50 a.m. saw the schooner loom up about 2 miles farther N., appearing to lie at anchor in the breakers. Started to her with beach cart, but shortly afterwards the schooner Barbara Hernster appeared, coming from the S., and hove to abreast the anchored schooner. Life-savers subsequently learned that the Reliance's crew had left her before midnight in their own boat and pulled toward Point Reyes light. As they

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Aug. 11	Am. sc. Reliance.....	Point Reyes, California...	passed the life-savers they burned a torch, as above mentioned. Afterwards they were picked up by the Hernster, the master of which was willing to try and tow the Reliance from her perilous position. As the beach apparatus could not be used the life-savers hurried back to station and launched lifeboat in Drakes Bay; then started for the Reliance in order to be of assistance in running line to Hernster. After pulling about a mile up the beach they were hailed from the shore and informed that the Reliance had been towed out and had proceeded on her voyage.
Aug. 12	Am. sc. Good News..	Ottawa Point, Michigan, Lake Huron.	Overloaded and water-logged. Observed to list heavily by patrol who reported to keeper. Surfmen pulled out to her and found that her deck was 3 feet under water. Her cargo of shingles kept her afloat. Life-savers bent all her lines together, making about 500 feet, carried out her small anchor toward the nearest dock, about 1 mile away, and began kedging her in. After four hours' hard work succeeded in getting her alongside of dock. Discharged her deck load and pumped her dry. Replaced deck load and left her in as good condition as ever.
Aug. 12	Sailboat; no name..	.....do.....	Adrift in the bay. Surfboat pulled out to her. Towed her in to lifeboat dock and made her fast to await owner.
Aug. 14	Slp. Pert.....	Salisbury Beach, Massachusetts.	Anchored near the beach. Two men tried to land through the surf and were capsized in her small tender. They reached shore, however, and life-savers secured their boat, bailed it out, and at their request shoved them out through the surf safely, when they returned to their sloop.
Aug. 14	Rowboat; no name..	City Point, Massachusetts.	Capsized by the two occupants changing seats. Their cries were heard by the patrol, who went immediately to their assistance, and succeeded in hauling one from the water. The other was rescued by a passing boat.
Aug. 14	Sailboat Lizzie M...	Gurnet, Massachusetts....	Stranded on outside beach. Requested assistance of life-savers in getting off, as the surf had heaved the boat broadside on. Life savers shoved her off, then carried off the three female passengers, who had been taken ashore, and put them on board safely.
Aug. 15	Skiff; no name.....	Charlotte, New York, Lake Ontario.	Adrift about ¼ mile SE. from station. Station crew recovered it and hauled it out on beach near station to await owner.
Aug. 15	Fish boat Colonel Wren.	Erie, Pennsylvania, Lake Erie.	Capsized by a strong gust of wind. Surfboat was at once launched and pulled out to capsized craft. The occupant, a boy, had been taken out of water by a passing boat. Life-savers secured the fish boat and gear and towed boat to the shore, where it was righted, bailed out and delivered to owner.
Aug. 15	Small boat; no name.	Fairport, Ohio, Lake Erie.	Attempted to land on beach near station. Station crew helped the two occupants (a man and a woman) to land safely, and hauled their boat out on the beach. About sunset they launched and tried to pull away from the beach, but after getting an offing the man could make no headway against the wind. As the weather was threatening and darkness setting in, the surfmen launched the surfboat, pulled out, took the woman into their boat and returned to station with her. She was much frightened and had no confidence in the man whom she had hired to take her fish-

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Aug. 15	Small boat; no name.	Fairport, Ohio, Lake Erie.	ing. She was sheltered at the station for the night, and on the following morning the keeper sent her to Painesville, where she could take a train for her hotel.
Aug. 15	Sip. Yt. Moccasin....	Ottawa Point, Michigan, Lake Huron.	Parted her cable and drifted ashore about 1 mile NNW. of station. Owner requested assistance of the station crew, who launched surfboat and pulled to her. Ran line to a clump of piles and by means of a heavy tackle succeeded in heaving her afloat after 3 hours' work. As she was leaking, towed her to lifeboat dock and caulked her leaky seams. Turned her over to her owner in as good condition as ever. (See letter of acknowledgment.)
Aug. 15	Rowboat; no name..	Pentwater, Michigan, Lake Michigan.	Adrift. Picked up by the lookout and hauled out at station to await owner.
Aug. 15	Sip. Yt. Druid.....	Old Chicago, Illinois, Lake Michigan.	Dragged her anchor and drifted against Randolph street pier during a strong SW. squall. Life-savers pulled to her and put three surfmen on board to assist in passing towline to a tugboat, as there was only one man on board. While the yacht was being towed back to her anchorage, the keeper and remainder of surfmen recovered her tender, which had broken adrift and soon would have been broken up by pounding against the pier. Towed it to station and soon after turned it over to owner.
Aug. 15	Am. sc. Butcher Boy.	Milwaukee, Wisconsin, Lake Michigan.	Dismasted by a severe squall while being towed into port, life-savers boarded her and assisted her crew in handling towline, getting her rigging inboard, and putting her alongside of dock.
Aug. 15	Am. sc. Bonita.....	Humboldt Bay, California.	Stranded on middle ground at entrance to Humboldt Bay. Surfboat was launched and ran a line from her to breakwater, but all hands were unable to heave her off. Surfboat then ran line to tugboat, which had arrived in the meantime, but she pulled without success. At high water the tugboat took the schooner's line again and succeeded in floating her. She was not damaged, and immediately went to sea.
Aug. 16	Am. sc. Addie Sawyer.	Oak Island, New York....	Stranded on Fire Island bar, about 2 miles rom shore, at 7 a. m., while trying to enter Fire Island Inlet. Life-savers from Oak sland and Fire Island stations launched their surfboats and boarded her as soon as possible. She was leaking badly and soon filled with water. Her captain requested the surfmen to aid him to throw deck load overboard, and they complied. Then they returned to station and telegraphed to New York for a tugboat to come and tow her to New York, as her captain requested. Afterwards they returned to the stranded schooner, carried out her anchors, and finally succeeded in hauling her off from the bar. Her cargo of lumber kept her from sinking. Keeper piloted her to an anchorage outside of the bar, and on the following day a tugboat came along and towed her to New York for repairs. (See letter of acknowledgment.)
Aug. 16	Skiff; no name.....	Cape Henry, Virginia.....	Apparently adrift about one mile north of station and 500 yards from shore. Surfboat was launched, and upon reaching skiff it was found to contain 7 persons who were bound to Cape Henry on a picnic. The surf, however, was too rough for them to land safely in their boat. They were taken into the surfboat and safely landed on the beach.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Aug. 16	Fish boat; no name	Cape Disappointment, Washington.	Bound to Ilwaco, Washington, and unable to make headway against strong ebb tide. Was carried by the tide into a perilous position near the edge of Peacock Spit, where the occupants held on to a fish-trap pile. The boat contained twelve persons who were taken from the fish boat by the life-savers, and transported to Ilwaco in the surfboat. The fish boat was also sailed by one of the surfmen to a safe place near the shore.
Aug. 17	Am. sc. Decorra.....	Crumple Island, Maine...	Stranded on Black Head, 4½ miles ENE. of station, during thick weather. Life-savers pulled to her in the surfboat, found that she had been floated and lay at anchor near by, but leaking fast and in danger of sinking. They went to work at once, manning the pumps and bailing her out with buckets. Finally a tugboat arrived, took her in tow, and beached her safely in Jonesport Harbor.
Aug. 17	Dory; no name.....	City Point, Massachusetts.	Contained two boys who were out rowing in Pleasure Bay, and, owing to increasing wind and sea, they were unable to pull back to the shore. The life-saving patrol went to their assistance and towed them to the shore.
Aug. 17	Slp. Madeline.....	Point Allerton, Massachusetts.	Anchored near Toddy Rocks, ¾ mile NW. of station, during a severe thunder squall with rain and hail; in danger of going upon the rocks, should she start her anchor. Life-savers pulled out to her and found three women, two men, and a child in a pitiable condition, being frightened, seasick, and wet through. The wind having shifted to the SW. in the meantime, and being fair to make their destination, Lovells Island, the surfmen reefed and made sail, taking the party to their friends on Lovells Island.
Aug. 17	Small boat; no name.	Old Harbor, Massachusetts.	Unmanageable in a strong wind, owing to inexperience of its occupant. Surfmen from station went out to her in a dory and took her back to town.
Aug. 17	Catboat; no name..	Shinnecock, New York...	Adrift about 1 mile distant from station. Crew from station pulled out, towed it to the beach and hauled it out to await owner.
Aug. 17	Slp. yt. Moccasin.....	Ottawa Point, Michigan, Lake Huron.	Stranded on bar under all sail. Station crew launched surfboat and boarded her, carried out her anchor, and after one-half hour of hard work succeeded in hauling her off. She was not damaged, and continued her cruise.
Aug. 17	Rowboat; no name	White River, Michigan, Lake Michigan.	Capsized on White Lake about 1 mile from station. Station lookout saw the occupant clinging to bottom of boat and notified keeper, who hastily manned the station supply boat and pulled out to the capsized craft. A small boat that was close by reached the man before the station boat, but could not get him out of the water. The station crew took him into their boat, righted his and bailed it out; then, as he was none the worse for his wetting, he boarded his boat and pulled for home.
Aug. 17	Am. sc. Abbie.....	Milwaukee, Wisconsin, Lake Michigan.	Sprung a leak in making passage from Ludington to Milwaukee. Arrived at Milwaukee with her crew exhausted from excessive labor at the pumps to keep her from sinking. Her master requested aid from the surfmen, who responded by boarding her and manning the pumps from 8 p. m. to midnight, when her master succeeded in hiring a pumping crew for the remainder of the night.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Aug. 18	Small flat; no name	Louisville, Kentucky.....	In a dangerous part of the Ohio River above the falls, containing a man and woman who were unacquainted with the locality. Boatmen from the life-saving station pulled out to them and towed them safely through the rapids.
Aug. 18	Slp. yt. Snipe.....	Holland, Michigan, Lake Michigan.	Dismasted by carrying too much sail about ½ mile west of station. Life-savers pulled out to her and towed her into harbor, placed her alongside of dock and assisted her crew to get mast and sails out on the dock.
Aug. 19	Slp. Mystery.....	Shinnecock, New York...	Capsized about 1 mile NW. of station on account of bad handling. Life-savers went to her assistance and found two young men clinging to her bottom, whom they hauled into their boat. Then they righted the capsized boat and bailed her out. As the young men were in good condition they were allowed to take their boat again and continue sailing, after the surfmen had reefed the sail for them.
Aug. 19	Slp. Jennie.....	Galveston, Texas	About 8 p. m. the keeper of life-saving station was notified by one of the crew of the quarantine boat that cries for help were heard coming from the channel opposite the station. The night was very dark and nothing was visible from station, but the crew immediately launched the surfboat and pulled into the darkness. As they proceeded they heard the cries for help and pulled in their direction until they found a boat capsized and one man clinging to her bottom. They hauled him into the surfboat, and he informed them that he and three others were returning from a hunting trip in the slp. Jennie when she capsized in a sudden squall. The other men were rescued by the yawl from quarantine station, which also went to the scene. When she capsized the anchor went overboard, securely anchoring her; consequently the keeper decided not to attempt to right her until morning. At daylight the surfmen returned to her, righted and bailed her out. Four shotguns, a gold watch, and other property were recovered, much to the delight of their owners, who thanked the keeper heartily for rescuing them and recovering their boat and property.
Aug. 19	Naphtha launch Roxie.	Duluth, Minnesota, Lake Superior.	Stranded on sunken crib about 400 yards from station, the man in charge of her not being able to shove her off. The lake-service boat was launched by the station crew who soon had the launch afloat, and stayed by her until it was ascertained whether her propeller was damaged or not. As she seemed to work all right after a few trials of her machinery, the life-savers returned to station.
Aug. 19	Am. sc. Monitor.....	Plum Island, Wisconsin, Lake Michigan.	Stranded on reef off Labors Point, about 1¼ miles from station, while sailing in to an anchorage after dark. Her master sent a request for help to life-saving station. Surfboat pulled to her and planted two kedge anchors. The hawsers were taken to windlass, and a strain brought upon them. Then the surfmen shifted about 5 cords of wood from port quarter to starboard bow, hoisted the mainsail and maintopsail, manned the windlass again and after a strong heave got the schooner into deep water. She was not damaged, but as the wind was increasing to a gale and a heavy sea making, she would have been a total loss had she remained on the reef all night.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Aug. 20	Slp. yt. Chic.....	Charlotte, New York, Lake Ontario.	Capsized about 2 miles NE. of station while engaged in a race. Surfboat was instantly launched and reached her in time to take one man from the water. His two companions were picked up by another yacht that was near by in the race. The capsized boat was righted, bailed out, and towed to her moorings by the surfboat.
Aug. 20	Am. sc. Rouse Simmons.	North Manitou Island, Michigan, Lake Michigan.	Cargo shifted to starboard, giving this vessel a heavy list, and forcing her covering board up so that she leaked badly. She was sighted by the station lookout coming around the SE. point of North Manitou Island laboring heavily. Surfboat was at once launched and pulled out to her. She had 4 feet of water in her hold, and was leaking too fast for her crew to keep her afloat much longer. She was anchored by the advice of the keeper, and the station crew rigged out her booms to port, thereby righting her somewhat. The pumps were then manned by all hands, spouts rigged to discharge the water overboard, and after 4 hours' work she was freed and on an even keel. Restowed her cargo, and then, being in a perfectly safe condition, she continued her voyage and the surfmen returned to station.
Aug. 20	Skiff; no name.....	Milwaukee, Wisconsin, Lake Michigan.	Adrift in the river and in danger of being run down by passing steamers. The station lookout pulled out to secure it, and found to his astonishment a man lying in its bottom helplessly intoxicated. Towed the skiff to the station, hauled it out, and sent the drunken man home. He called at the station on the following day, thanked the crew, and took away his boat.
Aug. 21	Sailboat; no name..	Charlotte, New York, Lake Ontario.	Unable to sail into harbor owing to fresh head wind and inexperience of occupants in handling boats. They took down their sail and tried to row in, but were constantly drifting seaward, when station crew went out in the surfboat and towed them into the harbor.
Aug. 21	Flat; no name.....	Louisville, Kentucky.....	In a perilous position above the cross dam of the falls in the Ohio River, with two boys on board. Station crew went out to it in their boat and towed it safely to the station.
Aug. 21	Scow; no name.....	Chicago, Illinois, Lake Michigan.	Adrift about ¼ mile out in lake; crew from life-saving station pulled out and towed it to the beach. Hauled it out to await owner.
Aug. 22	Am. sc. Vandalia....	Santa Rosa, Florida.....	Stranded about 4 miles N. by W. from station. Station crew went to her assistance. Upon their arrival found that the schooner's crew had carried out an anchor so they manned the windlass and after one-half hour of hard heaving, succeeded in releasing her. They piloted her into deep water, then returned to station.
Aug. 22	Am. sc. Pride.....	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Capsized and sunk by a severe cyclone while at anchor in Egg Harbor, 22 miles NW. of station. Her captain reported wreck to life-savers and requested them to go with the wrecking tug Albert J. Wright to recover body of his son, who went down with the schooner. They responded by immediately launching the surfboat and going in tow of the tug to the scene of the disaster. After working as a wrecking crew for nineteen hours they succeeded in hauling the wreck into shallow water, in rig-

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Aug. 22	Am. sc. Pride.....	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	ging a steam pump, and in clearing her of water. However, the body of the captain's son was not found on board. The schooner was towed into Sturgeon Bay by the tugboat.
Aug. 23	Dory; no name.....	Quoddy Head, Maine.....	Adrift. Picked up by surfmen and hauled up on beach to await owner.
Aug. 23	Sailboat; no name..	City Point, Massachusett.	Disabled, having carried away masthead strap for halyards. She was towed to her moorings by the station launch.
Aug. 24	Catboats Annie and Racine; rowboat, no name.	.....do.....	These boats were caught in a very heavy NW. squall while out in Boston Bay. The Annie had six persons on board who were much frightened, as the gear was jammed and they could not take in the sail. The Racine carried four persons, who made distress signals to the station launch. There were two occupants in the rowboat and in spite of their strenuous efforts they were being drifted seaward. All these boats were taken in tow by the life-saving patrol launch in the order named, and safely landed at City Point.
Aug. 24	Sip. Carol	Orleans, Massachusetts....	Experienced heavy weather during the night, while anchored about 5 miles ESE. of station, and wished to be taken into some harbor where she could repair her sails and rigging and employ a pilot. The keeper of the station noticed that she was being handled by an inexperienced crew and needed assistance, and he therefore went out to her in the surfboat. Picked up her tender which had gone adrift. Found that one of the crew had cut his foot seriously on the glass of a lantern broken during the night. Keeper piloted her to Nauset inlet and anchored her outside to await flood tide. In the meantime he sent the surfboat to the shore for medical supplies and dressed the wounded man's foot. Furnished food from station to the crew of the sloop as their provisions were spoiled. At high water the keeper worked her into the inlet and left her in a safe anchorage, after telling the owner of a good pilot whose services he could secure to repair his sails and rigging and pilot him to his destination, Fall River.
Aug. 24	Am.sc. Eva Lendall	Chatham, Massachusetts..	Stranded 1½ miles W. by N. from station while trying to enter Chatham Harbor. Life-savers went off to her in the surfboat. Found that she was nearly full of water, her leaky condition having necessitated her captain to run in for Chatham Harbor, but owing to her water-logged condition she could not be steered into the channel. The captain had about given up hope of saving his vessel when the surfmen arrived. They at once began to bail and pump, and after working some time lowered the water sufficiently to make sail and force her into deep water. The keeper sailed her into Chatham Harbor and made her fast to a wharf well up on the flats.
Aug. 24	Catboat Teal.....	Loveladies Island, New Jersey.	Stranded about 2 miles SW. of station. Crew from station went to her assistance, removed her ballast, hauled her into deep water and replaced the ballast. They then left her to continue her cruise.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Aug. 24	Am.sc.Emily Belle	Indian River Inlet, Delaware.	Parted fore throat halyards and stranded on Indian River Inlet bar, where there was a strong sea, making her pound heavily for a time. Life-savers went to her in the surfboat. She was short-handed, having only two men on board. Surfboat carried out an anchor for her, then assisted to try and heave her off, but the tide soon commenced to fall and it was impossible to release her until next high water. The surf having smoothed down somewhat, she now lay easier and the life-savers returned to station, having told the captain that they would help him again at high tide. In the evening they went to the schooner again and remained by her nearly all night, but were unable to heave her off on account of the night tide being too small. On the following morning they succeeded in floating her and took her inside the inlet; crew, cargo, and vessel all in good condition.
Aug. 24	Am. sc. Dave Freeman.	Galveston, Texas.....	Stranded about 3 miles ENE. of station while beating into Galveston Harbor. Surfmen pulled to her, carried out her anchor in the surfboat and planted it, but as there was no hope of releasing her until the next high water, returned to station. At high water the schooner's crew succeded in floating her and she proceeded to Galveston.
Aug. 25	U. S. S. Prairie.....	Amagansett, New York...	Stranded in a dense fog about 3 miles E. of station. Her crew and passengers numbered 400. Life-savers at once went to her from Amagansett, Napeague, and Georgica stations. They took telegrams to the shore and landed the 216 passengers (soldiers) safely through the surf, making 36 trips. On the following day the tugboat Britannia arrived and succeeded in releasing the Prairie.
Aug. 25	Steamer; name unknown.	Fort Niagara, New York, Lake Ontario.	Stranded on shoal off Massasauga Point when bound into Niagara River. Surfboat went out and sounded around her to find the best water. A small steamer then came along, took the line from the grounded steamer and succeeded in hauling her into deep water. Both steamers then stood up the river.
Aug. 25	Skiff; no name.....	.....do.....	Adrift in Lake Ontario about 1 mile from station. Surfboat towed it to station where it was hauled up on the beach to await owner, who claimed it on the following day.
Aug. 25	St. launch Hiawatha.	Duluth, Minnesota, Lake Superior.	Disabled by the loss of her screw about 1 mile SW. of station. Life-savers went out to her and towed her to her slip, a distance of 2 miles. At the time of the accident she was engaged to carry passengers from Park Point to Duluth, and had five on board.
Aug. 25	Am. str. Helen Taylor.	Ludington, Michigan, Lake Michigan.	Moored to pier in an exposed position. During the night the wind shifted from SW. to NW., increasing in force, and sea made, causing her to pound heavily against the pier. The owner, who was her engineer, requested assistance of the station as his pilot was absent and he could not move under steam without a licensed pilot on board. Surfmen boarded her and spread her fires, and when steam was ready the keeper cast off from pier and piloted her to a safe berth up the harbor.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Aug. 25	Am. str. Chas. Reitz; Am. scs. Agnes L. Potter, John Mark.	Muskegon, Michigan, Lake Michigan.	This steamer having the two schooners in tow tried to take refuge from a NW. gale in Muskegon Harbor. Owing to insufficient power and the force of the wind and sea, she was forced aground in order to avoid running down the pier. Life-savers immediately launched the surfboat and went off to her, backing through the surf and taking her master from a line over the bow. He was safely landed and at once telegraphed for a tugboat. The towline to the Potter was cut when the steamer grounded, and she stranded near the N. pier. Just after the surfboat returned from her trip to the steamer, the Potter was driven against the pier. Her crew were helped ashore by the surfmen, who secured their baggage also and stowed it safely at the station. Then they ran out lines to the pier and secured the schooner as well as possible. In the meantime the towline to the schooner John Mark was cut and she anchored about 500 feet from the pier, but the anchor did not hold, and she began to drag toward the Potter. The surfboat went off to her, but was unable to get a line from her, as the towline was foul of the anchor and there was no other line at hand. She continued to drag and soon fetched up against the Potter, to which she was made fast. Her crew with their baggage were safely landed across the deck of the Potter by the aid of the surfmen. The surfboat made several trips through the surf to the stranded steamer, carrying officers and men. Toward evening the storm abated, so that the vessels lay easier, and on the following day a large tugboat came from Manistee and hauled the Reitz and Mark out into the channel. The Potter had taken considerable water on board and was leaking. She was pumped nearly dry by the station crew, who then ran her towline to the tug, which pulled her off and towed her into the harbor. The schooners were damaged to the amount of $1,000 by pounding against each other and the pier.
Aug. 25	Am. sc. Condor.....	Muskegon, Michigan, Lake Michigan.	Encountered heavy weather and became water-logged, her hatches not being battened down. As a small tug was towing her into Muskegon Harbor the station crew noticed that she was in danger of capsizing and at once boarded her, furled her sails, and shifted a portion of her deck load of shingles in order to prevent her capsizing before she could reach a dock. After making her fast to dock, they assisted her crew to pump her out, using the station force pump. She would have capsized but for the timely assistance of the life-savers.
Aug. 26	Dories (6) belonging to Am. sc. Actress.	Brenton Point, Rhode Island.	Discovered about 10 miles S. by E. of station. Life-savers went out to them in the surfboat and found that they contained the crew of the American fishing schooner Actress, who reported that their schooner had sprung a leak about 29 miles S. by E. of Brenton Point, and that they had barely time to get into the dories before she sank. The keeper directed four of the dories to pull for the station, then he went on with the surfboat to the two offshore

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Aug. 26	Dories (6) belonging to Am. sc. Actress.	Brenton Point, Rhode Island.	dories which contained one man each. As the men pulling these two dories were about tired out, the surfboat took them in tow and returned to the station. All were furnished with supper, lodging, and breakfast at the station, and three of them were given shoes and socks from the supply of the Women's National Relief Association. On the following morning the keeper engaged transportation to Newport for them, and provided the master with a letter to the railroad officials, who passed them to their homes at Boston. The dories, containing some fishing gear, were left hauled up on the beach near station until disposed of by the owner.
Aug. 26	Am. sc. A. L. Lee.....	Atlantic City, New Jersey.	Stranded ⅓ mile N. of station when bound in for Atlantic City. Station crew at once went off to her, laid out her anchor and assisted to heave on hawser. She was successfully floated after about an hour's work and reached her destination uninjured.
Aug. 26	Slp. yt. Genasago....	Charlotte, New York, Lake Ontario.	Capsized and sank while in tow of the steamer J. D. Scott about 4 miles SE. of station and 200 yards from shore. The occupants were taken aboard the steamer, which met the station crew as they were hastening to the scene of the accident in the surfboat. The owner and life-savers went on to the sunken boat and succeeded in raising and towing her to the shore, where they left her for the night as it was about 10 p. m. On the following day the station crew pulled to the wreck and launched her off the beach. She was towed to Charlotte by the steamer J. D. Scott.
Aug. 26	Flat; no name.....	Louisville, Kentucky.....	In danger of being swept over the cross dam of the falls. Contained three men who had been fishing upstream, but who had lost control of the flat and were being carried by the strong current rapidly downstream. The alarm was given by the boatman on watch at 10 p. m. The river boat was quickly manned and went to the rescue, barely reaching the flat in time to save it from being swept over the dam. The men were badly frightened, and one of them was loudly screaming for help. Upon reaching the station one of the men was seen to be intoxicated and was handed over to a policeman to be taken away from the river. The others, after thanking the life-saving crew, went to their homes.
Aug. 27	Rowboat; no name..	City Point, Massachusetts	Capsized while in tow of a small steamer, throwing its occupant into the water. Life-saving patrolman at once went off in a small boat, took him from the water, carried him ashore, and resuscitated him. Then the patrolman returned and picked up the boat, righted it, bailed it out, and towed it to shore.
Aug. 27	Dory; no name.....	Old Harbor, Massachusetts.	Anchored in channel, its occupants (two women and one man) having become tired out by rowing against a strong current. When they tried to get their anchor, they found that it was foul of a piece of sunken wreckage and could not be raised. Two surfmen went off to them in a dory, cleared their anchor, and saw them safely to the landing.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Aug. 28	Sloop; no name ...	North Scituate, Massachusetts.	Dragged ashore about ¼ mile N. of station, with nobody on board. Station crew towed her off, and after hoisting her sail, turned her over to two young men, who came and claimed her. They sailed her into the harbor to her usual moorings.
Aug. 28	Am. sc. F. Fitch.....	Point Betsie, Michigan, Lake Michigan.	Collided with a steam barge about 3 miles SW. of station at 2 a. m. The station lookout saw a torch and a dim red light. The keeper, upon being informed, turned out the crew, launched the surfboat, and pulled to the SW. about 1 mile, when he heard a cry for help. Turning the boat in the direction of the cry, he soon came upon a small scow containing two men from the schooner, the captain and his son. They had only one oar and were trying to make the land, but it would have been impossible for them to do so as there was a strong SE. wind and a rough sea. The captain reported that his schooner had collided with a steam barge about twenty minutes before the arrival of the life-savers, and as she filled rapidly they, being the only ones on board, took to the scow for safety after burning a signal torch. The life-savers pulled around in the vicinity and soon found the schooner, which was water-logged, and her cargo of fruit was floating on the water around her. They boarded her and let go her anchor to hold her until they could send for a tugboat to take her in, and then pulled back to station, arriving there at 3.30 a. m. Sent a surfman to Frankfort for a tugboat. Provided the captain and his son with clothes from the supply of the Women's National Relief Association, as they had lost all theirs in the wreck. At daylight the wreck could be seen about 5 miles SW. of station, but at 6 a. m. she rolled over and disappeared. The tug arrived at 8 a. m., but as the wind had increased to a gale and the sea was very high, the keeper knew it would be useless to try to find the wreck, and consequently the tug went back to Frankfort. The captain of the wrecked schooner stayed at the station, and on the next day, the storm having abated, went out with the surfmen to look for the wreck, but she could not be found.
Aug. 29	Am. str. Bismarck..	Coquille River, Oregon...	Disabled by bursting her main steam pipe off the bar at the mouth of the Coquille River. She sounded the distress signal and it was answered promptly by the surfmen, who went off to her in the lifeboat. Found her broached to and carried by the wind and sea into the breakers on the north spit, where she stranded. Life-savers took a line from her, and, as she floated each time a breaker rolled in, they succeeded after a hard pull in towing her from the perilous position. Took her into the channel and up the river until the tug Triumph appeared and took her in to the wharf. The pounding she received on the spit caused her to leak so fast that her steam pumps could barely keep her afloat. She was beached for repairs on the following day, and would have been a total loss had it not been for the aid given by the life-savers.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Aug. 30	Scow Dewey.....	Hunniwells Beach, Maine	Stranded about ¼ mile N. by W. of station at 3 a. m., having been left in a bad anchorage by a tugboat, the tide running too strong for the holding power of the anchor. Station crew boarded the scow at 3.15 a. m., and as soon as the tide slackened they ran out lines and hove her off, anchoring her in a place of safety. She was loaded with heavy ordnance for the U. S. Army.
Aug. 30	Am. str. Wrestler.....	New Shoreham, Block Island, Rhode Island.	Became disabled by blowing out a gasket to one of her boiler plates, about 5 miles SE. of Block Island Lighthouse. She had two loaded barges in tow. Surfmen went off to her in their surfboat in tow of the tug G. W. Danielson. The Wrestler had been forced to cast off from the barges, and they were all drifting helplessly when the life-savers arrived. The surfboat ran towlines from the barges and disabled vessel to the Danielson and all were safely towed in behind the breakwater, where the Wrestler repaired her boiler, then went on with her tow.
Aug. 31	Small boat; no name.	Fletchers Neck, Maine....	Adrift. Sighted by the night patrol about 10.30 p. m., who launched a dory and towed it to the beach, where he hauled it out to await owner.
Aug. 31	Slp. Vision.....	Point Allerton, Massachusetts.	Stranded 1 mile E. by N. of station, while on a pleasure cruise with nine persons on board. Station crew went out to them, but as the tide was ebbing nothing could be done until high water. All the party except two men were taken ashore and returned home by rail. At high water the life-savers went off to her again, taking a line and anchor from station, and succeeded in floating her.
Aug. 31	Catboat Cosmos.....	Old Harbor, Massachusetts.	Carried away halyards while beating into Chatham Inlet. Anchored and set distress signal. Two surfmen went off to her in a dory, and assisted to reeve the halyards and sail her to her moorings in the harbor.
Aug. 31	Scow slp. Mary Ann.	Great Egg, New Jersey...	Stranded ¾ mile W. of station, on account of strong current in the channel, setting on a sand bar. Crew from station boarded her, carried out her anchor, and assisted to heave on hawser. She was hove off the sand bar and continued her voyage to Atlantic City.
Aug. 31	Sloop; no name.....	Plum Island, Wisconsin, Lake Michigan.	The master of this sloop requested the keeper of the life-saving station to pilot him through the channel into Detroit Harbor, Wisconsin. Keeper complied and sailed the sloop to a safe anchorage.
Aug. 31	Am. str. Grace Dollar.	Cape Arago, Oregon.....	Stranded on spit of Coos Bay bar, 2½ miles from station, during a thick fog. Signal of distress was heard by station crew, who at once launched the lifeboat and pulled out against a strong flood-tide. Upon reaching Guano Rock the steamer loomed up through the fog with the tugboat Columbia near her. The tug had a line to her and, just as the lifeboat arrived, succeeded in releasing her. The rudder, which had become unshipped while on the spit, was drifting about, and was secured by the lifeboat, which towed it alongside the steamer and hoisted it on board. The tug towed her into Coos Bay and crew returned to station.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Sept. 2	Br. stm. yt. Albatross.	Rye Beach, New Hampshire.	Arrived off the station and set a pilot signal. Keeper sent out one of the crew who took her to Portsmouth.
Sept. 2	Rowboat; no name..	Cuttyhunk, Massachusetts.	Insecurely moored to a buoy off the station and went adrift. Crew went out in a dory, and after a long pull caught the boat just as it was about to go on the rocks. Took it to the station and moored it.
Sept. 2	Rowboat; no name..	Rocky Point, New York..	Broke adrift and got into the surf near the station. Crew pulled it out and took it to a place of safety. Notified the owners, who came and took it away.
Sept. 2	Am. sc. H. C. Winslow.	Michigan City, Indiana, Lake Michigan.	Master desiring to dismantle this vessel, and being unable to secure help, station crew assisted him at the work.
Sept. 3	Rowboat; no name..	North Scituate, Massachusetts.	During the mid watch, patrol saw this boat in the surf, and taking a dory near by he recovered the boat and hauled it up on the beach.
Sept. 3	Small str. Orlina.....	Velasco, Texas.....	Stranded on the bar at the mouth of the San Bernard River, 13 miles SW. of station. Master sent a messenger to the pilot station, whence the report was signaled to the life-saving station. Keeper at once set off in the surfboat under sail, but before his arrival the steamer had become a wreck, and all of her crew but the master and engineer had gone ashore in their own boat. These two were taken off in the surfboat and landed. The vessel was a total loss.
Sept. 3	Sailboat; no name..	White River, Michigan, Lake Michigan.	In charge of one man, capsized in White Lake 1 mile from station. Surfman started out at once, but a passing sailboat took off the man. Crew bailed out the boat, towed it to its landing and turned it over to its owner.
Sept. 3	Scow; no name.....	Humboldt Bay, California.	The tender of the harbor lights and buoys being unable to get his scow across the harbor entrance, station crew towed it to the entrance of South Bay.
Sept. 4	Am. sc. William P. Boggs.	Cuttyhunk, Massachusetts.	Ran into a thick fog bank in Vineyard Sound and anchored to keep from going ashore. When the weather cleared, station crew boarded her and assisted to get her under way and work out clear of dangers.
Sept. 4	Catboat Marguerite	Eatons Neck, New York..	Dismasted in a squall 1½ miles SW. of station. Keeper and one of the crew went out in a small boat and towed her to the landing. Then they cut a new tenon, restepped the mast and put the boat in sailing trim.
Sept. 4	Am. sc. Sidney Dorlon.	Monmouth Beach, New Jersey.	Mast carried away and vessel anchored 1½ miles off the station. Surfmen boarded her, but no assistance was required further than to land some passengers who were seasick. Took nine of them into the surfboat and set them ashore near the station.
Sept. 4	Rowboat; no name	Great Egg, New Jersey...	Adrift in the thoroughfare with two young women on board. They were unable to make any headway against the wind and tide, and the surfmen went to their aid and towed the boat ashore.
Sept. 4	Canoe; no name.....	Ashtabula, Ohio, Lake Erie.	Capsized near the station, throwing two men into the water. Surfmen went to their assistance, picked up the men, and towed the boat to the beach, where they turned the water out of it and put it to rights.
Sept. 4	Rowboat; no name	.....do.....	In charge of a young man who was unable to handle it in the fresh wind. Station crew towed it into the harbor and left it in a place of safety.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Sept. 4	Am. str. Louis Pahlow.	Plum Island, Wisconsin, Lake Michigan.	Stranded on Middle Shoal, NE. passage, about 5 p. m. Surfmen went at once to her assistance and shifted 35,000 feet of lumber from aft forward, but this did not enable them to release the vessel. They attempted to get a tug, but the night was so dark and threatening that none would take the risk. Next they made a raft and unloaded 10,000 feet of lumber, and the vessel backed afloat. Keeper piloted her to deep water and the rest of the surfmen towed the raft alongside. Reloaded the cargo and shifted the 35,000 feet back to its place, and the vessel then started off. The passage where she stranded is not used by large vessels.
Sept. 5	Gasoline launch Greyhound.	City Point, Massachusetts.	Stranded on the rocks off Castle Island at 7.30 p. m., and owing to falling tide surfmen had to leave her there until high water, when they released her and took her to City Point, undamaged.
Sept. 5	Am. str. Lewiston...	Point Judith, Rhode Island.	Collided with the breakwater and stranded during a thick fog while on her way from Montauk Point to Boston with 149 passengers—sick soldiers, doctors, and nurses—and 52 crew. Hearing her signals of distress, station crew pulled out in the surfboat and offered their services. They laid a plank walk from the vessel to a lighter lying inside the breakwater and assisted the soldiers to the lighter, which was then towed to Newport by a tug. The steamer's crew were nearly all on the breakwater and the master engaged another tug to float the vessel. Surfmen ran the line and the tug succeeded in getting her off and took her inside the breakwater. She was leaking so much that it was necessary to put her on the beach. Surfmen put the engineer's force on board and the vessel was laid ashore under her own steam. Station crew then transferred the men from the breakwater to the steamer and lay by until daylight. At 7 a. m. on the 6th, surfmen returned and transferred 45 of the crew to the beach, where they secured teams to take them to Wakefield, whence they were sent home by rail. At 1 p. m. keeper went on board and remained until the arrival of a wrecking outfit, at 4 p. m. The Lewiston was released on the 8th and towed to Providence.
Sept. 5	Cat yacht Emily.....	Turtle Gut, New Jersey...	Missed stays and stranded on the point of the beach, Cold Spring Inlet. It being ebb tide, surfmen carted planks and rollers to her, and assisted by five of the Cold Spring crew and seven men from Sewells Point, they rolled her off into deep water and took her to the wharf at Sewells Point.
Sept. 5	Sailboat; no name..	Buffalo, New York, Lake Erie.	Dismasted and capsized by a sudden puff of wind near the end of Bird Island pier. Station crew hastened out and picked up the crew of two men and towed the boat to a place of safety. Took the men to the station and gave them dry clothing from the Women's National Relief Association supply and cared for them until they were fit to go home. Righted the boat and bailed it out.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Sept. 5	Yacht Faugh-a-Ballagh.	Buffalo, New York, Lake Erie.	Capsized during a race near the Bird Island pier. Surfmen rescued the crew of six who were clinging to the bottom of the boat; righted the boat and bailed her out, and towed her inside the piers. Landed the men at the boat-club house and then returned and put the yacht in order.
Sept. 5	Slp. yt. Jane.....	Cleveland, Ohio, Lake Erie.	Dismasted by parting of shrouds 5 miles NNW. of station. Surfmen went out in tow of a tug and put three of their number on board to clear away the wreckage and get it on board. Ran station line from the sloop to the tug, and the surf boat towed in behind the sloop to the station. Helped sloop's crew to put the vessel in sailing trim.
Sept. 5	Sailboat; no name..	Duluth, Minnesota, Lake Superior.	Capsized by a squall about ¼ mile SW. of station. Surfmen went out in surf-boat and picked up the one man and five women who were clinging to the boat, and took them to the station, where they were given dry clothing from the stores of the Women's National Relief Association. Then towed the boat to the station boathouse and put it to rights.
Sept. 6	Am str. Ice King and 5 barges.	Fletchers Neck, Maine....	While towing five ice barges from New York to Bath, crank pin broke when 10 miles SE. of Cape Elizabeth, and the steamer blew signals for assistance. The weather was hazy, but the surfmen pulled out and soon descried the vessel. At the request of the master, keeper took ashore two messages; one to the owners to send a tug to tow the steamer into Portland, and the other for a tug to come out and take the barges to their destination.
Sept. 6	Dory; no name.....	Salisbury Beach, Massachusetts.	While two fishermen were setting out for the fishing grounds their dory capsized in the surf 1½ miles S. of the station. Station patrol saw the accident and rushed to their assistance. Helped them get the boat ashore and bail it out, and aided them in picking up their bait which was scattered along the beach. They then launched in safety.
Sept. 6	Rowboat; no name..	Plum Island, Massachusetts.	Adrift 2 miles off the station. Surfmen pulled out in a dory and recovered the boat. As they passed Salisbury Beach on their return, the owner of the boat hailed them and they gave him his property.
Sept. 6	Rowboat; no name..	City Point, Massachusetts.	Two young men hired this boat for a row and started out from Sheldons Landing float. They had gone but a short distance when one of them rose up, and being intoxicated, lost his balance and fell overboard. Patrol hurried to his aid in a small boat and took him ashore and turned him over to the police. Then patrol went back and towed in the boat with the other man, and the police took him in charge also.
Sept. 6	Sailboat; no name..	Old Chicago, Illinois, Lake Michigan.	Capsized inside of one of the Illinois Central piers, out of sight of the station lookout. As soon as the boat drifted out into the basin, keeper sent out Whitehall boat, but the three men who had been on board had been rescued by a boatman near by. Surfmen took the boat to the station and put it to rights. Later on, the rescued men called for the boat and took it away.

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Services of crews—Continued

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Sept. 7	Slp. yts. Cynthia, When, Bobby Shaftoe, and Elida.	City Point, Massachusetts.	During the fresh breeze on the afternoon of this date, these small craft were in danger of swamping or dragging ashore. Station crew went out in the launch and put them in such positions as would enable them to ride out the blow in safety.
Sept. 7	Slp. yt. Alsace; sailboat, no name.	....do	Caught in a fresh squall and became unmanageable. Three men went out in the launch and towed them to safe anchorages, and helped the occupants to land.
Sept. 7	Sc. Defender.....	Cape Henlopen, Delaware.	Stranded on the beach 1¼ miles N. of the station. Patrol helped pick up the articles strewn about the shore, and took the two men to the station, where keeper gave them dry clothes and cared for them over night. Next morning surfmen took tackles and rollers and hauled the vessel out clear of the surf. Master then had her repaired, and on the 12th station crew loaded her on the boat wagon and hauled her to a good place for launching on the inside beach. The launch was successfully made, and the schooner started off.
Sept. 7	Catboat; no name..	Fort Lauderdale, Florida.	Stranded on a shoal near the station. Keeper went out and assisted the crew to get the boat afloat.
Sept. 7	Am. sc. Forester.....	Sand Beach, Michigan, Lake Huron.	Sprung a leak above the water line while crossing Saginaw Bay and displayed a signal of distress as she entered Sand Beach Harbor. Station crew boarded her and manned the pump, lowering the water from 3 feet to 6 inches. Vessel's crew were then able to manage her.
Sept. 7	Sc. Minnie.....	Grindstone City, Michigan, Lake Huron.	Went ashore at Port Austin during a high wind and pounded herself to pieces. Surfmen teamed the surfboat to the scene and launched. Brought ashore such movable property as could be found, and then assisted the master to strip her of rigging.
Sept. 7	Am. scs. James C. King and Wenona.	Ship Canal, Michigan, Lake Superior.	At 11 p m., while the steamer Garden City was trying to make the piers with these two schooners in tow, she got too far to leeward and both of them grounded. The King was near the pier, and the station crew arriving about that time, they got out her lines and made her fast. She was released the next morning by a tug, and was towed inside the piers apparently undamaged. The Wenona went so far up on the beach that the life-savers could not get their boat between her and the shore, so they got a ladder and had it made fast by one end to the fore rigging, and as the crew came down, the surfmen carried them ashore and took them to the station, where they remained until the next day. Such of them as needed dry clothes were fitted out from the supply of the Women's National Relief Association. Surfmen worked with the crew of a tug for a week trying to dredge a channel deep enough to release the Wenona, but had to give up the undertaking.
Sept. 7	Am. sc. C. J. Magill..	Old Chicago, Illinois, Lake Michigan.	Arrived in port leaking badly. Keeper sent part of his crew on board to assist at the pumps at 8.45 p. m., and at midnight had them relieved by the rest of the crew. At 4 a. m. they had the water under control and the vessel then towed up the river.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Sept. 7	Fish boat; no name	Fort Point, California	Shipped a sea near Point Lobos and capsized. Station crew immediately started out, but before their arrival a naphtha launch got a line to the boat. Surfmen assisted in towing her to the station, and there put her in order and gave her in charge of her crew.
Sept. 8	Sloop; no name	Jerrys Point, New Hampshire.	Lying in a dangerous position to the W. of the station. Crew went out to her and took her to a safe berth.
Sept. 8	Am. sc. Viola	Santa Rosa, Florida	Stranded on a point in the bay 4 miles NE. of the station. Surfmen went to her and ran out a kedge, but were unable to float her. Then went to Pensacola and got another vessel of the same company to come and take off part of her cargo of wood. When this was done the Viola floated, and the surfmen took her to an anchorage in deep water.
Sept. 8	Skiff; no name	Milwaukee, Wisconsin, Lake Michigan,	Adrift in the river. Station crew picked it up and took it to the station, where the owner claimed it later in the day.
Sept. 8	Sloop; no name	Plum Island, Wisconsin, Lake Michigan.	Lost her yawl and oars during a blow and put into Plum Island for shelter. At master's request, keeper loaned him a pair of oars and then went on board and helped set up the rigging and get under way.
Sept. 9	Am. sc. Mystery	Galveston, Texas	Lying off quarantine, leaking badly. Keeper obtained consent of quarantine surgeon and sent two men on board to relieve the vessel's crew at the pumps. The two men kept her free during the night and the master then said he could take care of her.
Sept. 9	Am. sc. Dacotah	Middle Island, Michigan, Lake Huron.	Steamer Swallow arrived off the station and blew for assistance. Crew pulled out and learned that one of her consorts, the Dacotah, was leaking badly and that her master wanted help to work the pumps. Keeper took his crew on board and pumped her dry. Master then took extra hands from the steamer and continued the voyage.
Sept. 10	Sloop Hattie	City Point, Massachusetts.	Caught out in a series of squalls and nearly swamped. Station crew went to her in the launch and got a line to her. Towed her into Pleasure Bay, where they beached her and bailed her out. Landed her crew of two at Sheldons Landing.
Sept. 10	Am. sc. Rosina	Aransas, Texas	Arrived off the bar at 10 p. m. and burned a flare-up. Surfmen boarded her and found her headgear and main boom carried away, but in view of storm predictions, keeper decided to attempt the bar. Got her inside the pier, but the wind then came out light and ahead, and they had to anchor her. She swung over against the breakwater and carried away her rudder, and they had to kedge her off. Remained by her until morning, when they made temporary repairs and sailed her into a bight opposite the station. Afterwards, surfmen helped to straighten up her cargo and make permanent repairs.
Sept. 10	Sloop; no name	South Haven, Michigan, Lake Michigan.	About midnight two men came to the station and reported that they had just abandoned their yacht in the heavy sea outside the piers. Crew hurried out and found her and towed her inside. Sheltered the two men for the night, and next morning got them started on their way.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Sept. 11	Am. sc. Carrie C. Ware.	Fire Island, New York.....	Master mistook channel and vessel stranded on Dry Shoal. Crews from the Fire Island and Oak Island stations boarded her and ran out an anchor; threw overboard part of her deck load of lumber and succeeded in floating her; piloted her through the inlet to a place of safety.
Sept. 11	Am.sc.Experiment	Two Rivers, Wisconsin, Lake Michigan.	Leaking badly. At the request of the master, station crew went on board and pumped her dry. Schooner's crew put sawdust under her, checking the leak, and master hired hands enough to enable him to go on.
Sept. 11	Am. str. Lakme.....	Humboldt Bay, California.	Tiller rope parted and she went ashore in South Bay, 1½ miles south of the station. Surfmen boarded her and laid out an anchor, but it came home as soon as the steamer hove in on it. Keeper then advised master to hire passing tug to release the Lakme, and acting upon this advice, master procured the services of the tug Ranger which soon towed the steamer afloat.
Sept. 12	Am.sc. yt.Mascotte	Avalon, New Jersey.....	Dismasted 5 miles south of the station. Crew went to her assistance, but found a crew of fishermen getting her in order and saving the wreckage. Keeper therefore went to Tathams Station and had a message sent for a tug to tow the yacht into port. Tug arrived in about four hours and took charge of the wreck.
Sept. 13	Am. str. Business.....	Point Marblehead, Ohio, Lake Erie.	Mistook buoy and stranded on Mouse Island reef, 9 miles NW. of station. Station crew and two tugs attempted to release her, but without success. Master chartered a tug to go to Sandusky for a lighter, which arrived about 6 p. m. Station crew then assisted all night at transferring cargo, and at 9 a. m. next day the steamer backed off.
Sept. 13	Am. sc. T.Y. Avery..	Beaver Island, Michigan, Lake Michigan.	In trying to beat off a lee shore this vessel went aground about 9 miles S. of the station and was in danger of breaking up. Word reached the keeper about sunset and he hired the tug C. A. Elliott to take him to the scene. It was so dark that they had no little difficulty in locating the wreck, but eventually found her. Two other tugs came to her assistance, and, after throwing overboard 15 cords of tan bark, they succeeded in getting her off with practically no damage.
Sept. 14	Am. sc. Willie D.....	Hunniwells Beach, Maine.	Stranded near Fort Popham Beach, ⅓ mile from the station. Surfmen boarded her and ran a line to the fort. Took line to vessel's winch and hove her head off so that the tide, striking on her inshore side, forced her out into the channel. Piloted her to a place of safety. (See letter of acknowledgment.)
Sept. 14	Am. scow Rambler..	Old Chicago, Illinois, Lake Michigan.	Yawl towing behind this vessel carried away her painter and went adrift in the harbor. Surfmen picked it up and returned it to the scow.
Sept. 15	Am. sc. Theodore Voges.	Sand Beach, Michigan, Lake Huron.	Centerboard jammed. At request of master two of the surfmen went on board and helped to get it clear and then assisted in getting the vessel under way.
Sept. 18	Rowboat; no name	City Point, Massachusetts.	Occupant intoxicated and boat adrift. Station launch towed it to landing and keeper sent the man home.
Sept. 18	Bateau; no name...	Corson Inlet, New Jersey..	Drifted ashore ¼ mile from station at 2 a. m. Patrol hauled her out to await call of owner.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Sept. 18	St. lighter Santiago.	Brazos, Texas.....	Machinery disabled. In answer to a signal, surfmen pulled out and took a message to a pilot boat and then landed the agent of the Morgan line of steamers, one of whose vessels was waiting for the lighter.
Sept. 18	Br. str. Venetta.....	Fort Niagara, New York, Lake Ontario.	Dragged anchors and stranded about 1 mile SE. of station at 2.15 a. m. Surfmen got up her anchors and towed her to a wharf in the river, where they made her fast.
Sept. 18	Fish boat Flying Cloud.	Ottawa Point, Michigan, Lake Huron.	While beating into Tawas Bay against a fresh breeze, struck bar and unshipped rudder, rendering her unmanageable. The occupant took in sail and then signaled for help. Surfmen pulled out and towed the boat to a safe anchorage and then went back and picked up the rudder. Towed the boat to the station and gave the man supper.
Sept. 18	Cribs (2); no names	Duluth, Minnesota, Lake Superior.	Broke adrift and stranded in the bay. Surfmen pulled to the Singer tug office (the cribs belonged to the Singer Company), and the agent sent a tug to get them afloat. Surfmen towed down behind the tug and assisted in running lines and getting the cribs off.
Sept. 18	Am. sc. Iris.....	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	In attempting to tack in the harbor of refuge, schooner brought up on a bar. Station crew ran lines to the piers and hauled her afloat, after which they eased her alongside and made her fast.
Sept. 19	Dory; no name.....	Plum Island, Massachusetts.	Capsized in Plum Island basin. The two men were picked up by another boat and the station crew went out in the supply boat and towed the dory ashore, righted it, and bailed it out.
Sept. 19	Sailboat; no name..	City Point, Massachusetts	Capsized off Bay View, but the one occupant was taken off by another boat. Station launch towed the boat ashore, and later on the owner appeared and claimed it.
Sept. 19	Am. sc. Claudia V...	Great Egg, New Jersey....	Stranded near the mouth of the inlet while attempting to tack. Surfmen boarded her, and as the tide was beginning to flood, they worked her afloat under sail.
Sept. 19	Am. sc. John T. Mott	Buffalo, New York, Lake Erie.	Anchored near the outer breakwater with 8 feet of water in her hold, and burned a torch for assistance shortly after midnight. Station crew pulled out and relieved the schooner's crew at the pumps, and by 5 a. m. they had her nearly dry. Master then said he could manage her.
Sept. 19	Am. str. E. C. Pope..	Vermilion Point, Michigan, Lake Superior.	Stranded at 2 a. m. on account of smoky weather and error of compass. Upon hearing her signals of distress surfmen boarded her, and at request of master remained by her until morning. Sea was then very heavy and the surf boat was in danger of being damaged. Master asked keeper to take two messages ashore for him—one to the owners and the other for a tug. Tug came as far as Whitefish Point and master then telephoned station that the sea was too rough for him to go farther. Crew from Crisps Station were called up and arrived in remarkably short time. Took message from tug to the Pope and then returned to the station with the understanding that if anything should be wanted, four blasts would be blown on the steam whistle. At 4 a. m., the sea and wind began to go down, and the vessel worked off without damage.

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Services of crews—Continued

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Sept. 19	Am. str. Colorado....	Ship Canal, Michigan, Lake Superior.	Keeper received a message from Eagle River, 20 miles NE. of station, that this vessel was ashore there, and he at once started for the scene in the surfboat. Shortly after arrival, another steamer was seen approaching, which the master of the Colorado recognized as one of the same line as his vessel. Surfmen took him out and boarded this vessel and made arrangements for lightering the cargo of the stranded steamer. After landing the master, surfboat towed to station behind the other steamer. Station crew assisted lighters and tugs from the 20th to the 23d in taking off the cargo of flour, and on the latter date the vessel broke up and became a total loss. The shipwrecked crew went to the station on the tug and the surfmen gave them breakfast, and later on they went to Houghton, whence they were sent home.
Sept. 19	Am. sc. Mediator.....	.....do	While on their way to the Colorado, surfmen found this vessel ashore 1 mile west of the mouth of Gratiot River, but as all hands were ashore, keeper decided to go on to the Colorado. On the 26th, however, station crew went to the Mediator in tow of a tug, and after they had removed part of her deck load of lumber, the tug was able to pull her afloat. Towed her to Houghton, but she was abandoned there and became a total loss.
Sept. 20	Am. bkn. Harriet S. Jackson.	Monomoy, Massachusetts.	Struck aback while sailing through Pollock Rip slue, and before the crew could regain control of her she went aground on the shoals. She lay there about two hours, and when she was finally floated it was found that she was leaking fast. Master put her for the beach with the intention of anchoring close in, but the weather was so thick that she was ashore before anyone had made out land. She went on about ½ mile ESE. from the station, and the surfmen went on board and remained until morning, when they took all hands ashore, together with their effects, and furnished them with meals until they left for their homes in the afternoon. The master remained at the station for two days. The vessel filled and sank, eventually becoming a total loss.
Sept. 20	Am. sc. Robert Thomas.	Sturgeon Point, Michigan, Lake Huron.	In trying to make a landing at Alcona, 4 miles N. of the station, vessel stranded and sprung a leak. Surfmen went to her and helped to haul her out so that the necessary repairs could be made. On October 3, they returned, at the request of the master, and assisted in launching her and taking her to a mooring.
Sept. 20	Rowboat; no name..	Racine, Wisconsin, Lake Michigan.	Pier watchman picked up a small boat adrift in the river and returned it to a fisherman to whom it belonged.
Sept. 21	Br. sc. Irene.....	Watch Hill, Rhode Island.	Stranded at 11 p. m. on Mussel Bar, 1¾ miles NW. of station, and opened her seams slightly. At daylight, surfmen made her out and boarded her. They pumped her out, and when the tide began to rise they put on sail and backed her off into deep water.
Sept. 21	Br. str. Hibernia.....	False Cape, Virginia.....	Stranded on Pebble Shoals, 2¼ miles SE. of station. Surfmen boarded her, but could be of no service further than to take ashore a telegram for a tug. Vessel slid off under her own power before the tug arrived.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Sept. 21	Skiff; no name.....	Louisville, Kentucky.....	Eleven workmen, while on their way to the dike at the head of the falls in a skiff, became dangerously involved in the middle chute of the rapids. Station crew went to their assistance in one of the skiffs and towed them into safe water.
Sept. 21	Am. sc. Mary L.....	Frankfort, Michigan, Lake Michigan.	Missed entrance to harbor and went to leeward of piers. One of her crew jumped to the lee pier and snubbed her with a line, thereby keeping her from going ashore. Station crew went to her assistance and warped her into the channel.
Sept. 21	Am. sc. Edith H. Koyen.	Kewaunee, Wisconsin, Lake Michigan.	Station crew assisted in raising this vessel, which had been lying on the bottom since November, 1897. Continued until the 28th, when she was hauled out on the ways.
Sept. 22	Slp. yt. Cuyahoga...	Plum Island, Massachusetts.	Broke adrift from moorings and drifted out 4½ miles NNE. of station. Surfmen sailed out and brought her back, turning her over to her owner.
Sept. 22	Am. sc. Eastern Light.	.....do.....	Stranded on N. breaker. As soon as the tide flooded, station crew boarded her and worked her afloat and piloted her into the harbor.
Sept. 22	Stm. launch from U.S.S. Amaranth.	Thunder Bay Island, Michigan, Lake Huron.	While landing supplies for the lighthouse, this launch got a line in her propeller and was thrown upon the rocks. Station crew hurried to her assistance and hove her off before much damage resulted.
Sept. 22	Am. str. Edna G.....	Duluth, Minnesota, Lake Superior.	While in the canal leading into Duluth Harbor, this vessel caught a line in her wheel and was rendered unmanageable. Surfmen went alongside and at request of master towed her to a wharf.
Sept. 22	Am. str. America.....	Michigan City, Indiana, Lake Michigan.	Lost her bearings in thick fog. Station crew pulled out and piloted her into the harbor.
Sept. 22	Am. tug Ira O. Smith..	Old Chicago, Illinois, Lake Michigan.	Caught fire near the Lakeview crib, 6 miles N. of station. Upon receiving news of the casualty, surfmen went out in tow of a tug. The crew of the Smith had escaped to the crib in their own boat. Tug turned her fire hose upon the burning vessel and soon had the flames under control. Then took her in tow and started for the harbor. As they passed the north breakwater the Smith suddenly began to sink, and before anything could be done to save her she had gone down.
Sept. 23	Am. bg. Katahdin.....	Monomoy, Massachusetts.	Sprung a leak and anchored on the 21st near Stone Horse shoal during thick fog. When fog lifted on the 23d, station crew pulled out to her and relieved the men at the pumps. Got her under way and started to take her in between Handkerchief and Shovelful shoals, but the fog shut in again and they had to anchor her. She was now in smooth water and did not leak much, so the surfmen left her in charge of her own crew. On the 25th she proceeded on her way.
Sept. 23	Cat yacht; no name..	Little Beach, New Jersey..	Stranded on a sand bar ½ mile from the station. As soon as the tide was high enough surfmen went to her and hauled her afloat.
Sept. 23	Sloop Gertie Lord...	Core Bank, North Carolina.	Carried away mast when 1½ miles N. of station. Surfmen boarded her but could be of no service further than to get the schooner Aurora to take the sloop to Atlantic, North Carolina, about one mile distant, where she could be repaired.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Sept. 23	Am. sc. Emma L. Coyne.	Middle Island and Thunder Bay Island, Michigan, Lake Huron.	While proceeding down the lake in tow of the steamer Tempest, ran into a heavy sea off False Presque Isle and was nearly swamped by shifting of her cargo and the seas breaking clean over her. Steamer set a signal of distress and the station crew pulled around the island to meet them. Both vessels came to anchor, and, after straightening up the Coyne's cargo, surfmen transferred her crew to the steamer and left them. As soon as the sea began to fall steamer blew for the surfmen to return. They put the steam pump from the Tempest on board the Coyne, but the sea was still too heavy to do anything, and the steamer went around in lee of the island, taking the schooner's crew with her. Station crew took the masters of both vessels ashore, where they telephoned for a tug. Tug arrived at 5 p. m., on the 24th, and started to work with her suction pump, while the station crew manned the deck pump. By 5.30 a. m., on the 25th, the water was low enough to warrant getting under way, and the tug started with the schooner for Alpena. Station crew returned to their post and, at the request of the master of the Coyne, telephoned to the keeper of Thunder Bay Island Station to look out for the vessel. That crew accordingly boarded the vessel when she came along, manned the pump and straightened up the wreckage. They accompanied her to Alpena, where the master engaged such additional help as he required.
Sept. 23	Am. sc. Welcome...	Grand Haven, Michigan, Lake Michigan.	Arrived at the station, water-logged. Surfmen went aboard and after pumping ¾ hour got her free and she proceeded up the river.
Sept. 23	Am. sc. Anna P. Grover.	South Haven, Michigan, Lake Michigan.	While moored alongside one of the piers in the river, a heavy swell began to roll in, accompanied by a strong breeze, and the vessel was pounding on the bar and against the pier. Surfmen pulled down to her and after five hours' work got her into the channel and towed her up to a safe berth.
Sept. 24	Am. sc. Mabel Hall..	Burnt Island, Maine.....	During a dense fog on the night of the 23d, this vessel anchored in a dangerous place near Hart Island bar. Next morning the station crew boarded her, got her under way and the keeper piloted her into Port Clyde.
Sept. 24	Am. sc. Unison.....	Wallis Sands, New Hampshire.	Missed stays and went ashore near Odiornes Point, where she was discovered by the patrolman at 4.20 a. m. He immediately sent a telephone message to the station, but before the crew could reach the scene, the schooner's crew, five in number, had come ashore in their own boat, and guided by the patrol, had made a safe landing in a cove around the point. Took them to the station and the district superintendent secured passes for them to their homes. The vessel broke up and became a total loss.
Sept. 24	Sailboat Bon Ton...	Davis Neck, Massachusetts.	Broke adrift and stranded on the west side of Annisquam River, and later sank there. As she was very old, the owner decided not to try to save her, and the surfmen helped him to strip her. On October 1, however, the owner changed his mind and asked the keeper to help him float the craft. Surfmen accordingly worked high tides, and by the use of anchors, tackles, and empty barrels, they got her off on October 2, and took her to a wharf at Annisquam.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Sept. 24	Br. sc. B. B. Hardwick.	Davis Neck, Massachusetts.	Anchored off Knobbs Beach in thick weather and paid out full scope on both chains. When the weather cleared, her crew could not get her anchors and they set a signal for help. Surfmen boarded her and hove up the anchors, and she proceeded to sea.
Sept. 24	Naphtha launch Veery; slps. Thea and Cinex.	City Point, Massachusetts.	During the gale that prevailed on this date, these small vessels dragged their anchors and were in danger of going on the rocks. Crew went out in the station launch and towed them to safe anchorages.
Sept. 24	Dory; no name.....	Gurnet, Massachusetts...	Lying on the beach about 3¼ miles from the station and in danger of being broken up in the surf. Keeper sent two surfmen with rollers, and they assisted the owner to haul the boat out.
Sept. 24	Sailboat; no name..	Wood End, Massachusetts.	Parted her rigging and the one occupant could not manage her. Station crew boarded her and the keeper detailed one man to help take the boat to Provincetown.
Sept. 24	Sc. yt. May.	Cuttyhunk, Massachusetts.	Unable to make Cuttyhunk Pond in the gale and anchored in the narrows. Station crew boarded her, warped her into the pond and moored her.
Sept. 24	Am. sc. Mary E. Perew.	Cleveland, Ohio, Lake Erie.	While towing out of the river the crew of this vessel were hoisting their yawl, containing two men, but through mismanagement, the yawl capsized, throwing the men into the water. Surfmen hurried out and picked up the men, righted the yawl and took it alongside the schooner, which had stopped to wait for them.
Sept. 24	Am. sc. Sophia J. Luff.	Baileys Harbor, Wisconsin, Lake Michigan.	Reported water-logged in North Bay, 13 miles NE. of station. Surfmen sailed to the place in the Mackinaw boat, boarded her and manned the pumps. Pumped all night, and on the morning of the 25th, had her dry. Straightened up her deck load of cedar ties and sailed her to Baileys Harbor for shelter.
Sept. 25	Sharpie Amy.....	Fort Lauderdale, Florida	Stranded on a shoal in New River Inlet, 5 miles from the station. The master and his wife—the only ones on board—made their way to the station and requested aid to float the sharpie. Leaving the woman at the station, keeper and master went to the place and laid out an anchor and made preparations for hauling the boat afloat on the next high tide. At 3.30 a. m., on the 26th, they went on board and hove her off. Master being ill, keeper mended sails, set up rigging, and sailed the boat to a good anchorage, and then put the master's wife on board.
Sept. 25	Am. tug Ethel J.....	Marquette, Michigan, Lake Superior.	In answer to a four-blast signal from this vessel, surfmen pulled out and found that she had blown out a manhole plate and that the master desired a tug. Crew pulled into the harbor and sent out a towboat which took the disabled steamer in.
Sept. 25	Skiff; no name	Point Adams, Oregon	A little girl had been playing in this skiff and had been carried adrift by the flooding tide. One of the surfmen saw her predicament and, jumping into another skiff, towed the boat back to its place.
Sept. 26	Nor. str. Uto.....	Fort Lauderdale, Florida..	Mistook landmarks and stranded on shoal 6 miles N. of station. Master made his way to the station and asked for shelter while sending and receiving dispatches. Keeper (house of refuge; no crew) assisted in running boats to and from the wreck and sheltered master and agents until the 6th of October, when the vessel was released by tugs and left for Key West. (See letter of acknowledgment.)

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Sept. 27	Skiff; no name.....	Davis Neck, Massachusetts.	Broke adrift from a fishing vessel standing into Annisquam. Surfmen picked it up and held it for the owner, who came for it and took it away.
Sept. 27	Slp., no name; catboat Game Cock; rowboat Sally; rowboat, no name.	City Point, Massachusetts.	These small craft were adrift in the bay during the NW. gale. Crew went out in the station launch and towed them to safe anchorages.
Sept. 27	Sloop Emily B.....	Great Egg, New Jersey....	Stranded in the beach thoroughfare. Surfmen boarded her and laid out an anchor, and as soon as the tide began to flood, put on sail and hove away on the cable. They soon had her afloat and into the channel.
Sept. 27	Scow; no name.....	Duluth, Minnesota, Lake Superior.	Adrift. Two of the station crew picked it up and took it to a dock, where the owner claimed it later in the day.
Sept. 28	St. launch Agate...	City Point, Massachusetts.	Struck a sunken obstruction and stove a hole in her bottom. Crew beached her to keep from sinking. Surfmen patched her with white lead and canvas, bailed her out and took her to a good place for hauling out. Permanent repairs were then made.
Sept. 29	Am. str. Toledo	Ship Canal, Michigan, Lake Superior.	The steamer Toledo, lumber laden, with the barge Shawnee in tow, became water-logged 25 miles SW. of the station on this date. Her crew boarded the Shawnee and sailed to the canal. There they engaged the steamer D. F. Rose to tow the Toledo in, and the surfmen assisted to lay her on the beach near the piers. Keeper then telephoned for a tug and lighter, and upon their arrival all hands set to work lightering the deck load. They worked until 11 p. m., saving about 1,000 feet of lumber. At this hour the wind came out west and the work had to be abandoned. The Toledo broke up and became a total wreck on the 30th.
Sept. 30	Am. strs. Longport and Somers Point.	Great Egg, New Jersey...	These two ferryboats stranded on the middle ground in the beach thoroughfare. Surfmen boarded them, but the masters said they required no assistance in floating the vessels, but that some of the passengers wished to be landed. Station crew accordingly took ashore five passengers from the Longport and thirteen from the Somers Point.
Sept. 30	Am. str. Waverly; sc. Samuel H. Foster.	Vermilion Point, Michigan, Lake Superior.	The steamer became water-logged about 15 miles NNE. of the station and cast the schooner off. She then proceeded around Whitefish Point and ran ashore with 11 feet of water in her hold. Master telephoned to the keeper, asking him to look out for the Foster. Surfmen pulled out and boarded her, but her fore boom was broken and she would not pay off. Waited for a tow, and soon the steamer Quito, of the same line as the other two, came along and put a line aboard the Foster, towing her to Whitefish Point. Master of Quito then requested keeper to ask if he could do anything for the Waverly. Master of latter vessel declined assistance, and the Quito left with the Foster for Sault Ste. Marie.
Oct. 1	Am. str. Chilkat.....	Humboldt Bay, California.	Attempted to go out across the bar at entrance to Humboldt Bay against a heavy sea and flood tide, but finding her power insufficient she turned to reenter harbor. When broadside to sea a heavy breaker struck her, stove in her frail upperworks, and put out her fires. Her master immediately sounded the danger signal and the life-saving crew responded by launching the surfboat and pulling out to her. The flood tide and on-shore wind set her in be-

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Oct. 1	Am. str. Chilkat.....	Humboldt Bay, California.	tween the jetties, and she drifted up the channel, the surfboat staying by her to render any assistance possible. Arriving abreast the first wharf, the life-savers ran a line ashore and helped to warp her alongside and make her fast.
Oct. 2	Am. sc. Stephen Bennett.	Sandy Hook, New Jersey	Stranded on point of Sandy Hook ¾ mile N. of station at 9 p. m. Promptly reported by station patrol. Lifeboat was launched and pulled to her, arriving at 9.30 p. m., the life-savers having notified the tugboat Major McKinley which was lying at Sandy Hook wharf as they pulled to the stranded vessel. The tug soon came along and the lifeboat ran a hawser to her, but as the tide had fallen it was impossible to float the schooner that night. Early on the following morning the tug pulled on her again and released her undamaged.
Oct. 2	Am. brig H. B. Hussey.	Cape Lookout, North Carolina.	Came in under shore to westward of Cape Lookout with ensign in rigging. Station crew boarded her, and at request of master the keeper piloted her to a safe anchorage. She had been leaking much, but after making smooth water the leak partially closed. She being out of provisions, surfmen transported the master to the beach, where he made arrangements to have supplies sent to his vessel.
Oct. 2	Rowboat; no name	Racine, Wisconsin, Lake Michigan.	Drifted off from the beach. Surfman on patrol from midnight to 4 a. m. discovered it adrift and went out and brought it to station. It was turned over to its owner on the following day.
Oct. 3	Catboat Violet.....	Coskata, Massachusetts...	Stranded 2¼ miles NNW. of station, her steering gear having become disabled while out blue fishing. Two surfmen went off to her and carried out her anchor, then returning to station they reported her uninjured and safe for the present. Owner went to town, the keeper telling him to come back and get his boat on the next day. Station crew took the ballast out of her, and at high water on the next morning hove her off and anchored her safely near station. The owner returned in another boat and towed her away.
Oct. 3	Am. slp. yt. Crocodile.	Quonochontaug, Rhode Island.	Stranded about 8 p. m. during a thick fog, on the rocks ⅓ mile ESE. of station. Life-savers launched the surfboat and ferried the beach apparatus across the inlet east of station, then hastened to a point on the beach opposite the wreck, arriving there at 8.30 p. m. She lay about 75 yards from shore, and the life-savers were successful in shooting a line across her on the first trial with the Lyle gun. They set up the beach gear and safely landed the two men from the wreck in the breeches buoy. Sheltered and succored the men at station, and furnished them with clothing from the Women's National Relief Association supply. The wreck went to pieces, and the station crew picked up about $100 worth of furniture along the beach. The master made a bargain with a local wrecker to save the lead ballast which he valued at $800. (See letter of acknowledgment.)
Oct. 3	Am. slp. Kitty C.....	Atlantic City, New Jersey.	Stranded on middle ground while beating out of Absecon Inlet. Sprung a bad leak and filled with water. Station crew went off to her in the surfboat, carried out her anchor, and succeeded in heaving her off, but it was necessary

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Oct. 3	Am. slp. Kitty C.....	Atlantic City, New Jersey.	to bail and pump continually in order to keep her from sinking. Sailed her to marine railway in the harbor, the station crew keeping her afloat until she could be hauled out for repairs.
Oct. 3	Am. bkn. Wandering Jew.	Sullivans Island, South Carolina.	Lost sails and sprung a leak during the severe hurricane of October 2. Stranded and sunk during the night, 11 miles E. by S from station. On account of distance and frequent heavy rain squalls, she was not sighted by station lookout until 8.30 p. m. on the following day. Surfboat was launched and pulled to her, finding that she had been abandoned by her crew. Found their clothes bags lashed to the rigging, passed them into the surfboat, and took them to station. The crew had been taken off by the passing tug John Harlin, and carried to Charleston. They subsequently came to station and claimed their clothes, thanking the keeper for saving them.
Oct. 4	Naphtha launch Lake Side.	Point Marblehead, Ohio, Lake Erie.	Broke down and hoisted distress signal when about ½ mile W. of life-saving station. Surfmen went out to her in the surfboat and towed her to her destination.
Oct. 4	Sailboat; no name..	Duluth, Minnesota, Lake Superior.	Broke adrift from her moorings and was carried across the harbor by the NE. gale that was blowing, where she was in danger of being broken up by fouling the Duluth elevator dock. Station crew manned the lifeboat, succeeded in reaching her before she was damaged, and by a hard pull towed her to station boathouse, where she was delivered to her owner.
Oct. 4	Am. sc. Ida Jane.....	Grand Haven, Michigan, Lake Michigan.	Landed alongside the end of south pier. There being a heavy swell which caused her to pound dangerously against pier, at 2.45 a. m. the station crew went to her assistance, having been called up by the night patrolman. They took a line from her and tracked her up to a point abreast station, where it was safe to make her fast.
Oct. 4	Small boat; no name.	Racine, Wisconsin, Lake Michigan.	Drifting near shore with one man in it, and apparently going into the breakers. Surfman ran along the beach with a heaving line and assisted the man to land. His boat became filled with water which the surfman bailed out, then by their united efforts they hauled the boat up on the beach out of reach of the breakers.
Oct. 4	Am. sc. Cynthia Gordon.	Plum Island, Wisconsin, Lake Michigan.	Swung on her anchor fluke, knocked a hole in her planking, and sank in Detroit Harbor, Wisconsin. Her captain requested assistance of the life-saving crew which was promptly given. Keeper and 5 surfmen went to the sunken schooner in the Mackinaw boat, taking buckets along for bailing, arriving there at 9.50 a. m. Transferred the deck load onto a flat scow, and when the deck was clear began to pump and bail. In about four hours the schooner was floated and taken to the dock. On the next morning the station crew went back to her, and continued work of pumping and bailing until they were able to pass out the cargo of cordwood in her hold. After unloading her, they plugged the leak, pumped her dry and took her to Detroit Island, where they assisted to haul her out on the ways for repairs.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Oct. 5	Br. str. Rodney.....	Monomoy, Massachusetts.	Lost propeller near Pollock Rip lightship, 3½ miles SSE. of station. Anchored on the shoal and communicated with life-saving station by means of the international signal code. At the request of the master, a tug was sent for; then the life-savers pulled out to the steamer in surfboat. The tug came and took the steamer in tow at 3 p.m.
Oct. 5	Am. barge Jupiter...	Middle Island, Michigan, Lake Huron.	Anchored between Middle Island and mainland during a NW. gale. The station crew, who had been on the lookout for a couple of barges reported to be in distress, were returning to station in surfboat when the barge signaled to them to come alongside. The owner of the barge wished to go ashore to send telegram. The life-savers took him to station, and, as it was blowing too hard to put him on board the barge again, gave him lodging for the night.
Oct. 6	Slp. Annie G.....	Cross Island, Maine.....	Stranded on sunken ledge on south side of Old Man Island, about 3 miles E. of station. Stove a hole in her bottom, and rolled so heavily that the two men on board abandoned her in the tender. Station crew manned the surfboat and started for her under sail and oars. When they were within ½ mile of her she worked herself off the ledge, and, as her sails were still set, she filled away, heading directly for the rocky shore. They caught and boarded her before she could strike a second time, and by pumping and bailing kept her afloat until they beached her in Cross Island harbor. They also picked up the tender with the two men in it, who were succored at the station until the sloop was repaired by the surfmen. When she was made seaworthy again, the men were furnished with food enough to last until they could reach their homes.
Oct. 6	Catboat Hector.....	City Point, Massachusetts	Parted moorings and went adrift in Pleasure Bay. Station patrol went on board of her, and let go an anchor which he found there and which held her all right.
Oct. 6	Catboat Violet.....	.....do.....	Dragged her anchor and drifted against bridge in Pleasure Bay, where she was pounding herself into pieces. Keeper of station was notified and immediately sent the launch after her. Towed her out to a safe anchorage off City Point.
Oct. 6	Am. slp. Concert.....	Metomkin Inlet, Virginia	Entered Metomkin Inlet with a broken rudder and was beached near station. Life-savers assisted to repair the broken rudder, and when the tide made they also helped to float her off the beach. She proceeded on her voyage to Chincoteague.
Oct. 6	Columbia Yacht Club Scow.	Old Chicago, Illinois, Lake Michigan.	Drifted against sea wall at foot of Randolph street, where she lay pounding heavily. Man in charge of her requested aid from keeper of station. Sent three surfmen with a mooring line, hauled her away from sea wall, and moored her safely.
Oct. 7	Am. sc. Leman No. 3	Sabine Pass, Texas.....	Sighted 10 miles S. of station, flying signal of distress. Life-savers manned the surfboat and started for her, pulling 6½ miles to get around breakwater. Tugboat then gave them a tow to the schooner. Found the master had fallen down the fore hatch and broken several ribs; the other man on board had let go the anchor, and was not able to get the schooner under way alone. Surfmen hove up her anchor, then the tug towed her into Sabine Pass. After anchoring her, the sta-

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Oct. 7	Am.sc. Leman No. 3	Sabine Pass, Texas.....	tion crew went for a doctor, assisted him to set the master's broken ribs, and took him ashore after the operation was over. Then they boarded the schooner again, furled her sails, and cleared up her decks.
Oct. 7	Am. str. Windsor.....	Charlotte, New York, Lake Ontario.	Parted her cable and went adrift in river near station. Station crew boarded her in small boat, ran a line to dock, assisted to heave her alongside, and made her well fast.
Oct. 8	Am. sc. Henry J. Raymond.	Assateague Beach, Virginia.	Entered Assateague harbor short of provisions, and also shorthanded, as two seamen were sick. The keeper took the station team and drove the master to the nearest store where he purchased supplies and hired another hand. The supplies and help were transported to the schooner by the station crew.
Oct. 9	Sloop; no name.....	City Point, Massachusetts	Capsized in a sudden squall ¼ mile W. of station while sailing in Dorchester Bay. Keeper and four surfmen from station went to her assistance in the station launch. The occupant who was clinging to the bottom of the capsized boat was taken into the launch and landed at the Mosquito Yacht Club float, whence he hurried to his home. His boat was righted, bailed out, and towed to the landing by the station crew.
Oct. 9	Am. str. Langell Boys.	Muskallonge Lake, Michigan, Lake Superior.	Blew four whistles abreast life-saving station. Station crew pulled out to her and at the master's request landed a passenger and some freight, as the surf was too rough for the steamer to reach the wharf.
Oct. 9	Am. sc. Saveland.....	Marquette, Michigan, Lake Superior.	Burned a torch off life-saving station at 1.20 a. m. The night patrolman answered by burning a Coston signal, then reported to keeper. Surfboat was launched and pulled out; found that the master of schooner was unacquainted with Marquette Harbor, and wanted a tugboat to take him in. Station crew pulled into harbor and notified a tugboat which went out and towed the schooner into the harbor.
Oct. 9	Am. str. Peerless ..?..	Ship Canal, Michigan, Lake Superior.	The steamer Toledo, lying sunk in midchannel, made a dangerous obstruction to navigation; consequently, the keeper of station went out in the surfboat and piloted the Peerless safely past the sunken wreck.
Oct. 10	Catboat; no name...	Monomoy, Massachusetts.	At 6 a. m. station lookout discovered an object in the water about 2 miles NW. of station which, upon close inspection, seemed to be a man upright under a bit of sail. Pulling out in the station dory the man was found to be half dazed sitting in a partly submerged boat, which also contained the bodies of two dead men. The boat was taken to station, and when the man had sufficiently recovered he told the life-savers that the catboat had capsized about noon of the previous day, 4 miles N. by W. from station. With him at the time were his two sons and the man who had caused the accident by climbing up the mast to adjust the gaff into its proper place. One of his sons was drowned and swept away from the boat. The man and other son clung to the capsized boat with him until they died from exhaustion. The bodies were taken to town and turned over to the proper authorities. Station crew dragged for the body of the boy who was drowned, but could not find it. The catboat was taken to shore for the owner. (For detailed account, see caption "Loss of Life.")

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Oct. 10	Launch Mangrove..	Ashtabula, Ohio, Lake Erie.	Stranded while attempting to land at a crib near station, having four persons on board. Station crew launched small boat and landed the passengers at station, then returned to launch and assisted to float her. When afloat and ready to proceed, the passengers were transported to her by the life-savers.
Oct. 10	Am. sc. Lulu Guy....	Pentwater, Michigan, Lake Michigan.	Pounding against the end of north pier while trying to enter the harbor with the wind offshore and a rough sea setting in. Station crew went out on pier, took her line, and hauled her up the channel into a safe position.
Oct. 11	Sc. Lula Beatrice.....	Buffalo, New York, Lake Erie.	Anchored in a perilous position near Horseshoe Reef. Life-savers pulled out and warned her master of the danger in case a SW. wind should blow up. Returned to station, and, at the request of the master, sent a surfman to towboat office for a tug to tow her into a safe anchorage.
Oct. 11	Am. sc. Minnehaha..	Plum Island, Wisconsin, Lake Michigan.	Anchored in an exposed position 2 miles SW. from station and burned a torch for assistance at 11 p. m., which was answered by the night patrol with his red light. Keeper called up crew and with the Mackinaw boat sailed out to the schooner, the master of which asked for assistance to get under way, as he was afraid his vessel would drag ashore. There was a fresh NW. wind blowing and a high sea running, but by skillful management the surfmen boarded her and hove up her anchor, made sail, and piloted her into a safe anchorage NE. from station.
Oct. 12	Steam launch; no name.	Rocky Point, New York..	Machinery becoming disabled during a NW. gale with high sea, she anchored 5 miles NE. of station. Life-savers succeeded in boarding her after a hard pull. She belonged to the New York Naval Militia, her crew consisting of two members of that organization, who requested the keeper to send a couple of telegrams for them, but did not wish to abandon the launch until it became absolutely necessary. The seas were then breaking over her, at times threatening to swamp her, and the station crew told them to hoist a distress signal if they should want help. Then pulled back to station and sent the telegrams as directed. At 5.40 p. m., gale increasing, the lookout reported a distress signal flying on the launch. Surfboat was immediately manned and pulled for her, but before reaching her, a schooner, bound down the Sound, took her line and towed her into Gardiners Bay.
Oct. 12	Sailboat; no name..	Crisps, Michigan, Lake Superior.	Drifted ashore ¾ mile E. of station. Surfmen from station hauled it up on beach to await claimant.
Oct. 12	Slp. yt. Zephyr	Racine, Wisconsin, Lake Michigan.	Sprung a leak and sunk at her moorings, about ⅛ mile W. of station. Station crew raised her by means of two heavy tackles, bailed her out, removed ballast, stopped the leak, and moored her again in a safe place.
Oct. 12	Am. sc. Thomas H. Howland.	Plum Island, Wisconsin, Lake Michigan.	At 5.20 a. m. station patrol heard four blasts of a fog horn from a schooner on east side of the island. Keeper turned out crew and they went off to schooner in the Mackinaw boat. The master requested assistance to heave up anchor, as his crew were exhausted from labor at the pumps, the schooner being in a very leaky condition. The station crew assisted to raise the anchor and get the schooner under way.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Oct. 13	Am. str. Simon Langell.	Point Marblehead, Ohio, Lake Erie.	Stranded at 9 p. m. about 9 miles NW. of station. Discovered by station lookout at daylight on the following morning, and the lifeboat at once started for her under sail. The steamer Isaac Clinton arrived at the stranded vessel simultaneously with the lifeboat and began to pull on her, but not being able to release her, after pulling for 1½ hours, resumed her course. The captain then requested keeper to pull to his consorts, anchored about ½ mile to the northward, and get some shovels. Station crew procured the shovels, and then boarded the stranded steamer and helped her crew to throw overboard 150 tons of her cargo of rock salt. The tugboat Peerless appeared at 4.30 p.m., and succeeded in hauling her off. She was apparently uninjured, and continued her voyage.
Oct. 13	Am. sc. Shoo Fly.....	Sand Beach, Michigan, Lake Huron.	Dragged her anchor during a SE. gale and fouled the dock. Station crew boarded her with their spare lines, finding nobody on board, and made her well fast clear of the dock, thereby preventing her from pounding to pieces.
Oct. 13	Slp. yt. Comanche..	Ottawa Point, Michigan, Lake Huron.	Dragged from her anchorage in Tawas Bay during a gale from the ESE. and lay pounding on a bar near the beach. The owner sent to life-saving station and requested help to save his yacht, as she was in danger of being destroyed. The lifeboat was sailed to the scene, running 4 miles before the gale in thirty minutes. Station crew boarded the yacht, made fast a line to her and ran it to a clump of piles about 400 feet out. Then, boarding her again, they succeeded after two hours' hard work in heaving her off the bar and out to the piles. Leaving one surfman on board to tend the lines, the others ran a line to the dock and hauled her into the mouth of a boom, where she was securely anchored without damage. (See letter of acknowledgment.)
Oct. 13	Am. sc. Josephine Dresden.	Racine, Wisconsin, Lake Michigan.	Parted some of her mooring lines, owing to fresh wind and strong sea, while lying at pier opposite station with only one man on board. Master requested aid of station crew, who at once responded. Ran out new lines and worked for one and one-half hours to keep her fast until tugboat could arrive. Finally the tug came along and the surfmen having run a towline to her, she towed the schooner into a safe berth, where the station crew made her well fast.
Oct. 13	Rowboats (3); no names.	.....do.....	Picked up three rowboats which were adrift in the river and hauled them up on the dock to await owners.
Oct. 13	Fish boats Sea Fox and Annie.	.... ..do.....	Broke adrift from their moorings and were tossed about by a rough sea between the dock and a large vessel, pounding against each other at times. Station crew procured an old hawser and securely moored both boats.
Oct. 13	Am. sc. Thomas H. Howland.	Two Rivers, Wisconsin, Lake Michigan.	Anchored about 5 miles S. of station and flying signal of distress. Station crew went off to her in the lifeboat through a heavy sea. Found her leaking seriously, and, as her cargo consisted of rock, her master was afraid she would roll over and sink if he tried to sail her into Manitowoc through the trough of the sea. The keeper told captain that he had notified the towboat company at Manitowoc before he left the station, and that a tug would probably come out after him soon. Meanwhile, the

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Oct. 13	Am. sc. Thomas H. Howland.	Two Rivers, Wisconsin, Lake Michigan.	surfmen boarded the schooner and assisted at the pumps. Upon the arrival of the tug, they ran a line to her, and the schooner was safely towed into Manitowoc Harbor. Not deeming it advisable to leave the lifeboat at Manitowoc, the keeper had the tug tow them back to station, as it was impossible to pull back against the wind and sea. They arrived at station at 6 p. m., after nine hours of hard work in the heavy rain.
Oct. 14	Am. str. Cimbria.....	Cranberry Isles, Maine....	Stranded on a ledge in Bass Harbor, 7 miles W. of station. Station crew went to her in the surfboat. The passengers and crew had safely landed. Made an effort to save the steamer by taking a vessel alongside of her and running hawsers out, but, as the expected tugboat did not arrive, darkness set in, and the wind increased in force so that they were not able to release her. On the next day the tugboat hauled her off and towed her to Bangor in a badly damaged condition.
Oct. 14	Am. sc. Queen of the West.	Fletchers Neck, Maine.....	Stranded on shoal ground 1 mile N. of station. North patrolman saw her go aground and hastened to station to report. Surfmen went off to her in the station dory. Found her pounding on hard bottom. Hove up her anchor and made sail, forcing her up on bar as far as possible. Kept sail on her and in about an hour forced her over the bar. Keeper piloted her into a safe anchorage.
Oct. 14	Am. sc. Cyrus Chamberlain.	Jerrys Point, New Hampshire.	Anchored off Clarks Island in Portsmouth Harbor with cargo of lime on fire. Station crew had received word on the 13th instant that the schooner was on fire, and they went to her, but her master, thinking he had the fire under control, declined assistance. Keeper received a telephone message on the following day asking for his assistance to strip the schooner. Again boarded her in the surfboat and found that the fire had burned out through her side, and that it was impossible to save her. Hove up anchor and ran her ashore on the flats. Stripped her of her sails, running rigging, and all movables that could be saved. Her master accompanied the surfmen to station where he was sheltered and succored for the night.
Oct. 14	Am. sc. Wm. Hill.....	Life-Saving Supply Boat, North Carolina.	Capsized in a squall off Cobbs Point, in the Pasquotank River. Captain Gard, of the life-saving supply boat at Elizabeth City, was notified of the casualty, and, taking on board two volunteers to aid him, immediately went to her assistance. Picked up her crew of three men, then righted her, pumped her out, and towed her to Elizabeth City. (See letter of acknowledgment.)
Oct. 14	Am. sc. Tidal Wave..	Velasco, Texas.....	Disabled in a NE. gale, anchored 5 miles SW. of station, and hoisted a signal of distress. Station crew pulled to her in the surfboat, and found she had a broken rudder and torn foresail. They unshipped her rudder, took it on deck, repaired and reshipped it. Got her under way and took her in to a safe anchorage in Brazos River. Her cargo of cotton was not damaged.
Oct. 14	Yawl of the British steamer D. D. Calvin.	Sand Beach, Michigan, Lake Huron.	A sailor from the British steamer D. D. Calvin brought his sick brother on shore in the yawl to consult a doctor, who told him that he must take the sick man to his home at Kingston, Canada, immediately. Owing to the

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Oct. 14	Yawl of the British steamer D. D. Calvin.	Sand Beach, Michigan, Lake Huron.	strong NE. gale, the sailor could not pull the yawl back to the steamer to get his clothes. Station crew launched the surfboat and transported him to the steamer, returning with him and his baggage. He started for home at once with the sick man, having left the yawl on the windward side of the steamboat dock, where the surfmen found it pounding against the dock, and in danger of being smashed to pieces. They hauled it out on the beach, and the owners took charge of it on the following day.
Oct. 14	Scow St. Joseph.....	Thunder Bay Island, Michigan, Lake Huron.	Anchored near Alpena harbor in a water-logged condition. Surfman and assistant light keeper went off to her during the night and helped to heave up her anchor, then assisted her captain to haul in to the dock.
Oct. 14	Am. sc. City of Grand Rapids.	Michigan City, Indiana, Lake Michigan.	Lost her sails and anchored about 4 miles N. of station during a NW. storm with very high sea. She hoisted a signal of distress just before dark. Keeper procured horses and transported surfboat to E. beach, in order to try to board her from that point. Found that she was dragging her anchors along the beach about as fast as the surfboat could be transported. Kept abreast of her, and the keeper, knowing that if she continued to drag she would soon strand, sent surfman No. 1 back to station to get the beach apparatus. At 11 p. m. the wind began to moderate and the schooner's anchors brought her up and held her. She was probably safe for the night, but, nevertheless, the life-savers remained on the beach and watched her until daylight, when they succeeded in launching the surfboat and boarding her. Found her leaking, her deck load washed overboard, fore boom and centerboard broken, sails blown away except main staysail, and head gear hanging over the bow and fouling the anchor chains. Her crew had been pumping for forty-eight hours to keep her afloat. Life-savers cleared away the foul gear, hove up her anchors, and put her in shape to be towed into harbor. Tugboat arrived at 9.30 a. m. and took her to Michigan City. The surfmen went to her several times during the next three days and pumped on her until the cargo was discharged. Then she was placed in shoal water to keep her from sinking.
Oct. 14	Am. sc. Typo.....	Old Chicago, Illinois, Lake Michigan.	Towed into harbor with her rigging carried away. The keeper and four surfmen boarded her and assisted to put her in order.
Oct. 14	Sloop Harry Nerland.	Evanston, Illinois, Lake Michigan.	Keeper received a telephone message stating that this sloop had broken adrift from her moorings and stranded at Winnetka, 3½ miles N. of station. He hired a team of horses and with the surfboat went to the stranded sloop, but she was found high up on the beach and was left in the custody of the Kenilworth police.
Oct. 15	Rowboat; no name..	City Point, Massachusetts.	Returning from a fishing trip with four occupants who were unable to make headway against the fresh head wind and ebb tide. They drifted on Thompsons Island where the station launch picked them up and towed them to Dorchester.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Oct. 15	Skiff; no name.....	City Point, Massachusetts	Adrift with two occupants who were unable to pull against the wind and tide. They were picked up by the station launch, and with their boat landed at Dorchester.
Oct. 15	Am. str. Eclipse.....	Fire Island, New York...	Lost her propeller while going to a fishing trap in Fire Island inlet. She anchored immediately about 1 mile N. of station, and signaled for help from the life-saving crew, who boarded her at once in the surfboat. Her master reported that his ground tackle was poor, and requested the loan of an anchor and chain, being afraid his vessel would drag ashore. Keeper loaned the required articles, and stood by until he was satisfied that she was securely anchored. She was afterwards towed to Bayshore to get a new propeller.
Oct. 15	Am. str. Peshtigo.....	Thunder Bay Island, Michigan, Lake Huron.	Collided with steamer Ruby about 15 miles NNW. of station, and filled with water, but as her cargo was lumber she only sank to the rail. The Ruby took her in tow and sounded the signal of distress, which was heard at station. The life-saving crew at once pulled out to them in the surfboat; picked up the yawl, which had broken adrift from the wreck and contained valuable clothing, and towed it to station after a hard pull of 2 miles to windward. At the request of the captain of the disabled steamer the keeper telephoned to Alpena for two tugboats, then returned to the wreck in the lifeboat and found her grounded well out from the piers. Station crew boarded her and assisted to discharge part of her cargo into a lighter which was put alongside of her by one of the tugs. A schooner was then placed alongside of the wreck, and, as she was in no further danger, the life-savers returned to station, having been at work on the wreck continuously for fourteen hours.
Oct. 15	Am. sc. Lena Behm..	Grand Haven, Michigan, Lake Michigan.	Landed at end of N. pier, and the wind being right ahead could not sail up the river. Her master requested the life-saving crew to track him up to a mooring abreast the station, which was done.
Oct. 16	Am. sc. Annie L. Wilder.	Burnt Island, Maine.....	Dragged her anchor and stranded upon the rocks in Port Clyde Harbor, 4 miles NNE. of station. Life-saving crew boarded her at 3.30 p.m. after a long, hard pull in the surfboat. Ran out lines and hove a strain upon them, then awaited the next high water, when they were successful in their efforts to float her off. They warped her into a safe anchorage, and then returned to station, arriving there at midnight. The master of the schooner was very grateful, as he had only two men on board, and could have done nothing without the aid of the station crew.
Oct. 16	Rowboat; no name..	City Point, Massachusetts.	Swamped in a choppy sea while returning from a fishing trip. The two men in the boat managed to reach the shore of Thompsons Island. The accident was witnessed from the station, and a launch at once went to their aid. Took the men from the island and carried them to station, where they warmed themselves while their boat was being recovered by the surfmen. They were landed with their boat at City Point by the station crew.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Oct. 16	Sailboat; no name..	Gurnet, Massachusetts....	Broke adrift from moorings and grounded about 1 mile from station during a NNW. gale. Surfmen boarded her, and, as she lay in a smooth place, they put out an anchor to hold her from drifting off, and the keeper sent information of her to Duxbury, whence she had drifted.
Oct. 16	Am. sc. Susan Jane..	Ocean City, New Jersey..	Stranded 1 mile E. of station on the middle ground while trying to enter the inlet. Her master was not acquainted with the channel, but luckily the sea was smooth and wind offshore. Life-saving crew boarded her in surfboat, and a few minutes afterwards the crew from Great Egg Station also arrived. By working together they released her; made sail and piloted her into Ocean City uninjured.
Oct. 16	Sloops Hettie May, Arizona, and 2 not named.	Aransas, Texas.....	Driven ashore near station by a strong NW. gale. Anticipating that the small vessels anchored near station would not be able to hold their anchorages, the life-saving crew assembled on station wharf about 9 p. m. and were ready to render aid. After these vessels reached the shore, the station crew hauled them off and safely secured them to leeward of the wharf.
Oct. 16	Am. sc. yt. Folly.....	.....do	Broke adrift during strong NW. gale about 9 p. m. and fouled the sloop Hettie May, on the windward side of station wharf. Station crew separated them and hauled the Folly to leeward, where she was safely secured.
Oct. 16	Am. sc. Two Brothers.	.....do	Dragged her anchor and stranded near station at 9.15 p. m. during a strong NW. gale. After safely securing the smaller vessels which were driven ashore at the same time, the station crew went to this schooner, but could not float her. For the next three days they worked on her, placing rollers under her, and succeeded in heaving her about two lengths, then the ground became too soft to work the rollers. Surfmen dug a trench between her and deep water, and during the night of the 20th, a severe norther causing a higher high water than usual, they successfully floated her off.
Oct. 16	Flat; no name.....	Louisville, Kentucky.....	In danger near the middle chute of the falls in the Ohio River, containing two colored men. Station boat pulled out, caught the flat, towed it to safe moorings and took the men to station.
Oct. 16	Am. str. Jesse H. Farwell.	Ship Canal, Michigan, Lake Superior.	Stranded at entrance to Copper Harbor, 40 miles NE. of station. The keeper was notified of the casualty by telephone at 8.30 p. m., and at once sent for a tugboat. It was necessary for the tug to coal up, consequently, she did not reach the station until 1 o'clock the next morning. The lifeboat and a lighter were towed to the stranded vessel. Station crew ran a line from her to the tug which released her after pulling four hours. She was towed into the harbor damaged slightly, and the life-saving crew returned to station, arriving there at 9.20 p. m.
Oct. 16	Am. sc. Josephine Dresden.	Grand Haven, Michigan, Lake Michigan.	Anchored just within the mouth of the harbor, thereby blocking the entrance for other vessels. The life-saving crew ran a line to her, hauled her alongside the pier, and then tracked her up the river as far as the life-saving station, where she was made fast.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Oct. 16	Am. sc. C. Harrison..	Baileys Harbor, Wisconsin, Lake Michigan.	Anchored ¾ mile W. of station with signal of distress flying. Life-saving crew went to her in the surf boat; found her leaking much and her crew exhausted from labor at the pumps. Her windlass was also carried away. The surfmen turned to on her pumps and, after freeing her of water, shifted her cargo so as to bring up the stern where the largest leaks where located. By cutting away part of her deck they managed to find and stop the worst of the leaks, after which she did not make enough water to be in any danger.
Oct. 17	Am. sc. Sunny Side..	Sand Beach, Michigan, Lake Huron.	Dragged her anchor during a SE. gale and stranded near station. Life-saving crew took off her crew safely in the surf boat. On the 21st, life-savers went to her and pumped and discharged her cargo. Then they hove her afloat, but she leaked so much that it was necessary to haul her out for repairs. They succeeded in getting her partly out on some timbers when the windlass broke, leaving her in a dangerous position. Then ran a hawser and hauled her into the shoal water behind the dock, where she lay safely on mud bottom.
Oct. 17	Am. sc. Laura Miller.	.....do.....	Dragged her anchor during a SE. gale and stranded near station. Her crew reached shore without assistance. On the 22d, the water having raised, station crew assisted to pump her out, then ran a hawser and succeeded in hauling her afloat. Made her fast alongside of dock only slightly damaged.
Oct. 17	Am. str. E. F. Gould	Ottawa Point, Michigan, Lake Huron.	Beached to keep from foundering at Au Sable, 14 miles NE. of station, during a SE. gale. On the 20th the keeper received a telegram at 9.45 p. m. stating that she was in great distress and needed assistance. Surfman No. 1 went to Tawas at once to procure transportation for the surf boat and crew, but while he was away the wind shifted fair for sailing to the scene of casualty. Recalled surfman No. 1 and sailed in the surf boat to Au Sable, arriving there at 4 a. m., and finding the stranded steamer after some trouble with only the captain and female cook on board. The captain wished to go to Bay City for a steam pump but had no suitable boat for landing, so the life-savers landed him and the cook in the surf-boat. No further assistance being required, the life-savers were about to start on the long pull back to station, when, through the kindness of Colonel George Loud of Au Sable, a tug took their line and towed them home.
Oct. 17	Am. sc. Ottawa.....	Racine, Wisconsin, Lake Michigan.	Moored abreast life-saving station where the heavy sea caused her to pound against pier. The master requested assistance of station crew to move up the river, having paid off and discharged his crew. Five surfmen went on board, warped her up the river, and moored her in a safe place.
Oct. 17	Barge No. 3	Kewaunee, Wisconsin, Lake Michigan.	Tug towing this barge found it necessary to go into Kewaunee for repairs, and so left her anchored 12 miles S. of station. It being reported that she was flying a distress signal at 4 p. m., life-saving crew immediately launched surf boat and started for her; but, having pulled for an hour and made only 1½ miles owing to fresh head wind and high sea, they had to abandon the attempt and return to station.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Oct. 17	Barge No. 3.	Kewaunee, Wisconsin, Lake Michigan.	They then hired two teams and started with their surf boat overland, arriving abreast the barge at 10.30 p. m. There seemed to be no immediate danger, so the keeper decided to wait until daylight before boarding her. Anticipating that the crew on the barge would be short of provisions, the keeper procured some to take off in the surf boat. At daylight the life-savers boarded her and found that the crew had had no food on the previous day, consequently the supplies brought by the surf boat were very acceptable. As she was in no distress otherwise, the life-saving crew returned to station, promising to have the tug bring out food supplies when her repairs were finished.
Oct. 18	Rowboat; no name..	Gurnet, Massachusetts....	The north patrol found a rowboat full of water on the beach. Keeper sent two surfmen to haul it clear of high water to await a claimant.
Oct. 18	Slp. yt. Maropa	Forked River, New Jersey.	Dragged her anchor in a fresh SE. breeze and stranded 1 mile S. of station at 3.30 a. m. The south patrol discovered her on the beach and hastened to station to report. Life-saving crew immediately went to her assistance, discharged her ballast, and stripped her of her sails and rigging; then put rollers under her, and with a heavy purchase hauled her up clear of the surf. On the 24th, with the aid of the crews from Barnegat and Cedar Creek stations, they launched her off the beach, rigged her, and sailed her into Barnegat inlet to Forked River, where she was hauled out and repaired.
Oct. 18	Am. str. Thomas R. Scott.	Sturgeon Point, Michigan, Lake Huron.	Moored to Black River dock, 8 miles N. of station, during a gale with high sea. Several of her mooring lines parted, and she was in danger of breaking adrift and stranding. A messenger arrived at life-saving station at 8.30 a. m., requesting aid and the loan of spare hawser. Keeper sent two surfmen with the hawser to assist the vessel. The old lines continued to break, but the station hawser was run out in time to hold her until the gale lulled about 4 p. m. On the 21st the master returned the hawser, and stated that it had been the means of saving his vessel.
Oct. 18	Am. sc. Herschel	Thunder Bay Island, Michigan, Lake Huron.	Parted her anchor chain and stranded on Sulphur Island reef, 12 miles WSW. from station, during a very strong SE. gale with tremendous sea. At 11 a. m. keeper received a telephone message notifying him of the casualty, and he tried at once to obtain a tug to tow out the lifeboat but could not get one. At noon he received another message stating that the captain had washed ashore in the yawl, and that the rest of the crew were in much peril. Notwithstanding the great danger of pulling 2 miles through heavy breakers and jumping the lifeboat over several reefs, the keeper decided to try to board the distressed vessel without a tug. Accordingly, the lifeboat sailed from the boathouse at 12.15 p. m., went around Sugar Island in order to head the heavy breakers sweeping down the channel, and passed North Point as close as possible. Upon reaching the first reef on the E. side of the island a huge breaker buried the lifeboat beneath tons of water. One surfman was thrown across the boat and injured, and another was nearly lost overboard. Before the boat could free itself the next sea broke

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Oct. 18	Am. sc. Herschel.....	Thunder Bay Island, Michigan, Lake Huron.	over them, and they were in imminent danger of capsizing to windward with all sail drawing in a gale blowing 60 miles an hour Keeper eased the sheets and the crew jumped to leeward just in time to avert a catastrophe, then the boat came trembling to the top and freed itself of water. It was now necessary to take the sea broadside for nearly a mile, and three of the surfmen declared that although but 300 yards from shore, they could not see the tree tops most of the time. They struck bottom heavily several times while jumping the reefs, and once nearly lost their rudder, but they persistently kept on with the boat full of water every two or three minutes, and finally reached the wreck. The sea was sweeping entirely across her, and her crew were exposed to the full fury of the wind and rain. They were taken into the lifeboat much exhausted, one man having to be lifted, and undoubtedly all would soon have perished, had it not been for the timely arrival of the life-saving crew. At 5 p. m. they were all safely landed at Alpena. The schooner was released after the gale abated but was greatly damaged.
Oct. 18	Am. sc. John Jewett.	Hammonds Bay, Michigan, Lake Huron.	Mooring lines parted while loading lumber at wharf in Grace Harbor, 8 miles NW. of station, during a SE. gale. She stranded, carried away part of wharf, and stove in her bottom planking. Her crew began to strip her of her rigging as soon as weather moderated, but they had no means of landing their gear. Life-saving crew were requested to render assistance, and on the morning of the 20th they pulled to her in the surf boat, transported the sails and rigging to the shore, and stowed them away in a shed provided by the master.
Oct. 19	Br. sc. Selkirk.....	Thunder Bay Island, Michigan, Lake Huron.	Parted towline and was left by tugboat drifting helplessly before a strong gale, leaking and with steering gear disabled. Her crew let go her anchors near Thunder Bay Island and burned torches all night. Life-saving crew were at Alpena, where they had landed the crew of the wrecked schooner Herschel, when this casualty was reported. The tugboat captains considered it foolhardy to go out on such a tempestuous night, and the life-savers could not reach the schooner without being towed out of Thunder Bay. Therefore, they remained up all night watching the weather and the distressed schooner, but could do nothing until daylight. At 4.30 a. m., the fishing tug Wayne Isbell took them in tow, and at 6.30 a. m., put them alongside the Selkirk. The heavy seas were dashing over her, and her crew had suffered bitterly during the night, but her captain wished to hold on a while longer to see if his tug would not return and pick him up. He requested the keeper to telegraph his condition to his owners. Keeper advised him to engage tugs at once to move his vessel, and it was agreed that if a flag should be half-masted on the schooner the keeper would send off tugs immediately. Life-savers returned to station, and had no sooner arrived than a flag was half-masted on the schooner and she began to drag shoreward. Keeper ordered two tugs from Alpena, and then he boarded the schooner again

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Oct. 19	Br. sc. Selkirk	Thunder Bay Island, Michigan, Lake Huron.	with the surfmen and assisted to heave up her anchors. The tugs came and took her safely into Alpena, both vessel and cargo much damaged.
Oct. 19	Br. sc. Melrose.....	Middle Island, Michigan, Lake Huron.	Parted towline and was left by towboat drifting helplessly before a strong gale, leaking, and steering gear disabled. This schooner and the Selkirk were both being towed by the same tug. The life-saving crew discovered her at 6.45 a. m. with her flag at half-mast, and they immediately launched the lifeboat and started out to her, but before they arrived a steamer had taken her line and was trying to tow her into an anchorage under the island. The lifeboat went alongside and stayed by to render assistance if needed. The steamer could not handle the schooner in the heavy seaway, so another steamer took a line from her stern and helped to steer her. In an hour they succeeded in towing the disabled vessel to an anchorage under Middle Island. Station crew took the master with broken part of steering gear to station, then landed him on the mainland, as he wished to go to Alpena. Returned to schooner and pumped her dry. On the morning of the 20th, two steamers arrived to take her in tow. Life-savers pulled to mainland and transported the master back to his vessel, then helped to repair steering gear and heave up anchor. She was safely towed into Alpena harbor.
Oct. 20	Am. tug L. P. Smith	Cleveland, Ohio, Lake Erie.	Collided with steamer Olympia near the entrance to Cleveland Harbor and sunk about 1 mile NNW. of station. The Smith was cutting across the bow of the Olympia in order to get her line and assist her in docking, but evidently did not gauge the Olympia's speed correctly, for she was struck amidships and sunk in three minutes. Life-saving crew witnessed the collision and put out immediately, arriving at the scene of disaster in eight minutes. The crew of the Smith consisted of three men, of whom two were picked up by a tug that was also near the Olympia. The third man must have been carried down with the wreck, as the surfmen could find no trace of him. They buoyed the spot and returned to station for their grappling gear, but were not successful in finding the body, although they dragged two days for it. (For detailed account, see caption "Loss of Life.")
Oct. 20	Am. str. George Pankrats.	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Flying a signal of distress at 7.20 a. m., about ½ mile out in lake from station. Life-saving crew pulled out and found the boiler was disabled, the safety plug having blown out. They then pulled into the canal and asked the United States Engineer's tug Lorena to go out and tow the disabled tug into the canal. The Lorena complied with the request, and took the Pankrats to a point where repairs could be made.
Oct. 21	Am. sc. Wide Awake.	Wood End, Massachusetts.	Ran aground on bar about 1 mile NW. from station at 8 a. m. Life-saving crew boarded and assisted to float her. She came off at 11 a. m. uninjured.
Oct. 23	Slp. Alert	City Point, Massachusetts.	Carried away sails during a westerly gale and stranded on Spectacle Island while on a fishing trip with twelve persons on board. Station launch went to her assistance, took the people on board, and landed them safely at City Point. At

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Oct. 23	Slp. Alert.....	City Point, Massachusetts.	high water the station crew returned to sloop, hauled her afloat, and towed her to the same place.
Oct. 23	Skiff; no name	Evanston, Illinois, Lake Michigan.	Life-saving crew received a telephone message from Wilmette informing them that at 7.30 a. m. a boat, containing two duck hunters, was on the lake off that point, but at 8.15 a. m. nothing could be seen of it, while there was a horse and buggy standing on the beach, apparently awaiting the return of the hunters. Keeper sent a surfman on a bicycle along the beach to see if they had not landed farther north. He telephoned from Winnetka, 3 miles N. of the horse and buggy, that he could find no tidings of the men. Life-savers then launched surfboat and pulled to the place where the skiff was last seen, then ran off before the wind for 1¼ hours. They first came upon a bag of hay, and soon after found the skiff capsized. In righting it a man's body appeared, hanging head downward, and held by one foot, which was tangled in some hunting gear and the boat's painter. They took the body into the surfboat, bailed out the skiff, and towed it to Wilmette, having a long pull against a fresh head wind and sea. The body proved to be that of Wm. Schaffer, and, with the skiff, it was turned over to the police. The body of the other occupant of the skiff, Louis La Bahn, was not recovered.
Oct. 25	Am. sc. Pilot.....	Hammonds Bay, Michigan, Lake Huron.	Broke adrift from her moorings near station and stranded at 7.30 p. m., during a NE. gale. Life-saving crew ran a line to her with the surf boat and succeeded with a heavy purchase in hauling her under the lee of the breakwater crib, where she settled to the bottom, leaving her rail just above water. On the 27th, after the sea had become smooth, station crew rigged scoops and took about 5 tons of coal out of her. Then hove her into shallow water and bailed her out. Hauled her up on beach and found several planks sprung and a hole near the sternpost. Put in new planks and patched up the hole. Launched her and found her leaking a little still, but her captain could safely sail her to Bois Blanc Island for further repairs.
Oct. 25	Skiff; no name.....	Frankfort, Michigan, Lake Michigan.	Adrift. Surfman on watch pulled out in a small boat, towed it ashore, and delivered it to owner.
Oct. 25	Am. sc. Isabella Sands.	Old Chicago, Illinois, Lake Michigan.	Towline parted as tug T. T. Morford was taking her into harbor at 7.45 p. m. during a northerly gale. She drifted toward an ugly reef, and the tug, giving up all hope of running another line to her in time to save her, steamed toward life-saving station at full speed. Station crew launched lifeboat, and the Morford towed them out to the drifting schooner, which had let go her anchor and now lay near the reef. She appeared to be dragging slowly toward it, and her crew desired to be taken off. The tug held the lifeboat up to the wind, while the surfmen sheered in and hove a line on board the schooner; then they hauled the lifeboat in close enough for the crew of schooner to jump aboard. After making a start back to shore the master of schooner discovered that his cook had been left behind. The lifeboat returned to the schooner and managed to heave another line on board. The cook had

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Oct. 25	Am. sc. Isabella Sands.	Old Chicago, Illinois, Lake Michigan.	been below, but now appeared on deck and was told to make the line fast around his body and jump overboard, which he did, and was safely hauled into the lifeboat. The rescued men were taken to the station and succored until the gale abated, and were furnished with dry clothing from the Women's National Relief Association supply. Fortunately, the schooner's anchor dragged into good holding ground and she held on during the blow. At midnight on the 26th the crew were put on board again by the tug, which towed the schooner into harbor undamaged.
Oct. 25	Am. sc. Barbarian..	Milwaukee, Wisconsin, Lake Michigan.	Became water-logged and partly dismasted during a NE. gale. Sighted by station lookout about 1 mile NE. of station flying signal of distress. She anchored about ½ mile NE. of harbor pier, and life-saving crew hastened to her with the lifeboat in tow of a tug. The sea was running very high at the time, and it was with considerable difficulty and danger that the crew of the wreck was taken into the lifeboat, but it was accomplished without mishap. They were taken to the station and furnished with dry clothing from the stores of the Women's National Relief Association. The schooner became a total loss with the exception of some rigging and running gear which were recovered by the station crew after the storm abated. The shipwrecked men were succored at the station until passes could be obtained for them from the Goodrich Transportation Company, when they departed for their homes. (See letter of acknowledgment.)
Oct. 25	Am. sc. Birdie.....	.....do.....	This small schooner missed the pier entrance and fell off into the trough of the sea during a NE. gale. Her canvas blew away and she was in imminent danger of capsizing. Keeper at once hailed the tug Simpson, put a couple of surfmen on board with station towline, and then tug went out to schooner. By quick work the surfmen got the towline aboard, and she was towed safely into harbor. Her master was exhausted from his rough experience, and was very thankful for his rescue.
Oct. 26	Am. sc. Zephyr.....	Race Point, Massachusetts.	Sails blown away and flying a signal of distress 6 miles NW. of station. Lookout reported her just before dark, but keeper knew that he could not reach her until daybreak, and made preparations for an early start on the next morning. At daybreak she was still in sight, therefore, the surfboat was launched and pulled out to her before a SW. gale. Found that she had anchored, but was taking much water on board, and her master wanted a tug, so the keeper signaled back to station to telegraph for one. Life-savers unbent her jib and hoisted it as a trysail to steady her, then turned to and mended the foresail as well as possible. The master of the schooner wanted to get under way, but it was impossible to get the heavy anchor, as it was in 30 fathoms of water and it was too rough to work the windlass. The manila cable and its anchor were hauled on board, and the chain cable was buoyed and slipped. Then got under way, but made nothing to windward, and in fact lost some ground. At 11:30 a. m. the schooner Julia Costa came along,

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Oct. 26	Am. sc. Zephyr.....	Race Point, Massachusetts.	spoke the disabled schooner, and agreed to tow her to Provincetown. Life-saving crew ran the towing hawser with the surfboat, and the Zephyr was safely towed into harbor, arriving at 5.15 p. m.
Oct. 26	Am. sc. Dauntless ...	Ottawa Point, Michigan, Lake Huron.	Mainsail destroyed, starboard fore rigging carried away, jib boom broken, and anchor lost overboard, having fouled the pier at Au Sable during a NNW. gale. She ran, under the head of her foresail, for shelter in Tawas Bay, and was sighted off life-saving station flying signal of distress. Station crew launched lifeboat and went off to her in tow of tug Vigilant which, fortunately, was lying at station boathouse dock. Surfmen ran a line to tug from the disabled schooner, and she was safely towed into East Tawas for repairs.
Oct. 26	Am. str. Republic....	Thunder Bay Island, Michigan, Lake Huron.	Stranded on reef off North Point during a NNE. gale with heavy snow fall. At 11.30 a. m. weather cleared for a short time, and she was discovered by station lookout. Keeper telegraphed to Alpena for a tug to assist him, and then started for the stranded steamer in the lifeboat. It was impossible to go alongside, so let the lifeboat drop down under her bow and spoke her. Her captain reported that everything was in good condition on board, but that he wanted tugs to haul him off as soon as possible. Life-saving crew then crossed the reef and made sail for Alpena, but were soon picked up and towed by the tug Frank W., which had started from Alpena upon receipt of keeper's message. Life-savers became wet through, and suffered severely from the driving snow and sleet. At Alpena the keeper engaged two tugs to go to the steamer's assistance as soon as the weather should moderate. At 5 o'clock on the next morning they went to the stranded vessel and had her afloat by 8.30 a. m. with but slight damage.
Oct. 26	Am. sc. Manitou.....	Middle Island, Michigan, Lake Huron.	Dragged anchors and stranded on False Presque Isle about 5 miles WNW. of station during a NE. gale with snow fall. Life-savers were notified by a telephone message of the casualty, and were requested to assist to pump her out and float her. Making an early start on the morning of the 28th, the station crew arrived at wreck at 6.30 a. m. and pumped on her until 1.30 p. m., but could not lower the water in her hold. Her captain then decided to send for a steam pump, and on the 31st another attempt was made to free her of water but failed, as the pumping tug could not get alongside the wreck. Surfmen then ran hawsers, and two steamers tried to pull her afloat but could not start her. On November 2 the assistance of life-saving crew was again requested. A steamer arrived at the wreck with a small schooner having a steam pump on board. Station crew hauled the schooner alongside the wreck and helped to unload and set up the pump. On the next morning the tug came again, and the life-savers ran towline to her. The wreck was successfully floated this time and towed to Alpena for repairs. Life-saving crew returned to station at 5.45 p. m., having been continuously at work on the wreck for thirty-six hours.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Oct. 26	Am. str. Horace A. Tuttle.	Michigan City, Indiana, Lake Michigan.	In danger of foundering during a NW. gale; her hatches stove in and sea washing over her, filling her hold. Master decided that his only chance to save the lives of his crew and himself was to run for Michigan City, where he knew there was a life-saving station, although his vessel could not enter the harbor on account of lack of depth of water. She struck on the bar, swung around, and came stern first against the end of the pier to which three of her crew jumped. Then she swung off and stranded, heading inshore, about 200 feet from the pier, and began to break up. Life-saving crew went to her at once in the surfboat and took her crew off from a line hanging from her starboard bow. It was difficult and perilous work in the heavy sea; the surfmen would pull up, take off a single person, then pull away and wait for another chance. In this manner they rescued 11 persons, making two trips to the wreck. Then the master and mate requested the surfmen to go out once more and save their personal effects. Keeper agreed to try, and pulled out again. Surfman Hismann volunteered to go on board, and climbed up the line over the bow. He succeeded in lowering two trunks and four valises into the boat, when the after cabin washed away, and the keeper, fearing the wreck would entirely break up under him, called for him to return to the surfboat, which he did, and they landed safely. In four hours after she stranded the whole after part of the hull had washed away. (See letter of acknowledgment.)
Oct. 26	Am. sc. Aloha.....	Old Chicago, Illinois, Lake Michigan.	Sprung a leak and lying in a water-logged condition 10 miles E. of Chicago. Sighted by station lookout flying a signal of distress. Keeper engaged a tugboat to tow the lifeboat out, as a strong head wind was blowing. However, before the surfmen could reach the wreck her crew had abandoned her in the yawl and were picked up by the tug Perfection which was bound in; consequently the life-saving crew returned to station. Soon after returning they were requested by the owners of the schooner to go out again in the lifeboat with two tugboats and run hawsers for them to tow her into harbor. Keeper responded at once, took four of the schooner's crew into the lifeboat and equipped them with cork jackets, then went out in tow of one of the tugs, arriving at the water-logged craft at 9.15 p. m. Tug held the lifeboat up to the wind while keeper sheered in under the bow, and, by skillful management, put five men on board with no other mishap than the breaking of the rudder yoke. Passed a hauling line to the men on the schooner and they hauled the hawser on board and made it fast. It was then necessary to take them off because the sea was sweeping clean over the vessel, and she would roll dangerously while being towed. This was accomplished with much difficulty and danger in the darkness; and then in tow of one of the tugs started back to station, arriving there at 2 a. m., all in good condition except two of the Aloha's crew, who were entirely exhausted and had to be given stimulents to revive them. Dry clothing from the Women's National

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Oct. 26	Am. sc. Aloha.....	Old Chicago, Illinois, Lake Michigan.	Relief Association stores was furnished to four of the men, and food given them, as they had had nothing to eat for twenty-four hours. The other tug safely towed the water-logged schooner into port.
Oct. 26	Am. sc. Wayne.....	.....do.....	Lying in slip near station with no crew on board during an E. by N. gale of wind. She threatened to break adrift, and her master requested aid of the station crew. Three surfmen helped the master with schooner's lines until he could get a tug to take him up stream. They then went up the river with the schooner and assisted to make her fast in her new berth.
Oct. 26	Am. sc. D. L. Filer...	Racine, Wisconsin, Lake Michigan.	Towline parted while in tow of steamer during a northerly gale. She ran before the wind until her steering gear unshipped and she became unmanageable. The high seas swept over her and she was soon water-logged. She was sighted by the station lookout, flying a small bit of canvas at her mizzen, about 6 miles off station, and after watching her a few minutes he decided that she was in distress. The life-saving crew in the lifeboat started out to her in tow of the tug S. O. Dixon. After a wet and tedious trip the lifeboat cast off from the tug and pulled up to leeward of the wreck, amidst the lumber washed from her deck. Her crew of six were nearly exhausted from work at the pumps and exposure to the cold, but they were safely taken aboard the lifeboat, three of them having to be carried. Lifeboat cast off from the wreck, was picked up by the tug and towed back to station, where the shipwrecked men were rubbed, given stimulants, and provided with dry clothes from the supply furnished by the Women's National Relief Association. At 9 p. m., the wind and sea having moderated, the tug S. O. Dixon departed to find the wreck and tow her into harbor if possible. Life-savers put the Monomoy surfboat on board the tug and went along to run the towline. Found the wreck and made the towline fast to her, the tug towing her into Racine without incident.
Oct. 26	Ferry bridge No. 4..	.....do.....	Anchored off station for shelter during a severe storm, sprung a leak, and hoisted a signal of distress. Life-savers went out to her with the lifeboat in tow of the tug S. O. Dixon, and were told by the men on board that there was 3 feet of water in the hold. They asked the life-savers to send word to the captain of the tug S. M. Fischer, who was in charge of the car ferry. The lifeboat stood by to render assistance if necessary, while the tug Dixon went back and brought off the captain of the Fischer, who was transferred to the ferry bridge by the surfmen. The Fischer was unable to steam out, as she drew too much water to pass through the heavy breakers at the mouth of the harbor. After examining the condition of affairs on board, the captain told the station crew that the pumps would keep the water down all right, and that it was not necessary for them to stand by longer. Having agreed to return upon the display of a signal, should they be needed, they returned to station, finding it necessary to put over their drag and have two men at the steering oar while running through

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Oct. 26	Ferry bridge, No. 4..	Racine, Wisconsin, Lake Michigan.	the breakers. After returning from rescuing the crew of the schooner D. L. Filer (preceding case), the life-savers went out to the ferry bridge once more and transported the captain of the Fischer to shore, and, as the weather had moderated, he decided to proceed with his tow.
Oct. 26	Am. bkn. Addenda..	Fort Point, California.....	Becalmed, and dangerously near Point Diablo, 2½ miles from station. Station crew, seeing her peril, telephoned for a tug and then launched the surfboat. The tug came along and took the surfboat in tow. Found the vessel's sails clewed up and her anchor down, but, owing to very deep water, the flood tide had set her within 30 yards of the bold shore. Life-savers ran a hawser to the tug, which towed the barkentine to a safe anchorage up the bay.
Oct. 27	Am. sc. St. Peter.....	Charlotte, New York, Lake Ontario.	At 2 a. m., during a NW. gale, the station lookout reported a torch off Charlotte and soon afterwards saw it again. Keeper notified the harbor tug, but she did not start promptly, her captain reporting that it would take some time to get up steam, therefore, the keeper decided to try to get the lake tug, Wm. L. Proctor, to tow the lifeboat out, as he feared a vessel was in distress. At 4 a. m. the Proctor started with lifeboat in tow; ran out about 10 miles and cruised around until daylight. Seeing nothing, the keeper concluded that the vessel had kept on for Sodus Bay and he then returned to station, arriving about 7.15 a. m. At 8 a. m. a report came to station that a schooner was flying a distress signal off Bear Creek, about 16 miles E. The Proctor was secured again, and in tow of her the life-savers started eastward, the storm having increased in violence. They soon sighted the schooner with distress signal flying, standing inshore through the trough of the sea. Steered directly for her, and, when distant about 3 miles, were horrified to see her give a lee lurch, go over on her beam ends, partially right again and then disappear. Steamed ahead as rapidly as possible and soon reached the spot. About 10 feet of the fore and main masts were standing above water, and in the midst of the floating wreckage the life-savers saw a man clinging to a spar. Crew of tug poured a gallon of oil over the side; the surfmen cast off the lifeboat, and, by skillful management, succeeded in rescuing the man in an unconscious condition. Taking advantage of the oiled spot, the surfmen regained the tug promptly and took the rescued man to the fireroom where he was wrapped in blankets and the Service methods of resuscitation used upon him. In the meantime, a careful scrutiny of the surrounding water failed to disclose other bodies, and it was decided to run for Sodus Harbor, as, owing to the fury of the wind and sea, it would be impossible to return to Charlotte. The rescued man revived after arrival at Sodus, and proved to be Captain Griffin of the lost vessel, who stated that his wife and four seamen must have perished in the catastrophe, which was entirely unexpected by those on board. Surfmen carefully patrolled the beach but no bodies were found. At 1 a. m. on the

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Oct. 27	Am. sc. St. Peter.....	Charlotte, New York, Lake Ontario.	28th, the weather having moderated sufficiently, life-saving crew returned to station, arriving at 5.30 a. m. Captain Griffin was furnished with dry clothing from the stores of the Women's National Relief Association and succored until evening, when he departed for his home at Toledo, Ohio.
Oct. 27	Am. sc. Albian.....	Manistee, Michigan, Lake Michigan.	Anchored about 10 p.m. ½ mile from south pier. Station crew went out to see what was the matter, and found that there was nobody on board but the master, who was crippled. The surfmen towed her safely into the harbor.
Oct. 27	Scow Pirate.....	Kenosha, Wisconsin, Lake Michigan.	At 5 p.m. two boys started out of harbor in an old scow after being warned by the station lookout that it was unsafe. When about 1 mile N. of harbor the scow began to leak. Surfman No. 1 went to their assistance in the Whitehall boat, finding the scow half full of water. He transferred the boys to his boat, and then took the scow in tow, reaching shore safely.
Oct. 28	Am. sc. Dart.....	Portsmouth, North Carolina.	Stranded on Royal Shoal, 7 miles NNW. of station. Life-saving crew went to her in surfboat, ran out her anchor, and after 6 hours' work succeeded in heaving her afloat.
Oct. 28	Scow; no name.....	Ship Canal, Michigan, Lake Superior.	During a fresh offshore wind and thick snowstorm a workman on breakwater tried to cross the canal in an old scow, but was unable to make headway and drifted out into the lake. His companions reported at station that he was missing with the scow and that it was thought he had gone adrift. Life-saving crew launched the surfboat, pulled out about 10 miles into the lake, and there found him, took him into the surfboat and made him pull an oar to warm up. The old scow, which was worthless, was abandoned.
Oct. 29	Am. sc. Jessie L. Boyce.	Plum Island, Wisconsin, Lake Michigan.	While this schooner was at anchor under the lee of Plum Island at 11 p.m., during hazy weather, the schooner Lyman M. Davis came in for refuge from the rough weather outside, and anchored so close that she swung afoul the Boyce, carrying away the jib boom, bowsprit, and rail on starboard bow of the latter. At daylight the station lookout observed the mishap and called the keeper, who at once sent out the station small boat, which soon returned with a request for a tugboat. Keeper went to Detroit Harbor for a tug, while the surfmen boarded the Boyce and helped to heave up anchor and clear away wreckage. Tug came in due time and towed the damaged schooner to Sturgeon Bay for repairs.
Oct. 30	Am. str. Corona	Sand Beach, Michigan, Lake Huron.	Stopped and sounded a signal of distress off the breakwater. Surfmen went to her, and found that she was short of fuel and drew too much water to go to the coal dock. Keeper advised master to send some of his men ashore, and load a sailing lighter which would carry out a supply of coal. The master took this advice, the mate and seven men were landed by the surfmen, and the steamer procured the coal required.
Oct. 30	Am. sc. Joses.....	Racine, Wisconsin, Lake Michigan.	Unable to lie in her berth at dock on account of high sea and strong undercurrent. Her crew having been paid off, the master requested life-saving men to aid him to secure his vessel. Four surfmen and the keeper towed her up the river to a berth where she would lie safely.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Oct. 30	Am. sc. Kewaunee...	Plum Island, Wisconsin, Lake Michigan.	Hoisted signal for assistance while lying at anchor ¾ mile ESE. of station. Life-saving crew went out to her; master reported that his crew were unable to heave up the anchor and requested aid. Surfmen assisted to get the schooner under way.
Oct. 31	Am. str. Joseph C. Suit.	Michigan City, Indiana, Lake Michigan.	On account of the wreck of the steamer Horace A. Tuttle in the channel, surfmen boarded this steamer and piloted her safely past the obstruction.
Oct. 31	Am. sc. M. Capron...	Baileys Harbor, Wisconsin, Lake Michigan.	Stranded 1¼ miles W. of station at 6 p.m., during a southerly gale. Station crew reached her in the surf boat at 7 p.m., and found her lying broadside to the beach, with the seas breaking completely over her. By working carefully they backed the surf boat through the breakers to the port quarter and succeeded in heaving a line on board. The crew of five men were taken off safely, one by one, and landed on shore. This work was no sooner accomplished than the schooner began to break up. One of the crew was provided with medicine, food, and dry clothing from the stores of the Women's National Relief Association. Station crew and the captain worked on the wreck on November 2 and 3, saving most of the rigging.
Nov. 1	Am. sc. J S. Terry ...	Oak Island, New York..	Stranded on Fire Island bar while attempting to enter the inlet. Crews from Fire Island and Oak Island stations boarded her and worked her off, and then piloted her through in safety. No damage.
Nov. 1	Scow; no name.....	Oswego, New York, Lake Ontario.	Adrift in the lake. Station crew pulled out and towed it into the harbor and delivered it to owner.
Nov. 1	Am. sc. Cheeny Ames.	Sand Beach, Michigan, Lake Huron.	Stranded on Elm Creek reef, 8 miles S. of station. Mate reported to keeper who started for the place at once with lifeboat. A tug had been requested from Port Huron, but nothing could be done that day. Next day station crew returned and assisted at pumping and running lines until 3 a.m. on the 3d, when the vessel was released by the tug.
Nov. 1	Rowboat; no name..	Duluth, Minnesota, Lake Superior.	Shortly after dark, surfmen were aroused by calls for help, and manning the lifeboat, pulled in the direction of the sound. They soon came upon a man standing in about 4½ feet of water beside his boat, which had been caught in the trough of the sea and capsized. They took him to the station and afterward returned and towed the boat to the boathouse.
Nov. 2	Am. sc. Addie E. Snow.	Cranberry Isles, Maine....	Stranded on Placentia Island, 9 miles WSW. of the station, but the keeper did not learn of the casualty in time to render any assistance before the next day. He then went with his crew and ran out her anchor and kedge, and after patching up the leak, hauled her afloat on the rising tide.
Nov. 2	Am. sc. Carrie E. Look.	White Head, Maine.....	Stranded on a ledge about 5 miles E. of the station. Upon being notified by telephone, keeper went to her relief. Found her rolling and pounding heavily on the ledge. Put on sail and as soon as the tide rose, backed her off and helped take her into Rockland for repairs.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Nov. 2	Sc. yt. American Eagle; slps. Addie, M. S., and 1 not named.	City Point, Massachusetts	The first two named broke adrift and the Addie stranded on the beach; surfmen hauled her afloat and got out an extra anchor for the American Eagle, thereby keeping her from fouling the sea wall. The last two became unmanageable in the fresh wind, the M. S. being nearly swamped; surfmen went out in the launch and took them to safe anchorages.
Nov. 2	Flat; no name.....	Louisville, Kentucky.....	A man in this boat lost an oar and was being carried toward the Indiana chute of the falls. Station crew went out in one of their boats and towed his flat into safe water.
Nov. 3	Am. str. Starucca.....	Buffalo, New York, Lake Erie.	About 11.25 p.m., as this steamer was standing out of port, she collided with the steamer Maritana, coming in. The latter was not much damaged, and kept on into port, but the Starucca had a large hole stove in her port quarter and was rapidly filling. Surfmen boarded her and helped to stop the leak, and a tug got a line to her and started into port; but she sank just inside the piers. Station crew remained by all night, but her upper works were out of water, and her crew were in no danger.
Nov. 4	Am. sc. Janie.....	Wallops Beach, Virginia..	Becalmed inside the inlet, and the current carried her up on the N. point of the beach, where she immediately filled. Her crew walked 2 miles to the station and were sheltered for the night and given dry clothing. Keeper sent to Chincoteague for a lighter, and at 7 a. m. next day the station crew went with the men from the schooner and transferred her cargo of oysters to the lighter. When the tide rose, they hove the vessel afloat, and her own crew took her to a safe harbor.
Nov. 4	Am. sc. Criss Grover.	Marquette, Michigan, Lake Superior.	Parted her moorings during a gale and drifted down against a wharf near the breakwater, where she was pounding heavily. Surfmen got out lines and fenders, and secured the vessel so that she rode out the gale in safety.
Nov. 5	Skiff; no name	Salisbury Beach, Massachusetts.	Two men started out hunting in this boat, but, the weather being thick, they lost their bearings and were carried down against the jetties at the mouth of the Merrimac River. The men crawled ashore, and a surfman who arrived about that time directed them to a place where they could dry their clothing. The surfman then took charge of the boat and rowed it up the river to a safe berth.
Nov. 5	Fish boat; no name..	Ashtabula, Ohio, Lake Erie.	While attempting to land through the surf with their nets in a small boat, two fishermen were caught in the breakers and their boat filled. The station patrol helped to land their nets and to haul out the boat.
Nov. 5	Steam launch Blackbird.	Lake View Beach, Michigan, Lake Huron.	While tending fish nets in a stiff blow, launch ran across the leader of a pound net and the net fouled her wheel, rendering her helpless. Surfmen laid out an anchor with which they hauled the launch clear of the gear. Then, by working the wheel one way and the other, they succeeded in clearing it.
Nov. 6	Slp. Frances	City Point, Massachusetts.	Parted her moorings and was drifting toward the beach. Station crew caught her with the launch and towed her to a safe anchorage.
Nov. 6	Skiff; no name	San Luis, Texas.....	During a fresh blow, this skiff filled and sank alongside a wharf. When the wind abated, station crew raised the boat and bailed it out.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Nov. 6	Am. sc. M. P. Barkalow.	Buffalo, New York, Lake Erie.	Sails blown away and yawl lost in the heavy gale during the night. At 10 a. m. she was made out by station lookout off Point Abino, Canada, flying a signal of distress. Surfmen secured a tug and towed out behind her through a tremendous head sea, and at 11 a. m. arrived alongside. The master asked for a tow into port, and another tug, which went out about the same time as the life-saving crew, got a line to her and took her into Buffalo. The station crew convoyed the schooner, standing by to be of assistance, if required, but the passage was made in safety.
Nov. 6	Am. sc. Typo.....	Cleveland, Ohio, Lake Erie.	During a high wind and heavy sea, this schooner lay off Cleveland with two of her crew disabled and the rest unable to raise the anchor. Keeper received word from one of the tug companies, and at 5 a. m. towed out behind the tug Alva B. Upon arriving alongside, part of the station crew went on board, and after two hours' work, succeeded in breaking out the anchor. Tug then towed the schooner into port.
Nov. 6	Lighter; no name...	Crisps, Michigan, Lake Superior.	This lighter had been lying near the station since August, loaded with lumbermen's camp supplies. On this date, a strong breeze sprang up, and the lighter began to go to pieces. As the owner was away, station crew took all the rigging ashore and stowed it on the bluff for the night. Notified the owner by mail, and on the 7th, removed all the camp supplies to an unused building. The lighter, relieved of the cargo, was washed up on the beach, where it lay in safety.
Nov. 7	Slp. Pastime.....	Rockaway, New York.....	Anchored 2 miles SE. of station, with sails blown away. In response to a signal of distress, surfmen pulled out to her and brought ashore the crew of three men, who then proceeded to their homes. In the afternoon, a tug took the sloop away.
Nov. 7	Am. sc. Daisy.....	Wachapreague, Virginia..	Master mistook wreck buoy for sea buoy, and his vessel stranded on the north point of Dawson Shoal. Station crew boarded her and at high water, by crowding on all sail, succeeded in forcing her into deep water.
Nov. 7	Am. sc. John T. Mott.	Sand Beach, Michigan, Lake Huron.	Sprung a leak during heavy weather, and put into port with two feet of water in her hold. Master requested aid from the station crew to pump her out. Surfmen boarded her and pumped her dry, then assisted to get under way.
Nov. 7	Am. sc. D. S. Austin..	Ludington, Michigan, Lake Michigan.	While towing into port during a heavy S. wind and sea, towline parted and the vessel swung athwart the sea, just outside the piers. One of the local tugs attempted to get her inside, but the towline parted twice, and the tug was forced to abandon the attempt for her own safety. Vessel drifted along the shore and went aground on the outer bar, ¾ mile N. of station. Surfmen were in boat ready to give assistance, but it was not practicable to board her while she was wallowing in the heavy sea. They therefore landed on the lee side of the piers, ran the beach apparatus abreast the schooner, and fired one shot, but it fell short, and before another could be fired the crew of the schooner, becoming frightened, began to lower one of their own boats. Surfmen then launched surfboat, feeling sure that the yawl would be swamped if the men attempted to come ashore in it. By hard and dan-

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Nov. 7	Am. sc. D. S. Austin	Ludington, Michigan, Lake Michigan.	gerous work, they succeeded in boarding the schooner and taking off all the crew. Later on they returned and brought ashore the personal effects, and during the next three days assisted in stripping the schooner of sails and rigging. The hull was a total loss.
Nov. 7	Am. sc. Aberdeen...	Grand Haven, Michigan, Lake Michigan.	While towing out of the harbor, and when about 400 yards from the piers, towline parted and the vessel began to drift toward the shore. An anchor was let go, but it failed to hold her, and she took bottom about 400 yards N. of pier. Surfmen went alongside, but just then a yawl was seen approaching from out in the lake, and, as the yawl was in more danger than the schooner, station crew went out to convoy it in. As soon as the yawl was safe, surfmen returned to the schooner and took her crew of seven persons to the station. On the 8th, station crew took insurance agents to the vessel, and from the 10th to the 12th they worked at releasing her. She was floated on the last-named date, but not without considerable damage.
Nov. 7	Slp. Ola.....	Old Chicago, Illinois, Lake Michigan.	Parted chain during fresh S. wind and drifted against the protection pier at the foot of Randolph street. Station crew went to the place by land and ran out an anchor which they borrowed from a yacht near by. Hove the sloop out to the anchor and left her in a safe berth.
Nov. 7	Am. sc. Commerce..	Sheboygan, Wisconsin, Lake Michigan.	During a heavy gale and high sea this schooner sailed in between the piers and brought up on the bottom. Tug tried to haul her clear, but failed. Surfmen boarded her and ran a line to the south pier, then manned windlass and hove her into the channel. Tug took her up the river. About dusk, at request of master, station crew helped to pump the vessel out.
Nov. 7	Am. sc. Minnehaha	.....do.....	Missed harbor entrance in southerly gale and stranded on the lee side of the piers. Surfmen boarded her and rescued the crew of four in the surfboat and took them to the station, where they supplied them with clothing from the stores of the Women's National Relief Association. Keeper posted one of his crew to guard the cord wood that began to wash ashore from the schooner. On the following day surfmen helped to strip vessel of sails and rigging. The hull broke up and became a total loss.
Nov. 7	Am. sc. Ida A. Olson	Kewaunee, Wisconsin, Lake Michigan.	Came into port for shelter from the storm, but after passing the pierheads, she sheered into the south pier, and her anchor becoming hooked to the timbers, the chain was carried away and a hole stove in her port bow near the water line. When off the station, her other anchor was let go to keep from fouling other craft in the river. Surfmen boarded her and hauled her in to the pier, after which they pumped her out.
Nov. 8	Br. sc. Frances A. Rice.	Cross Island, Maine.....	Stranded on Libby Island bar. Station crew pulled to her and offered assistance to float her, but master asked them to take him where he could engage a tug. Accordingly they took him in the surfboat and sailed to Machias, a distance of 12 miles, where master engaged a tug, which hauled the schooner off and took her to Machiasport for repairs.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Nov. 8	Am. sc. H. M. Avery.	South Haven, Michigan, Lake Michigan.	Lying alongside pier in shoal water and pounding on the bottom. Station crew ran a line to the opposite pier, hove her into the channel, and hauled her to a safe berth.
Nov. 9	Am. slp. Jordan.....	Great Egg, New Jersey...	Stranded on sand bar near entrance to beach thoroughfare. Surfmen boarded her and tried to heave her off by running an anchor, but the tide began to fall and they had to leave her until high water. At 3 o'clock next morning they returned and easily floated her. Took her through the narrow channel into deep water.
Nov. 9	Am. sc. Norman	Frankfort, Michigan, Lake Michigan.	While on her way from Manistique to Chicago, this vessel sprung a leak and put into Frankfort for shelter. Master asked assistance of station crew to pump her out, as his men were exhausted. Surfmen worked all night, but were unable to gain upon the water. Master then decided to let her fill and send for a steam pump. He sold her cargo of wood, discharged it, had her pumped out, and made temporary repairs.
Nov. 10	Am. sc. Pavilion.....	Fletchers Neck, Maine.....	Stranded on Negro Island, 1 mile NNE. of station. Surfmen boarded her and put on all sail, but were unable to force her off, as the tide had begun to ebb. Furled sail and returned to station. Before the next high water they went back to the schooner and again made sail. Pumped her out, and, aided by a strong offshore wind, succeeded in working her afloat.
Nov. 10	Whaleback 104.....	Cleveland, Ohio, Lake Erie.	While towing out of port, towline parted and the barge drifted against the west breakwater, ⅕ mile NW. of station. Surfmen went to her assistance, but after persistent effort to take her line, had to abandon the attempt on account of the heavy sea. The barge was pounding heavily and the keeper saw that the only practicable method of rescuing the crew was by means of lines from the breakwater. Accordingly, the surfmen landed and ran along until abreast of the barge. By means of heaving lines, they hauled heavy lines to the breakwater, and held the shore ends while the barge's crew, six in number, slid down in safety. The heavy pounding opened the barge's seams, and she sank alongside the breakwater.
Nov. 10	Am. sc. Theodore S. Fassett.	Sand Beach, Michigan, Lake Huron.	During a heavy NW. gale on the morning of this date, the schooner Fassett, which was towing in company with two other schooners behind the steamer Curtis, parted towline and went adrift in the heavy sea. Steamer seemed to make an attempt to get alongside her, but afterwards left her tow and proceeded down the lake. The casualty happened about 4 miles off the Sand Beach Life-Saving Station, and when the schooner began to drift toward shore, Superintendent Kiah, who was then at the station, directed the surfmen to take the surf boat and beach apparatus along the beach and keep as nearly as possible abreast the schooner. The vessel brought up about 7 miles south of the station, and in ten minutes the surfmen were off to the rescue in the surfboat. After a hard pull against wind and sea, they succeeded in reaching the wreck, which fortunately slued around so as to make a lee. Surfmen took off the crew of seven (one was a woman) and the captain's young son. By use of a drag run out from the bows

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Nov. 10	Am. sc. Theodore S. Fassett.	Sand Beach, Michigan, Lake Huron.	of the boat, a safe landing was made, backing in among the rocks. Superintendent Kiah had ordered dinner for all present, both rescuers and rescued. After dinner the station men returned to their post, leaving the shipwrecked crew at a house in the vicinity of the wreck. On the following day the master of the Fassett requested the keeper to take him on board the wreck to ascertain her condition. A tug volunteered to tow them out, and station crew proceeded in tow with the lifeboat. Found the schooner flooded with water, her deck houses smashed, and her deck load of lumber mostly washed overboard. Master made arrangements with a wrecking company to float the schooner. From this time to the 24th surfmen assisted the wreckers in running lines, setting up pumps, helping divers, and such other work as they could legitimately do. The vessel's bottom was so badly damaged, however, that the wreckers could not gain on the water, and on the last date named, they threw up their contract. On the 27th another wrecking company took the contract, and from that date to December 9 surfmen assisted them. The season being now so far advanced, and the weather being too cold to continue work, surfmen assisted in stripping the wreck.
Nov. 10	Am. str. Langell Boys, and sc. J. B. Comstock.	Muskallonge Lake, Michigan, Lake Superior.	The Comstock lay at a wharf at Deer Park, unloading supplies, and the steamer lay at anchor outside the bar. The wind freshening, the steamer signaled for help, and the station crew pulled out and ran a line from her to the schooner, the water being too shallow for the steamer. Both vessels proceeded to Grand Marais for shelter.
Nov. 10	Am. sc. Lena M. Nielson.	Saint Joseph, Michigan, Lake Michigan.	In attempting to make the harbor in a strong northerly gale and snowstorm, this schooner missed the entrance and stranded on the sand bar to leeward. Tug Andy started to her assistance, but could not approach her on account of shoal water. Station crew went out and tried to get a line from the schooner to the tug, but after several attempts, had to give it up on account of the heavy sea and strong current. In one attempt the boat was filled and nearly capsized, the captain of the schooner was thrown out, two oars were broken, and two others lost. Finding it impossible to return to the harbor, surfmen put their boat ashore about a mile south of the station, using a drag to help them through the surf. Shortly after they reached shore and changed their garments, the schooner drifted off the bar and out into the lake, becoming lost to sight in the snowstorm. There were still three men on board her, and the keeper detailed a man to go along the beach to look out for her, should she go ashore again. At 7.45 p. m. the man came back by train with two other men who stated that the schooner was ashore at Lakeside, 20 miles to the southward. Keeper immediately procured a switch engine and car to take boat and apparatus to the scene of the wreck, which place they reached at midnight. Fired a line across the schooner, but it was a long time before the half-frozen men hauled off whip and hawser; and even then, they did not unbend the whip for three

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Nov. 10	Am. sc. Lena M. Nielson.	Saint Joseph, Michigan, Lake Michigan.	hours. Keeper sent a man out in the breeches buoy, with a line attached to haul him back, but after going about halfway, he had to be hauled back, being unable to haul himself out against the storm. When, at length, the sailors cleared the whip, the breeches buoy was started out, but fouled before reaching the wreck. Surfmen hauled it back and one of their number was sent out to keep it clear. He found that the tally board had been loosened by the sailors, and that it had slid down and fouled the block of the buoy. He soon remedied this and was hauled out to the schooner. Here he found one of the men nearly frozen, and he brought this man ashore with him. The others were soon rescued in the breeches buoy and taken to a farmhouse for food and dry clothing. The schooner became a total loss.
Nov. 10	Am. sc. Iron Cliff.....	Old Chicago, Illinois, Lake Michigan.	While towing into port during a NE. gale, towline parted and the vessel began drifting toward shore. Tug Rita McDonald attempted to take the schooner inside, but line broke again and the tug was forced to abandon the attempt. Schooner grounded and set signal for assistance. Tug took lifeboat in tow and proceeded to the relief of the stranded vessel. Keeper, fearing to go too close, hove a line aboard and sent a cork jacket for each man in the crew. After putting on the jackets the men made the line fast to their bodies and jumped overboard, the surfmen quickly hauling them into the lifeboat. In this way all seven were rescued without mishap. The vessel sprung a leak and settled on the bottom, but was raised and towed into port on the 16th.
Nov. 11	Slp. South Side.....	Point of Woods, New York.	Anchored off the station during a NW. gale for the purpose of landing a female nurse, but anchor dragged and the sloop fetched up on the bottom. Surfmen boarded her and sailed her to a safe anchorage, and then landed the nurse.
Nov. 11	Dories (7); no names.	Salisbury Beach, Massachusetts.	Left on the beach near the high-water mark, but on account of the storm were in danger of being injured by the heavy surf. Patrol, assisted by some fishermen, hauled them all up over the bank.
Nov. 11	Bge. H. P. Baldwin..	Cleveland, Ohio, Lake Erie.	Dragging anchor inside harbor and making signals of distress. Surfmen started to her relief and were soon overtaken by a tug which towed them to the barge. Finding but two men on board, surfmen ran line to the tug and then boarded the barge and hove up her anchor. Tug towed her to a safe anchorage.
Nov. 11	Am. sc. Ishpeming...	.....do.....	Foremast and main topmast carried away in the gale and vessel in danger of swamping. Anchored about 12 miles NNE. of station. Passenger steamer reported her condition and station crew proceeded to her relief in tow of the tug Harvey D. Goulder. Upon boarding her, they found the crew almost exhausted. Ran a line to the tug, hove up anchor, and towed her into port. Surfmen cleared up wreckage and pumped her out.
Nov. 11	Am. sc. Jessie Winter.	White River, Michigan, Lake Michigan.	Struck bar while passing out of harbor and was pounding heavily on the bottom. Surfmen ran lines to the pier and after working ½ hour succeeded in getting her clear.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Nov. 12	Yawl; no name.....	Louisville, Kentucky.....	Adrift with one man in it, and in danger of being swept over the cross dam of the falls. Keeper sent out a crew in one of the station boats and they towed the yawl to the station.
Nov. 14	Boat belonging to sc. Fannie May.	Cranberry Isles, Maine...	Swamped in Cranberry Island Harbor. At low water, surfmen lashed a dory on each side of the boat, and when the tide flooded they raised it and took it to a place of safety.
Nov. 14	Am. sc. Modoc.....	Burnt Island Maine.....	Stranded on a ledge, 3¾ miles NE. of station. Surfmen took master where he could engage a tug, and then returned to the schooner and tended lines while the tug floated her.
Nov. 14	Am. sc. Fannie Hodgkins.	Hunniwells Beach, Maine	Stranded on the upper Sugar Loaf and lay in a dangerous position. Station crew boarded her, kedged her into the channel, and sailed her to a safe berth.
Nov. 14	Catboat Charlie C...	Old Harbor, Massachusetts.	In attempting one of the side channels into Chatham, stranded on the bar. Owing to falling tide nothing could be done until the next flood. At that time, station crew kedged her into deep water and piloted her into the main channel, from which place the master took her into the harbor.
Nov. 14	Am. sc. George W. Wesley.	Cleveland, Ohio, Lake Erie.	While lying inside the west breakwater, sprung a leak and set a signal of distress. Surfmen boarded her and hove up her anchor while a tug got a line to her and towed her up the river and beached her on the flats.
Nov. 14	Am. sc. Merchant..	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	While sailing out of the canal, collided with the steamer John Schroeder, sustaining considerable damage. In putting back into the canal for repairs, she ran into the trestle to the lighthouse. Surfmen assisted in getting her clear, and then went to Sturgeon Bay and procured a tug to tow her to town for the necessary repairs. The Schroeder was not damaged.
Nov. 14	Fish boat; no name..	Southside, California.....	Washed ashore near the station. Surfmen hauled it up on the beach and held it for a claimant. On the 16th two fishermen identified it and took it away.
Nov. 15	Br. bge. H. B.....	Big Sandy, New York, Lake Ontario.	While towing from Oswego to Montreal, towline parted during the SW. gale, and the tug being unable to pick her up on account of having another tow, the barge stranded in the surf about 13 miles N. of station. Upon learning of the casualty next morning, keeper engaged two teams and hauled the boat and beach cart, with apparatus, to the scene. When they arrived the wind had subsided and the sea was falling fast. Boarded the barge, but finding her in fair condition, decided to let her lie there until lighters could be obtained. Surfmen camped on the beach that night, having set up beach apparatus and made arrangements for a rescue in case the wind should spring up. Next day, the 17th, two barges lightered the cargo of coal and two tugs floated the vessel and took her into port, the surfmen assisting in running lines, helping the diver, and doing such other work as required their attention. The vessel was not much damaged. (See letter of acknowledgment.)
Nov. 15	Raft of logs.....	Point Adams, Oregon.....	Adrift in the bay. Surfmen towed it to Fort Stevens and left it there until slack water, when they took it to the station. On the 22d a man from Astoria identified and took charge of it.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Nov. 16	Am.sc.Parkersburg	Coquille River, Oregon ...	In attempting to sail up the river in a southerly breeze, grounded on the north spit on account of the narrowness of the channel. Station crew boarded her and carried a line to the jetty opposite and hove her into deeper water. At this juncture, however, the line parted and an anchor had to be let go to prevent the vessel from going on the bank again. Kedged her out into the channel, and soon afterwards a tug towed her up the river.
Nov. 17	Br. shp. Atalanta.....	Umpqua River, Oregon...	Wrecked 20 miles S. of the station and twenty-three of the twenty-six men on board perished. The other three succeeded in reaching shore and were cared for by a farmer living in the vicinity. Eleven hours after the wreck occurred, information of the disaster reached the station, and the crew proceeded with all haste to the scene, overcoming heavy obstacles on the road. They were too late to be of any service further than to take the three men to the station. Cared for them three days and gave them an outfit of clothing from the supply of the Women's National Relief Association. Nothing was saved of either vessel or cargo. Surfmen gave burial to such bodies as came ashore in the vicinity of the station during the next month.
Nov. 18	Dories (3); no names	Salisbury Beach, Massachusetts.	Left on the beach by fishermen in positions ordinarily safe, but the storm drove the surf so high that they were in danger of breaking up. Patrolmen hauled them above the danger line.
Nov. 19	Am. sc. M. G. Walstein.	Chicamacomico, North Carolina.	Parted anchor chains 2 miles WSW. of station and drifted in near the ice house. Master requested assistance and keeper sent three of his crew to secure the schooner. They ran lines to the ice house and made her fast.
Nov. 19	Yt. Six Sisters.....	Louisville, Kentucky.....	Three men bound on a hunting trip in this yacht attempted to shoot the falls on the Indiana side, but not being acquainted with the dangers, they soon got into difficulties. Station crew pulled out to their assistance, hove line to the yacht, and towed her safely through the chute (See letter of acknowledgment.)
Nov. 20	Am. sc. C. P. Hoffman.	Great Egg, New Jersey...	Stranded on a sand bar in the beach thoroughfare, and had her mainsail split by the strong wind. Surfmen boarded her, and at the request of the master pulled to Longport to procure a steamer to tow her up the bay. The master of the steamer refusing to undertake the job, surfmen returned to the schooner, and when the tide came in, hove her into the channel and anchored her.
Nov. 20	Skiff; no name	Milwaukee, Wisconsin, Lake Michigan.	Two fishermen, out looking after their nets, were caught in a fresh SE. wind and were unable to reach port. Surfmen sailed out in the lifeboat, a distance of about 5 miles, and towed the skiff into the harbor.
Nov. 21	Slp. Annie C.....	San Luis, Texas.....	Broke adrift and stranded on the bay side about 4 miles from the station. Crew set out and hauled her up on the shore. When they returned to the station they found three huntsmen looking for the boat. As they were wet and hungry, keeper gave them dry clothing from the supply of the Women's National Relief Association, and succored them over night. On the 23d, crew went back to the sloop, floated her, and sailed her to the station, where the owner called and took charge of her.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Nov. 21	Skiff; no name	Aransas, Texas.....	During the forenoon a strong NW. wind sprang up, endangering the occupants of several small boats in the vicinity of the life-saving station. One skiff, containing one man, was capsized in shoal water about ¼ mile from the station. Keeper sent two of his crew in the dingey and they soon reached the man, took him into the dingey, assisted to right and bail out his skiff, and towed it to a safe place. Landed the man and returned to the station.
Nov. 22	Am. sc. Aquopimoquk.	Knobbs Beach, Massachusetts.	Missed stays and stranded on Ipswich Bar. Keeper and crew boarded her and, as soon as the tide served, ran out an anchor and hove her into deep water. Sailed her into Ipswich Harbor, anchored her, and furled sail.
Nov. 22	Skiff; no name.....	Galveston, Texas	Adrift in the bay. Surfmen recovered it and made it fast to the station wharf. Keeper advertised it in the daily papers.
Nov. 22	Am. sc. Mystery.....	Velasco, Texas.....	While at anchor off Galveston a strong offshore wind carried away both anchor chains and split the vessel's mainsail. She ran down to Velasco flying a signal of distress. Station crew boarded her, and at the request of the master sailed her in over the bar.
Nov. 22	Am. sc. Carrington..	Duluth, Min ota, Lake Superior.	While lying in the basin, dragged anchors and brought up close to the station boathouse. At request of master, surfmen engaged a tug to tow the schooner to a safe berth. When the tug arrived the water was too low for her to go alongside the schooner, and the surfmen ran a line between the vessels and assisted in getting the schooner's steel hawser aboard the tug. The vessel was then taken to a place of safety.
Nov. 23	Am. str. Escanaba...	Sand Beach, Michigan, Lake Huron.	Keeper having received a request from the master of this vessel to land a sick engineer, he pulled out with surfboat, taking a cot and some blankets from the supply furnished by the Women's National Relief Association. Upon arriving alongside, the sick man was lowered into the boat, the surfmen carried him ashore, and removed him to a hotel, where a physician was summoned to attend him. A sailor was sent along with the sick man, and in the afternoon the surfmen set him on board the steamer, together with an engineer who had been engaged to take the sick man's place.
Nov. 23	Am. sc. White Foam.	Bois Blanc, Michigan, Lake Huron.	Sprung a leak, filled, and capsized while lying at anchor in McRaes Bay, 8 miles from the station by water. Upon learning of the casualty, keeper and crew pulled to the scene and attempted to right the vessel, but she was too much under water and the sea was too heavy. On the 25th returned to the schooner, hauled a scow alongside, hooked the scow's throat halyards to the schooner's mast, and hove her upright. Ran a line ashore and hauled both vessels into shoal water, when, the sea becoming rough, the scow's anchor was let go. Ran a line from McRae's dock to the scow and took it to her windlass; then, by heaving on the line, succeeded in working both vessels behind the dock. Tried to get the schooner's deck above water so as to pump her out, but, although they worked all night, they were unable to accomplish this end. Next morning they went to work again, and eventually succeeded in getting her deck out, but found that she was

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Nov. 23	Am. sc. White Foam.	Bois Blanc, Michigan, Lake Huron.	leaking so fast that they could not pump her dry. The owner then decided to have the vessel hauled out and repaired, and the surfmen, being unable to render further assistance, returned to the station. (See letter of acknowledgment.)
Nov. 24	Sloop; no name.....	Burnt Island, Maine.....	Stranded on a bar near the station. Surfmen boarded her, hove her down on her bilge, and floated her without injury.
Nov. 25	Am. str. John Mitchell.	North Manitou Island, Michigan, Lake Michigan.	Stranded during a blinding snowstorm about 2 miles SW. of lighthouse. Hearing her signal of distress surfmen loaded their boat on a sleigh and teamed it to the south end of the island. There they launched and pulled out to the vessel. The gale being very strong, they let go an anchor to keep her head to the wind, and as soon as the sea began to fall commenced the work of jettisoning her cargo of corn. When she began to lift off the bottom, the master signaled the steamer Desmond, which came in and hauled her off, and towed her to South Manitou Harbor.
Nov. 25	Am. str. St. Lawrence.	Point Betsie, Michigan, Lake Michigan.	Stranded about 2 miles S. of station at 5.30 p. m. during a thick snowstorm. Five of the crew took the yawl and started for shore, but the boat soon capsized and one man was drowned. The other four were found and taken to the station by the surfmen. The men remaining on the wreck were subsequently rescued and also taken to the station. (For detailed account see caption "Loss of Life.)"
Nov. 26	Catboats Onita and Three Friends.	Cuttyhunk, Massachusetts.	Ran aground on the flats near the entrance to Cuttyhunk Pond. Station crew boarded them and hauled them afloat. Moored the Onita and anchored the other.
Nov. 26	Scow McConnell.....	Erie, Pennsylvania, Lake Erie.	Stranded on the lake shore about 1¼ miles from the station. Surfmen assisted a tug in running lines to the scow, but they parted as soon as the tug opened out. This work was continued from time to time for several days, but on the 29th it was abandoned on account of the breaking of the timber head. The scow was broken up by sea and ice on February 10, 1899.
Nov. 27	Am. sc. Charles J. Willard.	Quoddy Head, Maine.....	While lying at anchor in West Quoddy Bay, a heavy gale sprang up and the schooner's chains parted. She soon stranded, and the surfmen hurried to her assistance with beach apparatus, being helped by local fishermen. Arriving abreast of her, they fired a line across her mizzen rigging, and the crew set up the hawser to the after bitts. They then hauled off the whip and made the tailblock fast, but, instead of waiting for the breeches buoy to be sent off, lowered their boat, made it fast to the whip, loaded in their effects, climbed in themselves, and cast off. Surfmen hauled them ashore in safety and took them to the station. The vessel remained on the bottom until December 16, when, after three days' work, the surfmen and a steamer succeeded in releasing her.
Nov. 27	Am. sc. Wild Rose...	Cranberry Isles, Maine...	Stranded and sunk in the terrific gale of this date. Keeper went to the scene, but could do nothing for her at the time. On December 2, the sea having subsided, he took the crew and dug the rocks and sand away from her, put skids under her, and on the 5th floated her and took her to a wharf.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Nov. 27	Sloop; no name.....	White Head, Maine.....	Swamped at her moorings during a heavy NE. gale. When the storm abated, surfmen raised her, removed ballast, bailed her out, and delivered her to her owners.
Nov. 27	Am. sc. Georgietta...	.....do.....	Stranded on Spruce Head Island during the heavy gale and snowstorm. Surfmen could do nothing for her until two days later, when a tug arrived. In attempting to haul her off, the foremast and main topmast were carried away. Surfmen cleared away the wreckage. She was eventually floated and towed to Rockland for repairs.
Nov. 27	Am. sc. Alida.....	.....do.....	While lying in Islesboro, gale sprang up, parting her anchor chains and driving her to sea. She was blown along for some 20 miles, finally fetching up on the flats at Lobster Cove. The crew reached shore without difficulty. When the gale subsided surfmen assisted to strip her and haul her out on the beach in a sheltered cove.
Nov. 27	Am. sc. Anna W. Barker.	.....do.....	Wrecked on Southern Island, 3 miles from the station, but her crew escaped without injury. After the gale was over surfmen helped to strip the vessel of sails and gear.
Nov. 27	Am. sc Queen of the West.	Fletchers Neck, Maine.....	During the heavy gale and snowstorm this vessel was wrecked on Fletchers Neck. Crew attempted to board her, but found the sea too heavy. Then managed to heave a line aboard her, by means of which a dory was hauled off. Brought off the crew of two and the ship's dog. Sheltered them at the station for three and one-half days and gave the men dry clothing from the supply of the Women's National Relief Association. The vessel broke up within an hour of the time of the rescue.
Nov. 27	Am. sc. Ivy Bell.....	Jerrys Point, New Hampshire.	During the gale and snowstorm the Ivy Bell dragged ashore near the entrance to Portsmouth Harbor. The station crew hurried to the scene with beach apparatus, and at the third shot laid the line aboard her. The gear being set up, landed the four men comprising the schooner's crew. Took them to the station and fitted them out with clothing from the supply of the Women's National Relief Association, and on the 29th secured their passage home. The vessel was lost. (See letter of acknowledgment.)
Nov. 27	Small boats (5); no names.	Salisbury Beach, Massachusetts.	The high tide that accompanied the gale washed adrift two dories and three other small boats. Surfmen secured them and hauled them out on the beach.
Nov. 27	Am. sc. Newell B. Hawes.	Plum Island, Massachusetts.	Driven ashore during the gale and snowstorm, and fetched up near the lighthouse. Surfmen attempted to board her with a dory kept near by, but found this impossible. They then hired a horse and took the beach apparatus abreast the schooner. She had filled by this time and her crew were in a boat under lee of the stern. Fired two lines across her, but the men could not get either of them. Crew then attached a block of wood to the shot line, and the wind blew it out, dragging down the line as it went. By this means the men in the boat succeeded in reaching the line. They hauled off the whip, and signaled to the surfmen to land them in their boat, instead of sending off the hawser and breeches buoy. They made a long line fast to the wreck, and by paying out on this while the surfmen hauled on the whip, the boat was safely landed. Surfmen took the

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Nov. 27	Am. sc. Newell B. Hawes.	Plum Island, Massachusetts.	shipwrecked men, five in number, to station and gave them dry clothing from the supply donated by the Women's National Relief Association. One man had to be given stimulants. Surfmen worked with the schooner's crew, when practicable, until the 4th of December, when they succeeded in floating the vessel. Took her to a safe anchorage.
Nov. 27	Am. sc. Idella Small.	Davis Neck, Massachusetts.	Driven ashore by the gale on the east side of Davis Neck. As she took bottom one of the crew jumped ashore and made his way to the station, where he reported the casualty to the keeper. Crew went to the scene with a heaving stick and line, and succeeded in heaving the line aboard. There were still two men on board, and they slid down the line in safety. Station crew took them to the station and cared for them two days, furnishing them with such articles of clothing as they required from the store of the Women's National Relief Association. On the next high tide after she went ashore, the vessel drifted up on the beach at Bay View and became a total wreck.
Nov. 27	Am. bk. Lucy A. Nickels.	Point Allerton, Massachusetts.	Wrecked by the hurricane on Black Rock, about 6 miles SSE. of the station. Surfmen hired four horses, and together with the five volunteers of the Massachusetts Humane Society, launched the large lifeboat belonging to that society. After a hard pull they succeeded in reaching the rock upon which the crew of the bark had sought refuge. In attempting to swim to the rock, the master and mate of the vessel were drowned, but their bodies were found washed up on the rock. The three other members of the crew were found in a gunning hut on the rock. The vessel was a wreck. Surfmen took the three survivors and the two bodies into the lifeboat, and about sundown launched again and returned to the shore. One of the survivors was seriously injured, and the keeper summoned a surgeon for him. Kept all three at the station for 2½ days and gave them dry clothes. Local authorities took charge of the bodies of the drowned men.
Nov. 27	Am. sc. Henry R. Tilton.	.....do.....	Parted chains during the hurricane and stranded near the station. Surfmen, assisted by the Massachusetts Humane Society volunteers, took the beach apparatus abreast her and soon had a line aboard her. The gear being set up, surfmen landed all seven of the crew of the schooner without accident. The sea was very heavy and at times washed over the sea wall, submerging the surfmen and their apparatus. Succored the shipwrecked men at the station for four days. The vessel was lost.
Nov. 27	Am. sc. Calvin F. Baker.	.....do.....	Three lives were lost by the wreck of this vessel near Boston light in the hurricane of this date. Took off the five survivors, and learned that the mate and second mate had been washed overboard and that the steward had died from exposure. (For detailed account, see caption "Loss of Life.")
Nov. 27	Barge No. 1.....	.....do.....	Wrecked near Toddy Rocks, ¾ mile NW. of station. Surfmen and Massachusetts Humane Society's crew took the beach apparatus belonging to the society (this being nearer at hand than the station gear), and fired a line across the vessel, but the crew were too nearly

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898. Nov. 27	Barge No. 1.....	Point Allerton, Massachusetts.	exhausted to be able to do anything with it. The vessel was rapidly breaking up, and the life-savers fastened lines around their bodies and waded out into the surf to rescue the castaways as they should be washed ashore. In a short time the deck house on which they were assembled was carried away and a succession of seas brought them within reach of the surfmen, who caught them and carried them all ashore. There were five of them, and they were so chilled that they had to be carried to a house near by, the occupants of which had abandoned it for fear that it would be demolished by the fury of the hurricane. The life-savers had to break into the house, but by helping themselves to such bedding and stimulants as they could find, they saved the lives of all the castaways. The barge was a total wreck.
Nov. 27	Dories (15); no names.	Manomet Point, Massachusetts.	During the terrific gale and snowstorm of this date, the sea broke loose nearly all the small fishing boats from their moorings, and many of them were crushed and splintered while the surfmen were trying to get them to places of safety. They managed to save fifteen of them, however, and hauled them well up on the beach.
Nov. 27	Am. sc. Jordan L. Mott.	Wood End, Massachusetts.	Sunk by the gale in Provincetown Harbor and the steward, Charles G. Dyer, father of the master, succumbed to the cold. The rest of the crew, four in number, were rescued, nearly exhausted, but all recovered upon being taken to the station. (For detailed account, see caption "Loss of Life.")
Nov. 27	Am. sc. Lester A. Lewis.	.....do.....	Wrecked near the schooner Jordan L. Mott, and five men perished in the rigging. (For detailed account, see caption "Loss of Life.")
Nov. 27	Am. sc. Albert L. Butler.	Peaked Hill Bars, Massachusetts.	Wrecked by the hurricane on Peaked Hill Bars, 1 mile ESE. from the station. Five men saved and four lost. (For detailed account, see caption "Loss of Life.")
Nov. 27	Am. sc. Carrie L. Payson.	Chatham, Massachusetts.	Stranded during the hurricane 1 mile N. of the station. Master ran out anchors enough so that he thought she would be secure, but on December 16 he requested the keeper of the station to help him move the vessel higher up on the beach so that repairs might be made. Accordingly, on the following day the keeper and crew went to the vessel and bailed her out as well as they could, and then, after putting seaweed under her bilges, they hauled her well up and secured her. (See letter of acknowledgment.)
Nov. 27	Am. scs. Clara Leavitt and Amelia G. Ireland.	Gay Head, Massachusetts.	During the hurricane and snowstorm of this date, these two schooners dragged ashore on Dogfish Bar about 1⅝ miles from the station. One man from the Leavitt and six from the Ireland were saved; others lost. (For detailed account, see caption "Loss of Life.")
Nov. 27	Str. Friend; catboats Earl, Edith, Mascot, Neverbudge, Secret, Sport, and 3 others not named.	Cuttyhunk, Massachusetts.	A number of small craft lay at anchor in Cuttyhunk Pond when the hurricane developed, and at about 6.30 a. m. the surfmen were aroused by the report that they were being torn from their moorings and driven ashore. The crew hastened out and divided themselves so as to do the most good in the least time. One of the unnamed boats was sunk, and the Friend and Neverbudge were in collision; the rest were stranded. By hard and persistent work the surfmen got them all into places of

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Nov. 27	Str. Friend; catboats Earl, Edith, Mascot, Neverbudge, Secret, Sport, and 3 others not named.	Cuttyhunk, Massachusetts.	safety except the one that had sunk, and as this one was on a soft bottom and in no danger, they let her remain there until the 29th, when they floated her and took her to a good berth. None of the boats sustained much damage.
Nov. 27	Am. str. Fairfax.....	.....do.....	During the gale and snowstorm of this date the Fairfax brought up on the Sow and Pigs ledge, about 3 miles to the W. of the station, at 5 p. m., but was not discovered by the patrol until 10 p. m., on account of the thick weather. The disaster being reported to the keeper, he decided to await daylight, as the vessel was in no immediate danger and the sea was very rough for a pull to the scene in the dark. Boarded her early in the morning after a hard pull of three hours, and master stated that the passengers and crew did not wish to leave until they could be transferred to a tug. One passenger decided to go in the surfboat to another steamer, lying about a mile away, to which the surfmen went with a message from the master of the Fairfax, asking that a tug be sent to her as soon as possible. This vessel got under way and the surfboat towed behind her part of the way to the station, the wind and sea being too heavy to fetch back to the Fairfax. After dinner, a tug being seen on the way to the stranded vessel, surfmen close-reefed sail and stood down to lend a hand. Assisted in transferring passengers, crew, and baggage to the tug, which then proceeded to New Bedford. Surfmen being unable to render further assistance, they returned to the station.
Nov. 27	Barge John Harvey; sc. Agnes Smith.	Point Judith, Rhode Island.	These vessels were at anchor inside the harbor of refuge, and the Harvey had on board a number of Italian laborers engaged on the breakwater. The wind became so strong that the Smith was blown adrift and her two men sought refuge on the Harvey. The Smith soon after was lost to sight, and it is supposed that she went down. The Harvey drifted against the breakwater and set signals of distress. Surfmen went to the boat kept at Sand Hill Cove, but the sea was too high to launch. They watched all night on the shore, and the next morning, the sea having moderated somewhat, they boarded the vessel. The master desired to be put ashore to communicate with the owners, but nothing further was required. Surfmen took him and the two men from the Smith into the surfboat and landed them. Kept the Smith's men until December 1. Furnished one of them a pair of brogans from the Women's National Relief Association supplies. The Harvey was released by a tug.
Nov. 27	Am. str. G. W. Danielson; scs. Edward H. Smeed and Percy; slp. Valkyrie.	New Shoreham, Rhode Island.	During the hurricane the Danielson was chafing against the dock, and the assistance of the surfmen was requested to haul her clear. They accordingly went to her and ran a line to a dolphin and soon had her moored in safety. Shortly after, however, the schooner Percy and the sloop Valkyrie dragged down on the steamer, endangering all three. Surfmen hauled them clear and moored them. They also ran a line for the schooner Smeed, which was stranded, but could not float her on account of low water. On the high tide the schooner's crew hauled her off.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Nov. 27	Scs. Aloha, Anna Pitcher, Lexington, and Rose Brothers; slps. Cassia and Nellie B.; catboat Stranger.	New Shoreham, Rhode Island.	These small craft were driven ashore or swamped by the fury of the hurricane, and the crew of the life-saving station were unable to save them. The crews of the boats were succored at the station until they could procure transportation to their homes. One man was lost from the sloop Cassia by making no attempt to swim ashore. The surfmen removed his body and turned it over to the proper authorities. The drowned man was T. Shaw, of Fairhaven, Massachusetts. The Stranger and the Anna Pitcher were saved, although considerably damaged; the others were lost.
Nov. 27	Scs. Ira and Abbie, and Arabell.	Block Island, Rhode Island.	These two schooners, together with several small boats, went ashore during the hurricane, and the surfmen could do nothing at the time to save them. Three men from the Ira and Abbie were succored at the station, and on the 28th the surfmen attempted to float the Arabell. The attempt was not successful, however, and the keeper advised the master to hire a tug, which was done, and the schooner was saved. The Ira and Abbie was also eventually floated.
Nov. 27	Slp Adelaide T.....	Hither Plain, New York..	Blown well up on the beach in Fort Pond Bay. Master requested assistance from keeper to float her, and station crew went over and blocked her up ready for launching. December 3 they returned and, the water being smooth, they launched the sloop undamaged.
Nov. 27	Catboat Ida G. Broere.	Lone Hill, New York.....	Parted moorings during the gale and went ashore ½ mile from the station on the bay side. Surfmen could do nothing for her on account of sea and ice until December 4, when they succeeded in floating her without damage.
Nov. 27	Slp. Brunhilde and catboat Reliance.	Point of Woods, New York.	These two small craft, oyster laden, stranded about 1 mile E of the station during the blizzard. Surfmen were unable to do anything for them at the time, but on the following day took off their cargoes, and succeeded in floating Reliance. It took two days longer to work the Brunhilde afloat, but it was accomplished with but little damage.
Nov. 27	Catboat; no name...	Short Beach, New York..	Lying in a dangerous position with one man on board. Surfmen boarded her and worked her to a place of safety.
Nov. 27	Sc. Edna and Etta...	Great Egg, New Jersey...	Stranded on the meadows during the storm. Master asked help from the station and the crew boarded the vessel; at high water they put rollers under her and hove her afloat.
Nov. 27	Am. sc. William M. Wilson.	Wachapreague, Virginia..	Sprung a leak and sunk 3 miles NNE. of station. Surfmen set out to her assistance by hauling the boat along the beach, it being impossible to pull out to her from the station. They were unable to make much headway, and before they reached a point abreast the vessel, they saw the crew from Metomkin Inlet Station sail out to her and take off the crew. The boat then sailed to Wachpareague Station where the crew of that station sheltered the six men from the schooner and the crew of the other station. They all left the following day. The vessel was lost.
Nov. 29	Am. sc. Rosalie.....	San Luis, Texas.....	Stranded on a bar while attempting to cross San Luis Pass. Surfmen boarded her, ran out anchors, hove in on the windlass, and gradually worked the schooner afloat. Slipped anchor, made sail, and took her through. Recovered and returned anchor.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Dec. 1	Am.sc. J.W. Somers	Indian River Inlet, Delaware.	Stranded 1 mile S. ¼ E. from station about 8 a. m. while passing out of inlet. Life-saving crew went to her assistance, and, upon reaching her, found that the sea had taken her so far up on the shoal that it would be impossible to float her until high water. They returned to station and procured a lighter which at 2 p. m. they took out to the stranded schooner and assisted her crew to transfer to it a part of her cargo of lumber. Then carried out schooner's anchors and towed lighter into inlet. At 10.30 p. m. made an unsuccessful attempt to heave her off. At 8 o'clock the following morning they returned and, after working for about three hours, succeeded in floating her. Anchored her inside the inlet, both vessel and cargo being undamaged.
Dec. 2	Am. sc. Junietta.....	Hunniwells Beach, Maine	Missed stays while beating into mouth of the Kennebec River and grounded on the Sugar Loaf Shoal. Station crew pulled out to her, ran out her kedge anchor, and assisted to heave her afloat, then took her in to a safe anchorage.
Dec. 2	Rowboat; no name	Blue Point, New York.....	Keeper and two surfmen cut this rowboat out of the ice and restored it to owner.
Dec. 2	Am. sc. Mishicott.....	Holland, Michigan, Lake Michigan.	Grounded on bar while leaving harbor. Life-saving crew boarded her, ran a line to pier on north side of entrance, and helped to heave her afloat uninjured.
Dec. 2	Am. strs. O. E. Parks and Joseph C. Suit.	Michigan City, Indiana, Lake Michigan.	The keeper of station piloted these vessels into the harbor, safely passing the wreck of the steamer Horace A. Tuttle lying sunk in the channel.
Dec. 3	Am. str. Lorenzo Dimick.	Pointe aux Barques, Michigan, Lake Huron.	Grounded on bar 1½ miles E. of station on account of the bell buoy having been taken up. Surfmen boarded her and sounded the water around her, finding it deepest under her stern. She backed her engine full power and gradually worked off the bar; being undamaged, she continued on her way.
Dec. 3	Am. strs. A. R. Colborn and George Dunbar.	Michigan City, Indiana, Lake Michigan.	The keeper of station piloted these two steamers into the harbor, safely passing the wreck of the steamer Horace A. Tuttle lying sunk in the channel.
Dec. 5	Am. sc. Thomas Booz.	Burnt Island, Maine.....	While lying in Port Clyde Harbor for shelter, dragged her anchor and stranded on east side of Hoopers Island, 3¾ miles NNE. from station. She was laden with rock plaster and soon bilged. Life-saving crew boarded her and assisted to save spare sails, lines, 20 barrels of potatoes, and cabin furniture, which they landed at Port Clyde. She was sold, and on December 7, at the request of her owners, the surfmen assisted to strip her. An effort was made to save her cargo, but she was finally abandoned and became a total loss.
Dec. 5	Br. sc. Vamoose.....	New Shoreham, Rhode Island.	Stranded during the night on the NE. coast of Block Island, 4 miles NNE. of station, in a SE. gale. The surf was too high for launching the boat so prepared beach apparatus for action. The wreck lay about 120 yards from shore, and the first shot from Lyle gun carried line to mainmast, but as the deck was broken up, it could not be reached. A second shot was fired, which placed the line in the hands of the crew. The gear was set up, and the four survivors were hauled ashore in the breeches buoy, making four trips. The captain and mate were washed overboard soon after the schooner struck, and drowned. (For detailed account see caption "Loss of Life.")

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Dec. 5	Am. slp. Harp.....	Wash Woods, North Carolina.	Dragged her anchor and stranded 2 miles WSW. of station during a westerly gale. On the 6th instant, surfmen from Wash Woods and False Cape stations went to the stranded sloop and succeeded in floating her without damage. Her crew of two men were succored at False Cape Station during the storm.
Dec. 6	Barge M. W. Page...	Burnt Island, Maine.....	Broke adrift from tow and anchored 1½ miles NW. of Monhegan Island in a gale on 5th instant. Life-saving crew boarded her, and at request of master took two messages to telegraph office, 9 miles distant, one for Bath, Maine, asking for a tug to tow barge in, and the other to owners, New York City.
Dec. 6	Am. str. W. B. Morley.	Oswego, New York, Lake Ontario.	At 11.30 at night, signaled off the harbor for a tug to help dock her. There was no tug obtainable, so the life-saving crew launched surfboat and pulled up the river with her; took her lines ashore and tended them while she worked alongside of dock.
Dec. 6	Am. sc. Geo. B. Owen.	Ashtabula, Ohio, Lake Erie.	Towline parted and schooner stranded at 7 p. m. E. of harbor piers during a heavy snowstorm. Life-savers started in lifeboat for the stranded schooner, but found the surf too high to pull through. They beached lifeboat at the pier near beacon light and returned to station for roller skids. Hauled lifeboat over and launched it in the river; the tug Kunkle Brothers took line and towed them out abreast the wreck, where they cast off and pulled alongside of her. Took off the crew of six men and one woman, and as it was impossible to pull back into harbor, they put over a drogue and beached the boat, stern first, about ½ mile E of harbor. It was very cold and all hands were wet through, so they took the woman to a near-by house and the men to the steamer which had been towing the stranded schooner. The wreck was abandoned to the underwriters.
Dec. 7	Am. sc. Puritan.....	Assateague Beach, Virginia.	Came into Assateague anchorage and hoisted a signal of distress. Life-saving crew at once boarded her and found she had experienced a severe gale at sea. She was leaking, her sails were split, her yawl lost, her crew sick, her captain injured by steering wheel, and she was short of provisions and water. At the request of her master, the keeper sent a telephone message to her agent in New York, then put her on the beach. At low water the surfmen examined the hull and found two leaky seams which they caulked. They continued to work upon her during the following week, taking sails to station and mending them, furnishing medicines and attendance for sick persons, and replenishing the supply of provisions, water, and fuel. On the 15th instant, the captain and crew being much better, the life-savers got the schooner under way, and she started north with a fair wind. (See letter of acknowledgment.)
Dec. 7	Sloop; no name.....	Bethel Creek, Florida.....	Stranded on a bar near the house of refuge. Keeper assisted the owner, and they succeeded in floating her without damage.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Dec. 9	Am. sc. Three Sisters.	White Head, Maine.....	Anchored in a dangerous position in Seal Harbor near rocky ledges. Parted her anchor chain and her master requested assistance of life-saving crew. Surfmen swept for anchor but failed to recover it; then they got the schooner under way and worked her out clear of the ledges, whence she proceeded on her way.
Dec. 9	Small boat Dot.....	Cobb Island, Virginia.....	In a sinking condition with one man on board, while making for a schooner with a load of oysters. Two surfmen in the station small boat, seeing the danger the man was in, hastily pulled toward him, but the boat sank just before they reached it. The occupant was taken from the water, unconscious from fear, by the surfmen, and carried to the land where he soon recovered his senses. The boat sank in 5 fathoms of water and was a total loss.
Dec. 9	Am. sc. Enterprise..	Durants, North Carolina..	Stranded 6 miles NW. of station. Life-saving crew boarded her, took off some of her cargo, and then succeded in floating her. Piloted her to a safe anchorage, and succored the captain and his wife at the station for two days.
Dec. 10	Am. sc. Little Lizzie	White Head, Maine.....	Missed stays and stranded 1 mile NW. of station on Nortons Island. Life-saving crew boarded her and found her pounding heavily on the rocks; carried out an anchor and attempted to float her, but the wind was blowing fresh on shore, and she began to break up before it could be accomplished. Stripped her, saving sails and rigging to the value of $100. Took her crew of two men to station where they were succored for three days.
Dec. 10	Am. strs. Peter Cahill and Governor	Rockaway Point, New York.	These tugboats, both having scows in tow, fouled each other about 5 a. m., 4½ miles WSW. from station. The Governor was sunk, and the Peter Cahill stranded on Rockaway Shoals, the latter hoisting a signal of distress which was seen by station lookout at 8 a. m. Life-saving crew immediately launched surfboat, and, as wind was blowing very strong, engaged a tug that was lying under Barren Island to tow them to the wreck. Boarded the Cahill first and took her crew of eight men into the surfboat, transferring them to the steam barge Walter W., which came along at that time and volunteered to lie by while the life-savers boarded the scows, which were still attached to the sunken tug Governor by the towline. Found the crew of the Governor, seven men, on one of the scows, and they were also transported by the surfmen to the Walter W., which then steamed to Barren Island with the surfboat in tow. Crews of both tugs went to New York by rail at once. The scows were picked up by their owners, the Moran Towing Company, and on the 16th instant the Merritt Wrecking Company floated and towed away the Cahill. The Governor became a total loss.
Dec. 11	Am. sc. Lorena	Durants, North Carolina..	Missed stays and stranded on Oyster Point 5 miles NNW. from station. Life-saving crew boarded her, discharged some of her cargo, ran out her anchor and succeeded in heaving her afloat. Sailed her in to Hatteras, North Carolina, and anchored her there.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Dec. 11	Am. slp. Golden Rule.	Chester Shoal, Florida....	Dragged ashore while anchored in Banana Creek during a fresh NW. breeze. Keeper went to her and assisted master to run out an anchor. After working for three hours, assisted by some men on the beach, they succeeded in heaving her afloat and sailed her back to her anchorage.
Dec. 12	Am. sc. Mopang.....	Burnt Island, Maine.....	Swung so as to foul her anchor with that of the barge M. W. Page while lying in Port Clyde harbor. Not being able to clear her anchor, her master signaled for aid from life-saving station. The life-savers went out to her in the surfboat and, after several hours' work, they succeeded in clearing the anchors and chains and warped the schooner to a safe berth.
Dec. 12	Am. sc. J. H. Butler..	... .do	Missed stays and stranded on eastern side of Port Clyde while working into harbor. Life-saving crew were engaged at the time in clearing the anchor gear of the schooner Mopang. They at once pulled to the stranded schooner, carried out her port anchor, hove in on windlass, but could not start her off; then ran a line from stern of stranded vessel to a schooner, which was anchored near by, and hove in. She floated in 28 minutes from the time the life-savers began work on her, and then they returned to work of clearing the anchor of the Mopang.
Dec. 12	Am. sc. Sheffeyld.....	Hunniwells Beach, Maine.	Struck on Pond Island bar during a thick snowstorm about 6 p. m. and sprung a bad leak, but came off the bar and was anchored near by in good water. Her captain, who had lost his reckoning and did not know where he was, burned a torch, which was seen by the station lookout about 8 p. m. Life-saving crew at once launched surfboat and pulled in the direction of the torch. It was snowing thick and the wind was increasing in force. After reaching Pond Island they could see the torch again, and, guided by it, soon reached the schooner. As she was leaking seriously and the wind was increasing to a heavy gale, the captain desired to abandon the vessel. There were fourteen in her crew; ten of whom were taken into surfboat and the rest put into the schooner's dory which the surfboat took in tow. All were safely landed by skillful management, and were cared for at station during the night. At daylight the master with station crew went out in surfboat to learn the condition of the schooner, which was floating but lay deep in the water. Returned to station and telephoned for a tug, then went out and boarded schooner and hove up her anchor. Ran hawser to tug which soon arrived and towed schooner to a place of safety. (See letter of acknowledgment.)
Dec. 12	Br. sc. Queen of the Lakes.	Oswego, New York, Lake Ontario.	Arrived off harbor and wanted a tug to take her in and dock her. Life-saving crew pulled out and informed her master that all the tugs were laid up for the winter. She then sailed in, and the surfmen ran her line to pier with surfboat and assisted to warp her alongside coal dock.
Dec. 12	Am. sc. Peoria.....	Middle Island, Michigan, Lake Huron.	Hoisted signal for assistance. Life-saving crew boarded her and found that the master wished assistance to get his anchor, as he had decided to sail to Alpena and there lay his vessel up for the winter. Station crew helped to heave up anchor, then returned to sta-

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Dec. 12	Am, sc. Peoria.....	Middle Island, Michigan, Lake Huron.	tion and telephoned to Alpena to have a tug ready to tow schooner into the harbor upon her arrival.
Dec. 12	Am. sc. X 10 U 8.....	South Haven, Michigan, Lake Michigan.	Ran aground close to south pier while trying to enter harbor; the river was full of ice and there was a rough sea rolling in. She lay pounding heavily, sprung a leak, and would soon have gone to pieces. Keeper of station collected a volunteer crew (inactive season), and with much difficulty succeeded in running a line from the stranded schooner to the north pier. The volunteer crew with the assistance of the spectators hove her afloat and tracked her up the river to a safe berth.
Dec. 13	Am. sc. Middlesex...	Cleveland, Ohio, Lake Erie.	Planking cut through by ice and became water-logged while in tow of two tugs about 35 miles WNW. from station. She was bound for Cleveland with a cargo of lumber. One tug, the Morgan, took off crew, steamed into harbor, and reported casualty at station, requesting aid to get the water-logged craft into harbor. Life-savers went out on the Morgan, boarded the schooner and handled her while she was towed in, then hauled in towline and made her fast to breakwater.
Dec. 14	Am. sc. Edith.....	Durants, North Carolina..	Dragged anchor and stranded on Oyster Point 5 miles NNW. from station during a fresh NW. gale. Life-saving crew boarded her, shifted cargo forward, carried out anchor, and hove her afloat. She was not damaged, and, after surfmen had sailed her into channel, she set her course to Elizabeth City.
Dec. 14	Am. str. New Brunswick and barge Jefferson.	Galveston, Texas	While the tug New Brunswick was towing the barge Jefferson, loaded with freight cars, both vessels grounded on Pelican Spit, 1 mile NW. of station, at 12:20 a. m. A surfman was at once sent to notify owners of the casualty, and then surfboat was launched and the stranded vessels boarded. Captain of the tug stated that he ran aground on account of the light being out on the gas buoy, which marks the end of spit. Surfmen laid out an anchor from the barge and hove taut to keep her from going higher up on the shoal. Then carried out an anchor from the tug and, by using her propeller, full power, and heaving on anchor, she was floated after working about 3 hours. As the tide was rapidly falling, it was decided that work on the barge should be suspended until next high water. Life-saving crew returned to station about 4.30 a. m., and tug went to Galveston. At 3.30 p. m., they returned to barge and ran a towline to the tug; by the combined efforts of the tug and surfmen heaving on anchor, the barge was floated and towed to Galveston.
Dec. 15	Am. sc. S. M. Bird....	White Head, Maine.....	Stranded on Otter Island Ledge, 5 miles NE. from station, at 1 a. m., while sailing through Muscle Ridge Channel, the night being very dark and hazy. She came off and continued on her way, but soon it was discovered that she was leaking seriously. Her master beached her at Owls Head Harbor, where she could not be seen from station, but the casualty was reported by telephone to keeper, who at once ordered surfboat launched. Surfmen boarded her and found her half full of water, with a tug alongside pumping her out. They assisted to handle hose of steam pump, and then ran hawser

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Dec. 15	Am. sc. S. M. Bird....	White Head, Maine.....	to tug. She was pulled off and towed to Rockland for repairs.
Dec. 15	Am. sc. Pearl	Hunniwells Beach, Maine.	Becalmed while passing mouth of Kennebec River and drifting toward Pond Island bar. Observing the danger that threatened her, the life-saving crew pulled out to her in the surfboat and towed her out clear of the bar.
Dec. 15	Am. bk. Alice.....	.....do	Anchored near station while bound to Portland from Bath, where she had been for repairs. Her master reported that he was shorthanded and requested aid of life-saving crew to heave up anchor. Surfmen went on board and assisted to get her under way.
Dec. 15.	Schooner Mary Jane C.	San Luis, Texas	Dragged anchor, which was foul, and stranded 1½ miles N. of station with no one on board. Station crew boarded her, cleared her anchor, and carried it out full scope of cable; hove a strain upon cable and then, as she lay in a safe place, returned to station and informed owner of the casualty. December 21 the surfmen again boarded the schooner, discharged her cargo of shells, and pumped her out. Her owner arrived on the following day, and with the help of the life-savers floated her, and took her to Galveston.
Dec. 19	Am. sc. Jonathan Cone.	Watch Hill, Rhode Island.	Stranded near Napatree Point, 1¾ miles WNW. from station, at 8 p. m. and burned a signal of distress which was answered with a Coston signal at station. Life-saving crew boarded her at once, ran out a kedge anchor, and worked until 1 a. m., but could not start her off the shoal. It was then decided to abandon her, as the wind and sea were rising and she was pounding considerably; therefore the keeper took her crew of four men and their personal effects into the surfboat and landed them at station, where he gave them food and shelter for the night. At 9 o'clock the next morning life-savers again boarded the stranded vessel, and pumped her dry, as it was found that she was leaking some. A tug came out to assist her, but, on account of the shallowness of the water, could not get close enough to run a line to her and so returned to Stonington. Station crew remained by her, keeping her pumped out, and about 1 p. m. the wind shifted from E. to N.; hoisted her sails and succeeded in forcing her over the bar. Sailed her into Stonington Harbor and anchored her safely.
Dec. 19	Am. sc. D. J. Whealton.	Cobb Island, Virginia.....	Dragged anchor and stranded on Cobb Island beach, near station. Surfmen boarded her, carried out her anchor, and then assisted to heave on windlass. They were successful in floating her, undamaged, and sailed her to a safe anchorage.
Dec. 22	Am. bk. Auburndale.	Harvey Cedars, New Jersey.	Stranded during a thick fog 1½ miles SSW. of station. High surf and stormy weather. Life-saving crew hired a team to draw the beach cart and proceeded to the scene. Crews from Ship Bottom and Loveladies Island stations arrived also and assisted. Fired Lyle gun, and first shot carried line across wreck, but her crew could not find it owing to the darkness. Sent team back to station for surfboat, then tried another shot, and this time the line was found. Set up the gear and soon landed four men in the breeches buoy. The wind now shifted and blew offshore, so the master and rest of the

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Dec. 22	Am. bk. Auburndale.	Harvey Cedars, New Jersey.	crew decided to remain on board. Kept the gear in readiness and the Harvey Cedars crew stayed by the wreck, while the other two crews returned to their respective stations. At midnight the weather became more threatening, and the signal was given from wreck to haul ashore. Three more of her crew were landed in the breeches buoy, leaving the master and three men remaining on board, where they decided to wait for daylight. Life-savers stood by her, however, until a wrecking tug, which had been sent for, arrived at 9 a. m. on the next day. Then they secured their gear and returned to station. The men landed from the wreck were fed and lodged at station for two days. The wrecking crew released the bark and towed her away.
Dec. 24	Br. sc. M. A. Cornell	Santa Rosa, Florida.....	Stranded about 1½ miles ENE. from station. Life-saving crew pulled to her in surfboat, and shortly after their arrival a tugboat came up and was engaged to release her. Surfmen ran the hawser to schooner from tug, which soon succeeded in floating her, and towed her to Pensacola apparently uninjured.
Dec. 25	Am. sc. Sarah Ann Carpenter.	Long Beach, New York...	Drifted aground on the east side of East Rockaway Inlet on account of light wind. Life-saving crew boarded her in surfboat, carried out her anchor into the channel, and then returned to station. At high water her crew hove her afloat with no difficulty, and anchored her in the bay, having sustained no injury.
Dec. 26	Shanty boat; no name.	Louisville, Kentucky.....	In danger of being swept over the wing dam at the falls of the Ohio River, and containing a man and two women. Life-savers hastily pulled out in station boat, secured the shanty boat and towed it safely into head of canal, then returned to station.
Dec. 26	Am. str. Alice Brown.	.....do.....	At 7.20 p. m., this steamer, having a tow of twelve loaded coal barges, was carried by the strong wind and current on to the wing dam at the falls of the Ohio River as she was trying to enter the head of the canal. Life-saving crew pulled to her in both station boats; one boat ran two hawsers to shore while the other ran a hawser to each of three towboats. The hawsers were taken to capstans, and with the aid of the towboats the stranded steamer was hauled off the dam. Two coal barges were sunk and totally lost, but the steamer was uninjured and took her tow and proceeded through the canal.
Dec. 26	Skiff; no name.....	Ludington, Michigan, Lake Michigan.	A man who was trying to cross the harbor in this skiff was caught in the drift ice and was being carried out into the lake in spite of his exertions. Keeper of station, observing the situation, ran out abreast the skiff and managed to throw a heaving line on board; then hauled the boat with its occupant into a sheltered slip.
Dec. 28	Am. sc. Rosina.....	San Luis, Texas.....	Stranded 12 miles NE. from station. At 8 a. m. the patrolman met a man making his way toward station for the purpose of requesting assistance. Being wet through and worn-out he was taken to station and provided with dry clothing from the supply furnished by the Women's National Relief Association. Life-saving crew at once hitched a team to the surfboat wagon and proceeded to the stranded schooner, arriving at

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1898.			
Dec. 28	Am. sc. Rosina.....	San Luis, Texas.....	5.30 a. m. Launched the surfboat and boarded schooner, finding her aground in 2 feet of water, sand bottom. Carried out an anchor to full scope of cable and backed it with two other anchors, placing them in 10 feet of water; hove a good strain on the cable and then waited for the tide to rise. At 10 a. m. hove on the windlass again, and, as the surf now commenced to roll in stronger, the vessel began to lift a little and move slowly up to her anchors. After all hands heaving for about six hours, they floated her, hove up the anchors, and made sail. Ran down the coast with surfboat in tow, and when abreast station the life-saving crew cast off and pulled home, where the team and boat wagon soon arrived. The schooner continued on her way to Corpus Christi, uninjured.
Dec. 29	Am. sc. Vennor.....	Ocracoke, North Carolina.	Stranded on a reef 4 miles NW. of station and hoisted a signal for assistance. Life-saving crew went out to her, discharged part of her cargo of wood, laid out her anchor, and hove her afloat undamaged.
1899.			
Jan. 3	Am. sc. Etta.....	Core Bank, North Carolina.	Stranded 1¼ miles W. of station. Surfmen boarded her, laid out an anchor, and hove her afloat. Took her out clear of danger, and she proceeded on her voyage.
Jan. 3	Am. sc. Eureka.....	Coquille River, Oregon...	Stood in over the bar, but the wind left her, and the strong current caused by the recent freshet threw her aground on the N. spit. Surfmen loaded the Lyle gun on board a tug and proceeded to the scene. Fired a line across the vessel, and her crew then hauled off a 6-inch hawser from the tug, which pulled until low water precluded success, and the surfmen then took the line to S. jetty and made it fast. Turned out at 4 o'clock next morning and returned to the schooner. The tide now being high, they easily released the vessel, and the tug towed her to the wharf.
Jan. 4	Am. sc. Sallie E. Ludlam.	Quoddy Head, Maine.....	While at anchor in Quoddy Bay wind sprang up, and master, becoming frightened, attempted to put her through Lubec Channel at night. The schooner grounded on a shoal, and was soon boarded by the surfmen, who laid out an anchor and prepared to float her. Master went ashore and engaged a tug, upon the arrival of which surfmen ran her a line and assisted to heave the vessel off. Tug took her to Eastport and laid her alongside a wharf. She sustained a severe leak.
Jan. 5	Am. sc. Antelope....	Coquille River, Oregon ...	Sailed in over the bar, but could make no headway against the strong current. Went about with the intention of sailing out, but a heavy sea struck her and threw her on the north spit. Surfmen boarded her and took a line to the S. jetty. Tide now ebbing rapidly and nothing further could be done at the time. Returned at 5.30 next morning, hauled her off, and sailed her to her wharf up the river.
Jan. 6	Am. sc. Anaconda...	Big Kinnakeet, North Carolina.	Parted moorings in NW. gale and went on Big Kinnakeet shoal. At request of master, the crews of Big Kinnakeet and Little Kinnakeet stations went to the vessel on the 9th and were successful in floating her. They were assisted by several citizens living in the vicinity.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
Jan. 7	Bateau; no name...	Spermaceti Cove, New Jersey.	Learning that a man was adrift in this boat about 1½ miles S. of station, surfmen hurried to the beach and launched their fish boat. The sea was heavy, and upon reaching the bateau, surfmen found that they would have to let her go. Took off the man and landed him in safety. The boat was lost. It was of little value.
Jan. 7	Slp. General McCook.	Ocracoke, North Carolina.	While lying at anchor in the sloop channel about 3 miles NW. of station, wind sprang up during the night and parted one of the chains. The only man on board became frightened and began firing a gun. Surfmen pulled out and brought him to the station, where he remained over night. Set him aboard the sloop in the morning. The sloop was not in any danger.
Jan. 8	Am. sc. Gilt Edge....	Durants, North Carolina..	Missed stays and stranded 5 miles NW. of station. Surfmen boarded her, laid out an anchor, and succeeded in heaving her afloat.
Jan. 8	Am. strs. Mary H. Boyce and John V. Moran.	Grand Haven, Michigan, Lake Michigan.	These two vessels arrived off the harbor during a high wind and sea, and being unable to make port on account of the heavy floe ice at the mouth of the harbor, tried to lie to, but were caught in the floe and were in danger of being thrown upon the ice drifts to leeward. Keeper assembled a crew (inactive season), and hauling a skiff to the end of the pier, they lowered it and made their way through the slush ice to the Boyce. Took a line from her to the S. pier, and held her fast. Then ran a line from the Moran to the Boyce. The work was very difficult, but by exercising good judgment they succeeded without accident. Toward evening the sea fell, and the two vessels were released by the steamer Nyack and two tugs.
Jan. 8	Am. sc. Parkersburg.	Coquille River, Oregon...	In attempting the bar at low water and against a strong current, the schooner was in danger of stranding. Surfmen burned a Coston signal to warn her off, but the master did not heed it, and the schooner soon took bottom near the N. spit. Station crew boarded her and attempted to run a line to the S. jetty, but found the sea and current too heavy, and the vessel was therefore anchored to await flood tide. Early next morning surfmen loaded the Lyle gun on board a tug, and steaming down near the schooner, fired a line to her. A hawser being bent to this line, it was hauled on board the tug, which succeeded, after a hard pull, in releasing the schooner. When she was in the channel, tug cast off her line and the surfmen ran a more suitable one from the tug to the schooner, and the latter was then towed to town.
Jan. 9	Slp. Annie May	Cross Island, Maine	Carried out of Cross Island Harbor by strong wind and heavy sea, and wrecked about 3 miles NE. of station. On the 13th, the sea having gone down somewhat, surfmen pulled to the place and recovered gear to the value of about $50. There was nobody on board the sloop when she went adrift.
Jan. 9	Barge; no name.....	Louisville, Kentucky.....	A coal-laden barge broke adrift from her moorings and was in danger of being carried over the falls. The station crew manned a boat and proceeded with all dispatch to her aid. Took a line from her, and by hard pulling kept her from fouling the railroad

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
Jan. 9	Barge; no name.....	Louisville, Kentucky.....	bridge piers. A harbor tug then came to their assistance and towed the barge to a mooring.
Jan. 9	Skiff; no name.....	Cape Arago, Oregon.....	Surfmen recovered a drifting skiff and brought it to the station where it was held for identification.
Jan. 10	Am. sc. Marcus Edwards.	Burnt Island, Maine.....	Stranded on Hart Island bar. Station crew boarded her, but as the tide was falling, nothing could be done. Took the master ashore, where he arranged with contractors to discharge cargo and float the vessel. Surfmen assisted on the 11th and 12th in removing the cargo and in running lines. On the latter date the schooner was floated and towed to Port Clyde.
Jan. 10	Am. sc. Percy.....	New Shoreham, Rhode Island.	Missed stays and stranded on a sand bar near the station. Surfmen boarded her, laid out an anchor, and assisted the schooner's crew to heave her afloat.
Jan. 10	Sailboat G. P. Moore.	Hog Island, Virginia.....	Swamped by the wind and sea ½ mile S. of station. Surfmen pulled out and took off the man, picked up the floating gear, righted and bailed out the boat, and took the whole outfit to the station. Sheltered the man for two days.
Jan. 11	Rowboat; no name	Orleans, Massachusetts...	A hunter out ducking in this boat was caught in an ice floe and was unable to extricate himself. Surfmen hurried to a point abreast the spot, procured a small boat, and pulled out to his relief. Arriving as close as possible to him, they hove him a line by means of the heaving stick, and then towed him and his boat clear of the floe. Took the boat ashore, sent the man home, and hauled the boat out clear of the tides.
Jan. 12	Supply boat from Cape Arago Lighthouse.	Cape Arago, Oregon.....	Broke adrift from landing at Cape Arago Light Station and was found by surfmen on the beach near the Coos Heads. They returned it to the landing.
Jan. 14	Sailboat; no name..	Old Chicago, Illinois, Lake Michigan.	Broke away from moorings and was drifting down the river. Keeper went out in skiff and brought it to the station, where it was claimed by the owner.
Jan. 15	Sharpie; no name...	Orleans, Massachusetts...	Surfmen recovered a sharpie which was being carried out by the ice. Advertised it, and on the 19th it was identified and removed.
Jan. 15	Bateau; no name...	Great Egg, New Jersey...	Station crew recovered a bateau and hauled it out to await a claimant.
Jan. 15	Am. sc. Silver Heels	Cape Lookout, North Carolina.	In attempting to beat out of Lookout Bight, missed stays and stranded on the east bank. Station crew boarded her, assisted in raising the anchor which had been dropped, took a line from her bows into the surfboat, and assisted to swing her out into deep water. Kept her straight until past the point of the spit.
Jan. 17	Am. sc. James M. Hall.	Assateague Beach, Virginia.	In attempting to make Chincoteague Harbor at night, stranded on Fishing Point about 1 a. m. Surfmen soon were on board, and assisted in running out two anchors. As the tide was falling, they remained by all night, and at high water hove her off and took her inside.
Jan. 19	Am. sc. J. G. Fell	Watch Hill, Rhode Island	Stranded on Mussel Bar, 1¾ miles WNW. of station, at 6 p. m. Surfmen boarded her and laid out an anchor, and at 11.40, the tide having risen, they succeeded in floating her with but slight damage.
Jan. 21	Skiff; no name.....	Brazos, Texas	As the small schooner Lily was crossing the bar, her skiff broke adrift and was carried out into the broken water. Surfmen recovered it and notified the owner.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
Jan. 22	Sc. yt. Wing-it.....	Oak Island, North Carolina.	Stranded during thick weather on a shoal about 2 miles S. of station and made signals with a fog horn. Surfmen pulled out and boarded her, got under way and took her inside Fort Caswell and anchored her. Next morning took her to Southport, where the master engaged a pilot to take her to Wilmington.
Jan. 24	Am. sc. Manie Saunders.	Cold Spring, New Jersey..	During thick weather stranded on a bar 3 miles E. of station. Sounded signals of distress. Surfmen teamed surf boat abreast of her and boarded her. Found her hard aground, but by putting on sail succeeded in forcing her head offshore. Could do nothing more at the time, and as it was dark and the wind was increasing, surfmen went ashore. Found the Turtle Gut crew there. Next morning boarded her again and brought ashore the master so that he might procure a tug and wire his owners. Later in the day a tug arrived, and surfmen assisted in trying to force the vessel afloat. Moved her a little, but had to stop work on account of falling tide. On the morning of the 26th, tug again took a line from the schooner, and the surfmen pumped until the water was low enough in her well to allow the tug to haul her off. (See card of thanks under caption "Letters of Acknowledgment.")
Jan. 25	Am. sc. Joseph Warren.	Wood End, Massachusetts.	During thick fog stranded ¾ mile NW. of station at 2.30 a. m. Patrol found the crew, who had reached the shore in their own boat, and conducted them to the station, where the keeper made them comfortable for the night. At high water next morning started out with vessel's crew, and shortly after arrival a tug came up, having been ordered by the master of the schooner. Surfmen ran a line to the tug through rough surf, and after a hard pull and carrying away the hawser once, the tug succeeded in releasing the schooner.
Jan. 25	Am. sc. Emily.....	Watch Hill, Rhode Island	Anchored off Watch Hill shortly after midnight with sails blown away and made signals for help. Surfmen boarded her, and learning that a tug was wanted, pulled back and sent a message for one. Tug arrived in due time and towed the schooner away.
Jan. 25	Am. sc. W. H. Edelman.	Sabine Pass, Texas.....	Sails torn and rudder damaged in a blow, and vessel leaking so rapidly that her crew of two could scarcely keep her afloat. Master ran her up on a shoal to keep her from sinking. Surfmen boarded her, pumped her out, made temporary repairs, and sailed her to Sabine Pass, anchoring her on the flats where the master could repair her at his leisure.
Jan. 26	Slp. May F.....	White Head, Maine.....	While beating out by White Head in a stiff breeze, painter carried away and her dory went adrift. In trying to recover it, sloop was boarded by a sea which nearly swamped her. She then came to anchor near the rocks, and the dory went ashore on Hay Island. Surfmen boarded the sloop, took her to a safe anchorage in Seal Harbor, and then went for the dory. Finding it stove in several places, they took it to the station and repaired it. The three men on the sloop were short of provisions and were succored at the station one day.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
Jan. 26	Gas launch Emily P.	Marquette, Michigan, Lake Superior.	During a severe NW. gale and snowstorm, a heavy sea was raised, making the shore line a confused mass of large cakes of ice. The launch Emily P. was in winter quarters near the life-saving station, and the wind caused the boathouse to collapse, the roof falling on the launch, and the whole structure going adrift. Station crew, aided by other parties in the vicinity, cut away the roof, grappled the boat, and by means of tackles succeeded in hauling it up on the shore. The launch was considerably damaged and would soon have been ground to pieces in the ice.
Jan. 27	Am. sc. Harry Prescott.	Smith Island, Virginia.....	Stranded on middle ground, 5 miles SW. of station. Surfmen boarded her, but, as the tide would soon float her, they simply remained on board until she floated and then piloted her clear of danger.
Jan. 27	Am. sc. Leman No. 3	Aransas, Texas.....	Missed stays and stranded near the breakwater, with heavy seas breaking over her stern. Surfmen ran out a small anchor, but it would not hold, and they had to borrow an anchor and line from a schooner inside. With this gear they managed by hard work to release the schooner without damage.
Jan. 28	Am. sc. Mattie May..	Durants, North Carolina..	Sails split by heavy gale, and vessel anchored 6 miles NNW. of station. Shortly afterwards her small chain parted and the master set a signal of distress. Station crew pulled to her, and being unable to do anything with the vessel, took the crew to the station. The vessel rode out the gale by her heavy anchor, and after the wind had fallen, surfmen set her crew back on board.
Jan. 28	Am. sc. George A. Howes.	Portsmouth, North Carolina.	Dragged anchors and stranded on a shoal 3 miles NNW. of station. Surfmen boarded her and attempted to haul her off, but failed to move her. Master procured lighters, and for the next three days surfmen worked with the vessel's crew at lightering cargo. On the the morning of January 31, they began heaving again, and at high water succeeded in floating her. Took her to a safe anchorage and assisted in reloading her. (See letter of acknowledgment.)
Jan. 28	Slp. Lorna.....	Bethel Creek, Florida.....	Stranded on a bar near Wabasso. Keeper assisted in floating her and piloted her 4 miles south of Bethel Creek.
Jan. 29	Am. sc. Cathie C. Berry.	Peaked Hill Bars, Massachusetts.	While towing from Edgartown to Boston this vessel sprung a leak and was abandoned on the night of the 29th. She came ashore about ½ mile from the station, and was boarded by the surfmen about midnight. Nobody being on board, surfmen returned to the station, where they found the master of the schooner, the crew having gone aboard the tug and landed at Provincetown, from which point the master had made his way to the station to see if he could learn anything of the schooner. In the morning surfmen took him and started for the schooner, but the sea was too heavy on the bar to board her. During the day the rest of the crew of the vessel arrived at the station and were succored by the keeper. On the 31st an agent arrived and the surfmen assisted in stripping the hull of valuable gear, and then abandoned her to the wreckers. She became a total loss.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
Jan. 29	Flatboat; no name..	Louisville, Kentucky.....	A coal-laden flat with seven men on board being in danger of being swept over the falls, surfmen went to her assistance in one of the station boats, made fast a line to her, and towed her to a safe mooring.
Jan. 30	Dory; no name.....	Salisbury Beach, Massachusetts.	Two men started out to the fishing grounds in this boat, but upon striking rough water the boat filled and threw the men out. One of the station crew being near by, he jumped into the water and hauled one of the men ashore; the other succeeded in gaining the shore unaided. The surfman then assisted in recovering the boat and putting it in trim.
Jan. 30	Skiff; no name	Shark River, New Jersey	Capsized 8 miles NE. of station and one of the crew of two was drowned before the surfmen could reach the scene. The other was rescued and succored by the station crew. (For detailed account see caption "Loss of Life.")
Jan. 31	Am.sc.Fannie Flint	Monomoy, Massachusetts	Attempted to beat across the bows of the schooner William M. Bird, which was at anchor 1 mile SW. of Pollock Rip Light-Ship, but miscalculated the distance and fouled that vessel. The Flint's mainsail split and she sagged down alongside the Bird, in which position the sea thumped her so heavily against the Bird, which was a much larger vessel, that her seams opened. Her crew managed to get her clear of the Bird and to an anchor, but the water was running in faster than they could pump it out, and they lowered a boat and went aboard the Bird, taking their clothing with them. The Flint soon went to the bottom. As soon as the surfmen learned of the casualty they pulled to the scene, but could do nothing further than to take the schooner's crew to the station. The master remained on the Bird and went to Portsmouth on her. The four remaining men were succored at the station until the next day, when they proceeded to their homes.
Jan. 31	Belg.str. Rhynland..	Fenwick Island, Delaware.	During a NE. gale and snowstorm this large ocean liner lost her bearings and stranded 3 miles N. of the station. Keeper learned of the casualty about 9 p. m. and immediately started for the scene with boat and beach apparatus. Arriving on the beach fired three shots from the Lyle gun, the third carrying the line fairly across the steamer. Set up gear and sent out breeches buoy, but the master sent back a note by it, stating that the vessel was lying easy and that he did not desire to land his passengers or crew, but wished the surfmen to stand by to give assistance in case of emergency. He further said that he wanted to send messages for a tug and for an agent of the International Navigation Company, to which the vessel belonged. The keeper had sent a message to the Maritime Exchange before leaving the station, and by the time he had communicated with the steamer an agent of the North American Wrecking Company had arrived. Keeper launched boat, and as the sea had now subsided somewhat, took him on board the steamer. Arrangements were made for the floating of the vessel. Keeper and crew remained by the vessel all day, carrying messages and doing all that lay in their power to aid in the efforts of the wrecking company. The

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Jan. 31	Belg. str. Rhynland	Fenwick Island, Delaware.	passengers were landed by another steamer, and proceeded to Philadelphia by rail. In order to facilitate communication, permission was asked of and received from the General Superintendent of the Service to cut the telephone wire and set up local connections. Station crew assisted in the operations until February 4, when the vessel was floated with but little damage. The Indian River Inlet and Isle of Wight crews were on hand promptly, but their services were not required. (See letter of acknowledgment.)
Feb. 6	Br. str. Strathgyle	Spring Lake, New Jersey	Anchored about 2 miles offshore at 7 p. m. and remained all night. Keeper launched the surfboat in the morning and went off to see what was the trouble. Found that the master of the steamer had lost his reckoning. Keeper gave him his position, and he then set his course for Sandy Hook.
Feb. 7	Am. sc. Emma W. Brown.	North Scituate, Massachusetts.	Struck on Long Ledge about 2½ miles S. of station at 3.30 a. m. She went over the ledge, and her crew let go her anchor on the inside, where they abandoned her in their dories. At daylight she was discovered by the patrol, and the station crew pulled out to her in the surfboat. Her crew, seeing the life-savers board her, returned, and all hands made sail and forced her out over the ledge, striking bottom several times, however, but making no water. As soon as the surfmen satisfied themselves that she needed their assistance no longer, they pulled ashore and left the surfboat in a cove to be taken to to station by team.
Feb. 7	Dory; no name	Gurnet, Massachusetts.....	Drifting seaward surrounded by ice; no occupant. Surfmen secured it and took it to a place of safety to await owner.
Feb. 8	Am. sc. Robert A. Snow.	Rockaway Point, New York.	Hawser parted while in tow of a tug during a thick snowstorm and crew let go both anchors, but she stranded in heavy breakers. Tug steamed to life-saving station and requested assistance. The station crew at once launched the surfboat and in tow of the tug proceeded to the stranded vessel, which had sunk with about five feet of water above deck, and the seas breaking over her so heavily that it was impossible to take the crew from the fore rigging where they had found refuge. The tug could not lie by the wreck, so she steamed to Barren Island dock with the surfboat. At 1 p. m. the life-savers went out to the wreck again in tow of the tug, the sea having moderated and the tide slackened. The tug lay to windward while the surfmen veered their boat down through the breakers and succeeded in taking off the crew of five men without accident. The tug then towed the surfboat back to station, where the shipwrecked crew were furnished with dry clothing from the stores of the Women's National Relief Association and were succored for two days. The master went to New York to report to the owners, and on the 10th instant returned with transportation for his crew to their homes at Rockland, Maine. The schooner became a total loss. (See letter of acknowledgment.)

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
Feb. 8	Am. sc. George E. Dudley.	Cobb Island, Virginia.....	Stranded on middle ground off New Inlet, 6 miles S. of station, during a NW. gale with snow. She was discovered at daylight by the lookout, and the life-savers immediately launched the lifeboat and started for her although it was blowing hard and snowing so thick that they could see only a few lengths ahead. They reached the stranded schooner at 10 a. m.; found she was in no immediate danger of going to pieces, and master did not wish to abandon her, but he requested the keeper to telegraph for a tug. Keeper agreed to return toward night and take all hands to station, then he pulled ashore and telegraphed as requested. At 2.30 p. m. answer was received and the surfmen pulled out to schooner, finding her crew, however, ashore on New Inlet beach. The weather was so ugly that the master thought the keeper would not return that night, and so landed with his crew in their own boat. Took him and four seamen into the lifeboat, leaving two men on the beach to watch the wreck, and returned to station, finding that a tug had arrived and was ready to begin work. The shipwrecked crew were given supper, lodging, and breakfast, and on the next morning were transported to the schooner by the surfmen, who sounded out the best water and carried out an anchor from the schooner. She was finally floated, and on February 28 left for Norfolk.
Feb. 8	Slp. Golden Rule.....	Chester Shoal, Florida.....	While trying to run out through a narrow channel before daylight, this sloop struck bottom, lost headway, and went aground on a sand bar. Keeper of life-saving station (no crew employed) took a line to her, and by the aid of some volunteer help he hauled her into good water. The crew of the sloop then sailed away without further mishap.
Feb. 9	Am. sc. Richard S. Leaming.	Orleans, Massachusetts...	Anchored near Handkerchief Light-Ship during a SW. gale, and parted both anchor chains. She then made sail and ran before the gale across Pollock Rip shoals, and, while running as close to shore as possible in order to keep in smooth water, she grounded on Orleans beach at 11.30 p. m. The north patrol discovered her, at once burned a Coston light, and then hastened to station to notify the life-saving crew. The surfboat was transported by horse along the beach about 2 miles to a point abreast the stranded schooner where the surfmen launched and went on board. The master and crew were thoroughly exhausted and suffering from the intense cold; the sails were all blown away, she was a mass of ice from rail to rail and the pumps were frozen up. Keeper sent her crew below, took charge, and, at the master's request, dispatched a surfman ashore with a telegram to owners. At high water the next morning she floated, and the keeper anchored her with the only remaining anchor, a small kedge, which failed to hold, and she began to drift seaward. Keeper made a signal for assistance to a tug near by, with a tow of barges. The tug anchored the barges and the master of the schooner quickly closed a bargain to be towed to Vineyard Haven. Tug towed her to the

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Services of crews—Continued.

Date	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Feb. 9	Am. sc. Richard S. Leaming.	Orleans, Massachusetts....	barges, where she made fast to the after end of the tow. Life-savers set to work at pounding the ice off her decks, heaving in the chain that was dragging overboard, thawing out her pumps, and making her as shipshape as possible. They left her just before sundown, and had a very hard pull against a westerly gale back to station, where they arrived with the surfboat looking like a small iceberg, and with several surfmen frost-bitten.
Feb. 9	Am. sc. Melvin R. Drew.	Smith Island, Virginia.....	Stranded in the inlet at S. end of Smith Island, on account of floating ice. Life-saving crew pulled out to her in the surfboat, laid out her anchors, and threw overboard about 100 bushels of oysters. At high water they succeeded in heaving her off, and took her in to a safe anchorage.
Feb. 10	Am. sc. T. W. Allan..	Jerrys Point, New Hampshire.	Carried on the rocks off Fishing Islands by drift ice during a westerly gale. Life-saving crew boarded her, and at request of her master pulled to Kittery Point and telephoned to Portsmouth for a tugboat. The surfmen then returned to the stranded schooner, carried out her anchor, and hove a strain upon it. Upon the arrival of the tug they ran a hawser to her, and were then successful in their efforts to float the schooner. The tugboat towed her to a safe anchorage in Portsmouth Harbor.
Feb. 10	Br. bkn. Brazil.....	Moriches, New York	Stranded at 10.30 p. m. about 2 miles W. of station on the outer bar. The station patrol burned a Coston light and then reported the casualty at station. The surfboat was launched with much difficulty on account of the ice and snow, and the stranded vessel boarded after a hard pull. She was iced up so heavily that it was useless for them to attempt to float her, but was in no immediate danger and her master did not wish to leave her. He requested the keeper to telephone for a tug and to stay by to take off the crew in case of necessity, as he had no suitable boat for landing. Keeper complied, but on the next morning, as the tug did not arrive and provisions were short, the crew requested to be landed. A landing was finally accomplished with the assistance of the keepers and parts of crews from Potunk and Forge River stations. The whole crew, eight men, were landed in the surfboat, making two trips, and were taken to the station. On the 12th instant, a heavy snowstorm having set in, the wreck was again boarded by the life-saving crew and the personal effects of the master and crew were taken ashore. On the next high water the wreck began to break up and became a total loss. The shipwrecked crew were succored at the life-saving station until February 16.
Feb. 10	U. S. steamer Ordnance.	Sandy Hook, New Jersey.	Unable to reach the army-post wharf in Sandy Hook Bay on account of ice. By hard and persistent work the life-saving crew succeeded in launching surfboat, pulled out to the steamer and transported about fifty passengers to and from the wharf. Also landed about 2 tons of provisions from the Ordnance for the army post.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Feb. 10	Am. sc. Annie M. Reynolds.	Metomkin Inlet, Virginia.	Encountered a severe snowstorm on the 9th instant, about 5 miles off Chincoteague Inlet, and sprung a leak. The storm was followed by bitter cold weather, and the master and two seamen were badly frost-bitten while trying to keep her free of water during the night. She iced up heavily and could be run only before the wind. On the next day she anchored about 2½ miles ENE. of station, and hoisted a signal of distress, leaving her sails all standing. As the inlet was then almost closed with drift ice, the keeper deemed it best not to take any chances, but to transport the surf boat along the beach, which was done after much hard labor with the aid of the station horse. The life-saving crew boarded the schooner, but they were not able to get her into the harbor on account of ice and shallow water. They knocked off a great quantity of ice, and managed after a time to get the sails down and a few stops around them. They thawed out her pump and succeeded in freeing her of water. Nothing more could be done that night, so they took her crew of four men into the surf boat and returned to station, where the frost-bitten men were treated, and all the crew furnished with socks from the stores of the Women's National Relief Association and with a good warm supper. Next morning they boarded the schooner again and found that she had made considerable water during the night. They thawed out the pump again and cleared her of water, spliced and rove off the jib halyards which had been cut, patched up the sails, knocked off much ice, and put her in shape generally for making harbor. However, the wind shifted to the NE. and it began to snow and blow hard, making it impossible to take her in. Surfmen returned to station with the schooner's crew, it being unsafe to leave them on board for the night. On the morning of the 12th instant the weather became more boisterous, and the schooner was laboring heavily. On the 13th a violent storm was raging, and discovery was made that the schooner had sunk. No communication was possible between the station and the mainland, and the shipwrecked crew were succored at the station, until the 15th instant, when they were able to walk to the mainland on the ice and procure transportation to their homes. On the 25th instant the surfmen saved some blocks and running rigging from the wreck, and found the yawl sunk inside the bar. They hauled it out on the beach, and the keeper notified the master by mail of the recovery of the property. (See letter of acknowledgment.)
Feb. 10	Am. sc. C. R. Bennett.	Smith Island, Virginia....	Disabled by the breaking of main boom while beating into Cobb Inlet. She ran back and anchored off the life-saving station, hoisting a distress signal at daylight on the next morning. Life-saving crew boarded her, and, upon finding out her trouble, they returned to station, procured lumber and nails, then boarded the disabled vessel again and fished the broken spar. The surfmen helped to get her anchor, and she continued on to her destination.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Feb. 10	Am. sc. Maggie Etter.	Gull Shoal, North Carolina.	Stranded about 2 miles NW. of station, having been carried out of Rodanthe Harbor by drift ice. The weather prevented the surfmen from trying to float her until the 20th inst., when they made an unsuccessful attempt. On the following morning the keeper sent to Chicamacomico and Little Kinnakeet stations for help, then boarded the vessel again and broke up the ice around her. Upon the arrival of the other crews they ran out an anchor, then some of them got overboard, and, by pushing while others hove on windlass at the same time, they managed to get her afloat without damage. (See letter of acknowledgment.)
Feb. 10	Am. sc. Mizpah.....	Coquille River, Oregon ...	Stranded on outer edge of N. spit while attempting to cross the bar, inward bound. The keeper of the life-saving station, knowing that the ebb tide was running very strong, owing to a freshet in the river, had hoisted the danger signal as this schooner was approaching the bar, but she continued her course, and soon grounded, the wind being too light to give her sufficient headway to stem the tide. Station crew boarded her, but could do nothing, owing to the swift current and her having no lines fit for use. She let go her anchor, and life-savers returned to station. Next morning at high water the surfmen ran a line to her from a tug, but the attempt to float her was unavailing. The master then procured a good hawser, and, just before the p. m. high water, the surfmen ran it to the S. jetty from the schooner. Then they hove in and started her a little, when the tide turned, compelling them to stop work. At 8 a. m. on the 12th instant they succeeded in heaving her to the edge of the spit before the tide began to ebb. At 10 p. m. they went to her again and floated her at 2.30 the next morning; made sail and put her alongside the wharf at Bandon.
Feb. 11	Sip. yt. Dixie.....	Cobb Island, Virginia.....	Frozen in the ice about 3 miles from station, with a pleasure party on board and short of food. Keeper of station sent two surfmen out on the ice to carry provisions to her.
Feb. 12	Sc. barge Glendower.	Point Allerton, Massachusetts.	Became jammed in drift ice while in tow of a tugboat; the crew of the tug cut the towline in order to get clear of the ice themselves, and the barge anchored, but the ice forced her aground about ¾ mile WNW. of station. The life-saving crew dragged the station dory over the ice and boarded the barge, but the tug was expected to come to haul her afloat, and no assistance was desired. Next day, as the tug did not arrive, the surfmen ran a small line to the vessel for use in case of emergency, and instructed the master about hauling off and making fast the whip and hawser The following night a thick NE. snowstorm set in, and about 11 p. m. a whistle was heard from the barge, which was taken to mean that her crew wished to come ashore. Horses were engaged, and, with much difficulty, the beach apparatus was hauled abreast the vessel. No one was visible, so the surfmen fired a shot line across her, which failed, however, to attract attention. A man then came along the beach and told the keeper that the crew had taken to their boat and had been carried sea-

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Feb. 12	Sc. barge Glendower.	Point Allerton, Massachusetts.	ward by the drift ice. Keeper telephoned to the Boston Harbor police to send their boat, and learning that a tug was at Pemberton landing, he sent word to her, but she could not be found. Early in the morning of the 14th the tug Juno saw the boat drifting toward the heavy breakers on Point Allerton bar, and she forced her way through the thick drift ice and rescued the imperiled men, who were badly frost-bitten. A wrecking crew took charge of the barge, and discharged her cargo. March 21 the night patrol discovered a fire on board the wreck and called the station crew, who hastened on board with fire buckets and soon subdued the flames. The barge was finally saved, but was badly damaged.
Feb. 12	Am. sc. E. L. Dow....	Coskata, Massachusetts...	Stranded by the drift ice about 1½ miles SE. of station during a thick snowstorm. As the sea was full of ice, the keeper deemed a dory to be the best boat with which to board her. A long line was made fast at each end of the dory, and the keeper with two surfmen worked their way over and through the ice to the wreck, the remaining surfmen being left to tend the stern line on the beach. Hauled the dory to and from the wreck five times, safely landing the crew of six men and all their personal effects. They were taken to station and succored for three days. The wreck went to pieces on the next day, and was a total loss.
Feb. 12	Am. sc. Melvin R. Drew.	Smith Island, Virginia.....	Jammed in the ice on N. side of Smith Island during a severe storm of wind and snow. Her crew of three men tried to get ashore in their boat but became fast in the ice. Life-saving crew made their way across the island in the blinding storm, dragged a flat-bottomed boat out on the ice as far as possible, then broke up the ice for a distance of 200 yards, and finally succeeded in reaching the men and getting them safely to the station. Two surfmen had their faces frost-bitten. The schooner drifted down the channel with the ice and grounded on the N. side of Smith Island. Her crew were succored at the station for four days, when the ice broke up, their vessel floated, and they continued their voyage in her.
Feb. 12	Catboat Alice	Sabine Pass, Texas.....	Hoisted a signal of distress while anchored ⅛ mile NNW. of station. Life-saving crew launched surfboat and pulled out; found that the catboat was loaded with oysters, and was iced up so heavily as to be in danger of sinking. There was one man on board and he was taken ashore, then the surfmen returned with a long running line which was made fast to the mast. Leaving one surfman on board, the rest pulled ashore with the line; upon signal from shore the surfman on board cut the cable, and the catboat was safely hauled through the surf and secured inside the station wharf. The man was succored at station until the next day, when, the surfmen having recovered and delivered to him his anchor and cable, he continued his voyage.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Feb. 13	Am. sc. Winnegance.	Muskeget, Massachusetts.	Stranded on the shoals, 1¾ miles E. of station, during a severe NE. blizzard, the sea being full of heavy drift ice. She was discovered by the station lookout during a lull in the storm, high up on the shoal and her crew in no immediate danger. Her distance from the beach precluded the use of the wreck gun, and the ice was too thick to get a boat through it, therefore, nothing was done that evening. At daylight on the next morning the surfmen took two dories and some plank, and started out on the ice, being able to pull part of the way, and arriving alongside the stranded schooner in two hours. Her master reported that she was not leaking and that he did not wish to leave her, but would make a signal should his cargo of lime get afire, or his crew desire to be taken off. On the 17th instant a wrecking boat from Nantucket took the master to town. The mate and two seamen came ashore with the master's trunk, and, on returning to the schooner, encountered thick weather and made for the shore again, where they were succored at the station until the next morning when they were able to go on board. On March 2 a wrecking tug and lighter came, and the surfmen went on board and assisted to discharge some of her cargo. However, it began to blow again and the wreckers left. The keeper advised the master and crew to leave the wreck, and all hands went ashore to station, where they were succored until the next morning, when the surfmen took them on board again with their effects. On March 4 the wrecking outfit returned and succeeded in floating the schooner.
Feb. 13	Am. scs. Fannie Myers, General J. L. Selfridge, Mary Gaillard, Mattie W. Porter, and slp. Wm. E. Cox.	Assateague Beach, Virginia.	Abandoned and left in the ice by their crews during a severe blizzard. The crews, consisting of fourteen men, tried to follow the two surfmen on patrol to the station for shelter, but several became exhausted by the fury of the storm and the deep snow, through which they had to force their way, and lay down in the snow where they would soon have perished. The two surfmen reached the station with two of the sailors, but were compelled to leave three lying in the snow drifts. The keeper immediately sent out a party of fresh surfmen, and they succeeded in dragging the comatose men to the station, where stimulants and the regular Service treatment for frostbites were administered. Each was given dry clothing from the stores of the Women's National Relief Association and they gradually recovered strength, but suffered much from the frostbites. They were succored at the station until the storm was over, on the 17th instant, when they were put on board their respective vessels with the surfboat.
Feb. 13	Am. slp. Mattie	Cobb Island, Virginia	Anchored 4 miles S. of station and abandoned by her crew of three men, who tried to get ashore on the ice. One of them, John Jubilee, colored, broke through and was drowned. The sloop was iced up heavily and in danger of sinking, therefore, the surfmen pulled out to her on the ebb tide, and finding nobody on board, they knocked off the ice. A couple of men named Lafferty, pulled to the sloop and informed the keeper that the men from the sloop

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Feb. 13	Am. slp. Mattie.....	Cobb Island, Virginia.....	were at their house, badly frost-bitten, and would be cared for there during the night. On the next morning there was too much ice for the surfmen to pull their boat, so the keeper procured the services of the tug E. V. McCaulley and succeeded in reaching the mainland with the men from the sloop, where they were given medical attendance, as their hands, ears, and faces were badly frozen.
Feb. 13	Launch Sweetheart.	Gilberts Bar, Florida.....	Dragged anchor and stranded on the river side, 100 yards S. of station, at 3 a. m., during a NW. gale. Hearing the high wind, the keeper (no crew employed, house of refuge), turned out to see if all were well on the beach, and found this vessel ashore. He hailed her and found she was in no immediate danger. At daylight, assisted by her crew, he carried out anchors and worked in vain to float her. He continued to work upon her until the 17th instant, when he succeeded in floating her without damage.
Feb. 14	Dory; no name.....	Hunniwells Beach, Maine.	Adrift and being carried seaward by the tide. A couple of surfmen pulled out in a small boat, secured the dory, and hauled it out on beach to await a claimant.
Feb. 14	Am. sc. G. M. Hopkins.	Knobbs Beach, Massachusetts.	Dragged while anchored in Ipswich Harbor and stranded ½ mile E. of lighthouse. Harbor was full of heavy drift ice and a strong NW. gale was blowing, making the progress of the life-saving crew very slow and laborious. However, by dragging their boat nearly a mile overland, they finally reached the schooner at 9 a. m. They could not board her on account of the heavy ice around her, so they directed her crew to heave them a line, and then to get into their own boat. They then hauled the boat out through the ice and towed it ashore, effecting a landing on the SW. side of harbor, where all hands had to stay, as the harbor had become jammed full of ice. At 3 p. m. the ice opened enough to enable them to get across to Plum Island, where their boat was hauled up and they walked to the life-saving station. The crew of five men from the schooner were succored at the station until the 16th instant, when, together with the lifesavers, they returned to the schooner. Surfmen carried out a heavy anchor, and on the flood tide attempted to heave her afloat, but were unsuccessful on account of the low run of tide. At 4 o'clock the next morning they again boarded her, and at high water succeeded in floating her, anchoring her in the channel until daylight. At 6 a. m. they took her up to a safe place in the inner harbor.
Feb. 14	Am. sc. William Marshall.	Coskata, Massachusetts...	Lost her anchors and became jammed in the ice outside of Nantucket bar, 3 miles SW. of station. The keeper deemed it impracticable to use the surfboat, therefore, when the ice had packed together well, he and the surfmen hauled a dory over the ice and reached the schooner after two hours of toilsome work. It being imprudent for her crew to remain longer on board, the keeper put the master's wife into the dory, and then all hands worked their way over the ice, dragging the dory, to Nantucket. On the 15th instant

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
Feb. 14	Am. sc. William Marshall.	Coskata, Massachusetts...	a tug arrived, succeeded in getting the schooner clear of the ice, and towed her to Vineyard Haven only slightly damaged.
Feb. 14	Am. sc. St. George...	Sabine Pass, Texas.....	Planking cut through by the ice and sunk about 8 miles NNW. of station. Her crew boarded a schooner that was anchored near by. On the following day her captain reached the life-saving station and requested assistance. The weather was too boisterous to work on the sunken schooner until the 16th instant, when the life-saving crew made an early start to the wreck in the surfboat. Her decks were just awash and she was well bedded in the sand. Ran out her anchors and hove in on windlass several times until at last she was hove out of the sand and lay with her hatchway just above water. They began to pump and bail, and, as she was fitted with tanks which they bailed out, they soon had her raised enough to patch the holes in her planking. Then they set sail, took her into Sabine Pass, and made her fast alongside of dock.
Feb. 15	Br. sc. Demozelle.....	Great Neck, Massachusetts.	Jammed in the ice and stranded on Tuckernuck Shoal. Life-saving crew attempted to board her on the 15th and 16th, but on account of broken ice and strong current were not able to reach her until the 17th. Her crew did not wish to leave her, and they had provisions enough to last several days. The master sent a telegram ashore by the life-savers for a tug, and arranged to make a signal if he should require assistance. A wrecking tug released her on the 28th instant.
Feb. 15	Am. str. Admiral Dewey.	Cuttyhunk, Massachusetts.	Stranded near the station at 3 a. m. Station patrol was at the W. end of his beat and fired a Coston signal which, however, did not keep the steamer off the beach. The life-saving crew hauled their surfboat along the shore on the ice and launched it in Canapitsett channel which was clear of ice at this time, and boarded the steamer. She was bound from Jamaica to Boston with eighteen passengers, fifty crew, and a cargo of fruit. They remained on board until daylight, then went ashore and sent a message to Gay Head Station, asking that a tug be summoned from Vineyard Haven. About noon the steamer John J. Hill came from Vineyard Haven and the life-savers transferred the eighteen passengers to her with their baggage. The crew decided to stay aboard, so the life-savers returned to station. At 4.50 p. m. they were hailed from the steamer and told that part of the crew wished to go ashore. Surfmen boarded her again and took two boat loads of men ashore, and two loads went ashore in the steamer's boat, making thirty-five all told, who were landed at the station. On the next morning the U. S. revenue cutter Dexter appeared from the eastward, and her captain offered assistance to the stranded vessel. The life-savers transferred twenty-three of the men at station to the Dexter and she transported them to New Bedford, but the rest returned to the Dewey. The surfmen then ran a line to the stranded vessel in order to have communication with her in case the weather should become foul, and make it necessary to land the men

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
Feb. 15	Am. str. Admiral Dewey.	Cuttyhunk, Massachusetts.	on board in the breeches buoy. Tugs and lighters arrived during the day and on the 18th instant she was hauled off in a much damaged condition. Food was furnished by the keeper to the part of her crew that landed, and one man was given a pair of shoes from the stores of the Women's National Relief Association.
Feb. 17	Canoe; no name.....	False Cape, Virginia.....	Washed ashore, and found by the station patrol. Surfmen emptied the sand and water out of it and turned it over to the Commissioner of Wrecks.
Feb. 17	Sailing skiff; no name.	Santa Rosa, Florida.....	Parted moorings and drifted on the beach about 2½ miles E. of station. Life-saving crew went after it with the bayside surfboat and towed it to the station, where they secured it. On March 12 the keeper delivered it to its owner.
Feb. 18	Sc. yacht Dixie.....	Cobb Island, Virginia.....	Frozen in the ice about 3 miles N. of station, short of fuel and provisions. The surfboat was pulled through open water for 2 miles, then dragged over the ice for a mile, reaching the yacht safely. Mrs. Thomas Dixon and her family and guests on board were taken into the surf boat and conveyed to station in safety, where they were given dinner, and then transported to the mainland by a surfman and two fishermen in a sailboat. The surfmen then carried out provisions and fuel to the crew of the yacht who remained on board. On the 23d instant, they worked her out of the ice, and she proceeded on her way. (See letter of acknowledgment.)
Feb. 20	Am. tug Triumph...	Coquille River, Oregon...	While ascending the river during a thick fog this tug ran on the mud flats. Her master was unable to float her at high water, and therefore accepted the assistance which the life-saving crew offered him. They ran two large hawsers to the shore and hove in on them while the tug worked her engine but she failed to float. On the next morning the surfmen began work on her again, and at high water succeeded in releasing her undamaged.
Feb. 21	Canoe; no name.....	Evanston, Illinois, Lake Michigan.	Capsized out on the lake with a duck hunter aboard. The keeper was notified by telephone from the industrial school, 1¼ miles S. of station, that cries for help were heard coming from the lake off that point. The weather was too hazy to see far; but keeper assembled his crew at once (inactive season), ran the boat wagon out on the ice, and launched surfboat. Pulling to the southward they soon saw a man clinging to an upset canoe and two boats pulling toward him from the shore. One of the boats reached him just ahead of the surfboat but the men in it nearly capsized it while trying to aid the man in the water. He was hauled into the rowboat and upon the advice of the keeper was taken to the clubhouse and rolled up in hot blankets. The surfmen picked up the floating gear, hauled the canoe across the surfboat and took it to the club boathouse.
Feb. 22	Am. str. Nath'l P. Doane.	Race Point, Massachusetts.	This steamer, with a barge in tow, lost her bearings about 7 p. m. during a thick fog, and ran into heavy field ice close to shore. The life-saving crew pulled out to her, and the keeper gave the master the bearings of the whistling buoy.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
Feb. 22	Nor. str. Hildur.....	Ship Bottom, New Jersey.	Stranded during a thick fog near station. Surfmen fired a line on board with the Lyle gun in order to be ready to land her crew if it should become necessary. Afterwards they boarded her in the surfboat and took a message to the Merritt Wrecking Company ashore for her master. Wrecking tug soon arrived and hauled her afloat without damage.
Feb. 23	Dory; no name	New Shoreham, Rhode Island.	A man in this dory was unable to land on account of the heavy drift ice, and was in danger of being drowned. Life-saving crew hastened to his assistance and managed to reach him with a heaving line, then they hauled him with his boat safely to the beach.
Feb. 23	Fish boat; no name	Golden Gate Park, California.	Capsized and stranded about 1½ miles S. of station. Life-saving crew hauled her up on the beach and picked up her gear, which was scattered along the shore. Later it was learned that the men in her were picked up by a gasoline launch that was near by at the time of the accident.
Feb. 24	Am. sc. John S. Ames.	Galveston, Texas.....	Stranded on Galveston Beach about 15 miles SSW. of station during thick weather. Life-saving crew, having been informed by telephone, started for the scene in tow of the tug Seminole. Upon reaching the wreck, they found that the sea was breaking heavily over her, and, unless the wind shifted, she would soon break up. Life-savers pulled alongside (the crew on the wreck putting oil overboard to smooth the sea) and took the captain's wife and seven of the crew to the tug, the captain, engineer, and a volunteer remaining on board, and agreeing to make a signal should it become necessary for them to leave her. Tug towed surfboat to station, where the wrecked crew were furnished with dry clothing from the stores of the Women's National Relief Association. A seam in the planking of the surfboat was sprung open while alongside the wreck. On the next morning the life-savers loaded their other surfboat on a flat car and proceeded to the wreck again. Took off three men together with the vessel's chronometer and captain's trunk. The schooner became a total loss. The shipwrecked crew were succored at the life-saving station until the 26th instant. (See letter of acknowledgment.)
Feb. 24	Naphtha launch; no name.	Fort Point, California.....	Broke adrift from moorings during the night and stranded on Point Diablo. Life-saving crew went to it with the surfboat; found the hull badly broken up, but they made a line fast from the bluff to the engine and hove taut. They awaited low water and then succeeded in hoisting out and saving the engine. (See letter of acknowledgment.)
Feb. 25	Sloop; no name.....	Fort Lauderdale, Florida	Having run out of provisions the master of this sloop applied at station for succor. The keeper furnished him with enough water and food to enable him to continue on to his destination.
Feb. 26	Am. sc. Rosalie.....	Velasco, Texas.....	Ran aground on the wing dam of the jetty. Life-saving crew boarded her and found her resting amidships upon two piles. They ran a hawser to the jetty and hove a strain upon it; shifted her deck load aft and had some bystanders stand upon her stern, whereupon she slid off and was taken to a wharf. Life-savers restowed her deck load, having found her to be uninjured.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
Feb. 27	Am. sc. May McFarland.	Long Beach, New York...	Stranded about 1 mile W. of station at 4 a. m. during a strong SE. gale with rain. Patrol burned a Coston light to signify that aid was at hand; then he hastened to station and called the crew, who ran the beach-apparatus cart along the shore to the wreck and succeeded in putting the shot line aboard upon the first trial with the Lyle gun. Upon setting up the gear the shot line was found to have fouled the whip line, and the keeper went into the surf and cut it adrift. The crew of the Point Lookout Station arrived upon the scene and assisted the Long Beach crew to land the schooner's company of seven men in the breeches buoy. They were taken to the station, given dry clothing from the supplies furnished by the Women's National Relief Association, and provided with food and shelter for the night. The schooner was a total loss.
Mar. 2	Br. sc. Frank W.....	Burnt Island, Maine.....	Stranded in Port Clyde Harbor, 4 miles from station. Surfmen boarded her and at high water put on sail and took her out past all danger.
Mar. 2	Slp. Nellie B.....	Hunniwells Beach, Maine	At 11 p. m. patrol reported this sloop sinking near the station. Crew boarded her and found that she had been overloaded with sand and that the tide was flowing over her stern. Shifted some of the sand from aft forward, after which the sloop floated in good condition.
Mar. 2	Boat belonging to sc. Mary J. Walker.	Turtle Gut, New Jersey...	Picked up on the beach by one of the station crew. The owner having made inquiry by letter, keeper sent the boat to him on the 6th.
Mar. 2	U. S. tug Massasoit..	Cape Lookout, North Carolina.	Anchored in an exposed position near Lookout Bight. Keeper boarded her and piloted her into a safe berth.
Mar. 2	Am. sc. Mary Ann...	Saluria, Texas.....	While trying to pick up Matagorda light in the darkness and fog, this schooner ran into the breakers 3 miles to the southward of the station and had to let go both anchors to keep from going ashore. Upon hearing of her plight, keeper took his crew and boarded the vessel. As the tide was ebbing and the weather calm, nothing could be done at the time and the crew went ashore and camped until daylight. Boarded her again, and as soon as a breeze sprang up put on sail, and, after picking up her anchors, took her into Pass Cavallo.
Mar. 3	Br. sc. Ronald H. C..	Brant Rock, Massachusetts.	Carried away fore topmast, foremast head, and main boom and set a signal of distress. Surfmen pulled out to her, and, at the master's request, piloted her into Plymouth for repairs.
Mar. 3	Br. str. Knight of St. George.	Cape Henlopen, Delaware.	Stranded on Hen and Chickens shoal, about 3 miles ESE. of the station, but soon backed off. Surfmen went alongside, and, at the request of the master, keeper went on board and piloted her to Delaware Bay, where a regular pilot could be found.
Mar. 3	Flatboat; no name..	Louisville, Kentucky.....	Adrift in the harbor and in danger of going over the falls. Keeper dispatched a crew in one of the station boats and they made fast to the flat and towed it to a safe mooring.
Mar. 4	Am. sc. Charmer.....	Portsmouth, North Carolina.	In attempting to make Ocracoke in a fog this vessel stranded on the bar. Crew from Portsmouth boarded her, but could do nothing further than to land the crew. Later on they took the master to Ocracoke to send a telephone message to Hatteras, to be forwarded thence to the owners of the vessel.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
Mar. 4	Am. sc. Charmer.....	Portsmouth, North Carolina.	When the owners arrived they turned the vessel over to Captain Bragg, a local pilot, but she soon went to pieces. (See letter of acknowledgment.)
Mar. 5	Am. str. Tamesi	Wallops Beach, Virginia..	Stranded on Williams Shoal during thick weather. Surfmen boarded her after a hard pull against wind and sea, and found her full of water. Took off her nine men and landed them at the station, where they remained for one day. Keeper supplied them with clothing from the supply of the Women's National Relief Association. The vessel was a total loss. (See letter of acknowledgment.)
Mar. 5	Yt. Etta May.....	Mosquito Lagoon, Florida.	At the request of the master of this vessel, the keeper furnished him with 75 gallons of fresh water from the station cistern.
Mar. 6	Am. sc. Mayflower..	Coquille River, Oregon...	In attempting the bar in a light wind this vessel drifted upon the north spit. Surfmen boarded her and took a line from her to a tug, which hauled her afloat and took her to a wharf.
Mar. 7	Am. sc. Robert Byron.	Jerrys Point, New Hampshire.	Lying in a dangerous berth when a gale sprang up. Master set a signal of distress, in answer to which surfmen pulled out to her. At the request of the master, keeper took him and his three men into the surfboat and landed them at the station. Succored them twenty-one hours, when the gale moderated. Put them back aboard the vessel, cleared chain, and hove up one anchor, leaving her riding in safety to the other.
Mar. 7	Am. sc. Homer D. Alverson.	Lone Hill, New York.....	This schooner and another were towing behind a tug in a strong southerly wind, and when off the station the towline parted and the two vessels began to drift toward shore. The head one let go an anchor, but it would not hold both vessels, and the Alverson, being in the rear, soon drifted into the breakers. The line was then cast off and she went aground. Surfmen were at hand with beach apparatus and immediately sent a line across her, landing the crew, six in number. Most of the crew remained by until the 27th, when the vessel was abandoned, a total loss. During fair weather the crew lived aboard the schooner, but in heavy weather they were succored at the station.
Mar. 7	Am. sc. William B. Steelman.	Lewes, Delaware.....	Went ashore in the fog 2 miles NNE. of the station. On account of the thick weather the vessel could not be seen by the surfmen, but as soon as they learned of the casualty they boarded her in the surfboat. The crew had reached the breakwater in their yawl and had gone aboard the hospital ship near by. Took the captain and part of the crew in the surfboat and landed them at the station; the hospital launch landed the others and also the baggage. All but the master stopped at the station. The vessel was lost and the wreck was sold at public auction.
Mar. 7	Slp. Belle	Assateague Beach, Virginia.	Stranded during snowstorm abreast Chincoteague Lighthouse. Surfmen hurried to the scene, but the vessel was so high on the beach that no boat was necessary. Took crew to the station and kept them two days. At low water took anchor well up on the beach, and put skids and jackscrews under the sloop. On the 21st helped to launch her, and she was then taken inside the harbor.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
Mar. 7	Slp. Mascot.....	Assateague Beach, Virginia.	During the same storm this sloop stranded 1¼ miles SSE. of the station. Keeper dispatched part of his crew to assist the men in getting ashore. Brought them to the station, where they remained two days. Surfmen tried to float her at high water, but were unsuccessful. Then sent to Chincoteague for a lighter, and after taking off her cargo succeeded in floating her about 5 p. m. on the 8th.
Mar. 7	Slp. Annie Crocus...	Metomkin Inlet, Virginia.	Dragging anchor during the blizzard and the two men on board set a signal for assistance. Surfmen pulled to her and found that they had lost their small boat and had no means of reaching shore. Took the sloop up the inlet to a good berth and furnished the men fuel enough to last the gale out.
Mar. 7	Sc. Willie T.....	Big Kinnakeet, North Carolina.	Dragged ashore during the gale and went up on the beach ¾ mile W. of the station. Surfmen, assisted by part of the Little Kinnakeet crew and several citizens, went to her assistance on the 18th and succeeded in getting her afloat at high water.
Mar. 7	Sc. Henrietta.....	.....do.....	This schooner went ashore under the same conditions as the foregoing. On the 10th, at the request of the master, station crew, assisted by part of the Little Kinnakeet crew, launched her where she floated at high water.
Mar. 7	Am. sc. Alfred Brabrook.	Gull Shoal, North Carolina.	About 3.40 a. m., patrol discovered this vessel ashore 2 miles NNE. of the station. He at once reported to the keeper, who called up Little Kinnakeet and Chicamacomico stations, asking their assistance. Arrived with beach apparatus opposite the vessel in about ½ hour. The gale was very heavy and the surf too high to make an attempt to board the vessel; the keeper accordingly fired a line over her. The line was found and the crew bent on a heavier line which was hauled ashore. Then sent off the whip, but, owing to strong current, it fouled so much that great delay was occasioned in clearing it, and the same trouble occurred in sending off the hawser. It was nearly 11 a. m., before the gear was in readiness for work. Then made eight trips of the breeches buoy, landing the eight persons who comprised the crew of the schooner. Took them to the station and supplied them with dry clothes from the supplies of the Women's National Relief Association. Next day boarded the wreck and brought off all of the personal effects. The vessel was a total loss. The master remained at the station for 13 days; the remainder of the shipwrecked men remained but two days. (See letter of acknowledgment.)
Mar. 8	Am. sc. Mary Gaillard.	Assateague Beach, Virginia.	Arrived in the harbor severely damaged by the storm of the previous day, having her topmast carried away, main boom broken, and some of her standing rigging parted. Set a signal for assistance and was boarded by the station crew. Master requested assistance and material to make the necessary repairs, all of which was furnished by the keeper. Spliced and slung the boom, bent sail, and set up rigging.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Mar. 9	Am. sc. Helena E. Russell.	Hog Island, Virginia.....	Stranded on the S. shoals of Hog Island. Surfmen boarded her and worked for the next two days with sails and anchors, but to no avail. On the morning of the 11th the tide came in higher than before, and they floated her and took her to a safe berth. (See letter of acknowledgment.)
Mar. 12	Slp. Startle	Wood End, Massachusetts.	Stranded on Wood End Beach during dense fog at 5.30 a. m. Surfmen found her high on the beach with her bowsprit projecting over dry land. The crew of seven had come ashore over the bowsprit. Surfmen ran a line to her stern to keep her steady, but could do nothing toward floating her as the surf was too high. Took the men to the station and gave them breakfast. On the 22d the sloop was floated by a wrecking company.
Mar. 13	Am. str. Simon J Murphy.	Muskeget, Massachusetts	About midnight, during thick weather, this vessel was seen in a dangerous position near Mutton Shoal rips. Patrol burned a Coston signal and two more were burned from the station. The vessel thereupon anchored, but in a very dangerous position. Surfmen boarded her at daylight, hoisted their boat to the steamer's davits, got her under way and piloted her around by Cape Poge and up as far as Cottage City, where they left her, and as it was blowing fresh, made Edgartown for shelter.
Mar. 14	Am. sc. Charles F. Atwood.	Plum Island, Massachusetts.	Stranded on Hump Sands, Merrimac River, and at low water was dry. Tug attempted to float her but failed. Keeper saw that the vessel would have to be lightened and offered assistance. On the 15th they took off 70 tons of sand and at high water a tug released the vessel and took her to port for repairs.
Mar. 14	Am. tug E. W. Menefee.	Santa Rosa, Florida.....	Stranded during thick weather on Munros Point, 3½ miles from the station. Crew boarded her and assisted in running a line to a tug. Line parted and tug returned to Pensacola. Later in the day two other tugs attempted to float the vessel, but both failed. On the following day at high water surfmen ran line to a steam pilot boat and she released the tug.
Mar. 14	Fish boat; no name	Fort Point, California.....	Stranded in the surf about 6 miles W. of station while trying to make a cove for shelter. Hearing distress signals from Point Bonita Lighthouse, surfmen started out after notifying Golden Gate Park and Southside stations. Found the fish boat wallowing in the surf and in danger of breaking up. Hauled it up above high-water mark and left it in charge of the owner. The other life-saving crews made good time, but arrived too late to be of any service.
Mar. 17	Am. sc. Maggie E. Davis.	Wallops Beach, Virginia..	Stranded on Fox Shoal, Chincoteague Inlet, 3⅕ miles from station. Surfmen boarded her and were shortly followed by the crew from Assateague Beach. The two crews worked together and on the next flood tide succeeded in floating the schooner without damage.
Mar. 18	Sc. Young America..	Hunniwells Beach, Maine	Anchored in a dangerous position on Wood Island bar. Surfmen boarded her and sailed her into a safe berth up the river. The vessel would doubtless have sunk in the storm which followed.
Mar. 19	Am. slp. Ada Foster.	Core Bank, North Carolina.	Parted cable and stranded 1 mile SW. of station. Surfmen boarded her on the next high tide and easily hove her off.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
Mar. 19	Fish boat Two Brothers.	Santa Rosa, Florida.....	Capsized in Pensacola Bay by a squall, but her four men were rescued by a tug. Crew of tug righted the boat, put the four men into it, and left them adrift without oars, those having been lost when the boat went over. Surfmen pulled out and assisted another fish boat in towing the derelict into the harbor.
Mar. 20	Am. sc. Sarah and Ellen.	Cape May, New Jersey ...	Anchored near Brandywine Shoal, but when the wind came out a gale from the W. she dragged over on the south shoal and was pounding heavily. Surfmen set out to her assistance, but when they arrived she had been released by tugs. Towed astern until the water was smooth enough to board her, and then assisted at the pumps. There was ten feet of water in her hold, and after getting inside the Delaware breakwater she was laid on the flats. Station crew remained by and helped to set up steam pumps and pump her out.
Mar. 21	Am. sc. William G. Gillett.	Smith Island, Virginia.....	Carried away foremast and stranded on Isaac Shoal, 5 miles from station. Master set no signal, but about 8 p. m. arrived at the station and reported the casualty. As the vessel was in no great danger, surfmen waited until the morning tide, and then went to her assistance. She had pounded over the outer bar and was about one-fourth full of water. Surfmen assisted in pumping and bailing her out, and took her into the harbor. Helped the master to transfer his cargo of oysters to another schooner.
Mar. 21	Am. sc. Charles LeRoy.	Core Bank, North Carolina.	Ran aground 2 miles W. of the station. Surfmen boarded her, laid out an anchor, and hove her afloat.
Mar. 22	Am. sc. George T. Garrison.	.....do	Beacons being down, this schooner missed her way and stranded 1¼ miles NW. of station. Surfmen went on board and at the master's request sent for a lighter. Assisted in transferring cargo of corn, and then ran an anchor and floated the vessel. Piloted her clear of unmarked obstructions.
Mar. 24	Am. sc. Rebecca A. Taulane.	Gay Head, Massachusetts.	During a gale off the capes of the Delaware on the 20th, the vessel developed a leak, the master was injured, and the crew exhausted by hard work. In this condition they put into Menemsha Bight and signaled for assistance. Station crew went on board and at the master's request sailed the vessel to Vineyard Haven. When off Woods Holl, keeper sent the master ashore in the surf boat to communicate with his owners.
Mar. 26	Catboat; no name..	Cuttyhunk, Massachusetts.	Came in from fishing grounds with broken boom and torn sail, and the master not being acquainted with the locality, keeper went out with his crew and worked the boat into Cuttyhunk Pond. The wind was too fresh for small boats to lie outside.
Mar. 26	Am. sc. S. J. Delan...	Atlantic City, New Jersey.	Struck centerboard while beating into Absecon Inlet and came to anchor on middle ground. Station crew boarded her, but as the surf was then too rough to do anything, they returned to the station. Boarded her again at low water and laid out an anchor. As the tide rose they hove on the cable and soon floated the vessel. Master slipped anchor and proceeded on his way. Station crew recovered the anchor on the following day and left it where the master could get it on his next trip.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
Mar. 26	Fish boat; no name..	Chicamacomico, North Carolina.	Capsized in a squall 1½ miles W. of station. Surfmen from Chicamacomico and Gull Shoal stations and several citizens pulled out in shad boats, rescuing the two men who had been in the boat and bringing the boat to the harbor, where they put it in trim. The rescued men went to their boarding house, close by.
Mar. 28	Slp. Winnie H.....	Santa Rosa, Florida.....	Jib stay and traveler carried away and the sloop stranded 1¼ miles E. of the station on the bay side. Surfmen went to her assistance, but the wind and sea were too heavy for boats of her size, and they hauled her out on the beach. Found that a piece of her stem had been broken off. Took the three men to the station and succored them until the next morning, when surfmen repaired the boat and launched it. Furnished the men with dry clothing from the supply of the Women's National Relief Association.
Mar. 29	Fish boat Wonder...	Paul Gamiels Hill, North Carolina.	Foundered and sunk in shoal water in Pamlico Sound, 1 mile S. of the station. Surfmen waded out to the boat, hauled it up, bailed it out, and helped the two men pick up their fish and nets.
Mar. 31	Am. sc. Mattie W. Porter.	Barnegat, New Jersey.....	Stranded on Barnegat Shoal, 1 mile NE. of station. Surfmen pulled out to her assistance and, after an hour of hard work, succeeded in getting her into deep water. Then towed her to a safe berth in the harbor.
Apr. 1	Am. slp. Kestral.....	Little Egg, New Jersey....	Flying a signal of distress, 1¼ miles S. of station. Life-saving crew pulled out to her in the surfboat and found that her main boom was broken. Fished the boom and took her safely into Little Egg Harbor.
Apr. 1	Smack Hereward...	Duranta, North Carolina..	Flying flag in rigging off the station. Life-savers pulled out to her and found that she had two men from the Diamond Shoal light-ship on board who wished to land. They were taken ashore in the surfboat.
Apr. 1	Am. sc. Ariel.....	Santa Rosa, Florida.....	While this schooner was trying to get under way from her anchorage, near the station, she drifted perilously close to the beach. The keeper promptly launched a station boat and went to her assistance. Carried out an anchor and long cable, by means of which she was hauled clear, and then the surfmen assisted to get her under way.
Apr. 3	Am. sc. John S. Davis.	Chatham, Massachusetts..	Displayed signal of distress off station. Life-saving crew pulled out to her and found that the captain was sick and desired to be put on shore. Surfmen landed him, and the schooner continued her course in charge of the mate.
Apr. 3	Am. sc. Silver Spray	Monomoy, Massachusetts	Stranded upon a recently formed shoal while passing through the old channel. Life-saving crew pulled out to her and assisted to handle her sails. When the flood tide floated her they piloted her safely through into deep water.
Apr. 3	Am. sc. Samuel Wood.	Bonds, New Jersey.....	Stranded on E. side of channel, about ¼ mile S. of Beach Haven. Life-saving crew boarded her, ran out an anchor, and succeeded in heaving her afloat. The keeper piloted her through the most dangerous part of the channel before leaving her.
Apr. 4	Am. str. Chilkat.....	Humboldt Bay, California	Capsized and went to pieces at once while trying to pass out over the Humboldt Bay bar, which was very rough. The disaster was immediately reported by the station lookout, and the lifeboat quickly manned. A hard pull of over 2 miles, through a rough sea and the

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
Apr. 4	Am. str. Chilkat.....	Humboldt Bay, California	heavy breakers on bar, was necessary before the wreckage could be reached, and this was accomplished in thirty-three minutes after the disaster occurred. No survivors or bodies were discovered in the wreckage found, but it was learned from the tug Ranger that six of the Chilkat's crew had passed out over the bar in one of her boats, and had been picked up by the steamer North Fork. Three others were taken from the surf on the beach. Eleven lives were lost in the disaster. (For detailed account see caption "Loss of Life.")
Apr. 5	Am. sc. George T. Garrison.	Core Bank, North Carolina.	Stranded about 2 miles W. of station on account of beacons being gone. Life-saving crew boarded her, threw overboard 100 bushels of shells with which she was loaded, ran out an anchor, and succeeded in heaving her afloat without damage.
Apr. 6	Skiff; no name	Chicago, Illinois, Lake Michigan.	Jammed in the ice, 3½ miles N. of station, with three boys on board. Life-savers were notified by the police patrol, but they could not use their boat on account of ice. The keeper sent two surfmen to the foot of Thirty-ninth street, where they secured a flat-bottomed skiff, and then started out to rescue the boys. After two hours of hard work they reached them, and brought both skiff and boys safely to the shore.
Apr. 6	Am. fishing tug A. A. C. Tessler.	Milwaukee, Wisconsin, Lake Michigan.	Discovered to be on fire at her dock by station lookout. Keeper immediately telephoned to fire department for the fire tug, and also sent in the regular alarm. Then the station crew hastened to the scene of fire, and were the first ones there. Upon arrival of the fire tug the surfmen ran the hose to the burning vessel with their boat, and when the fire was out, they pumped her dry with the station pump. (See letter of acknowledgment.)
Apr. 7	Am. sc. Carrie L. Payson.	Chatham, Massachusetts	The master of this schooner requested the life-saving crew to aid him to get his vessel into a safe place, as she had been carried by the ice away from the position at which she had been left by the life-savers in the early part of the winter. Surfmen went on board and, after four hours of hard work, succeeded in getting her into a favorable berth
Apr. 7	Am. str. Albert J. Wright.	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Sides cut through by the ice, became water-logged and in danger of sinking in the canal. Life-saving crew were requested to board her with their force pump to help her crew keep her afloat. They promptly responded, launched the surfboat, and went on board, where they pumped until a diver succeeded in patching her up temporarily. The surfmen then helped to take her to Sturgeon Bay, where she was docked.
Apr. 8	Am. sc. Mary E. Olys.	Hunniwells Beach, Maine.	Went adrift from her anchorage during a heavy E. wind and stranded in a dangerous position on the rocks on the north end of Dicks Island. Life-saving crew boarded her as soon as possible and found only two of her crew on board. They went to work at once to haul her off, and were successful in their efforts. After floating her, the surfmen took her to a safe anchorage. (See letter of acknowledgment.)
Apr. 8	Am. sc. James A. Gray.	Fletchers Neck, Maine.....	Anchored in a dangerous position near rocks, and set signal of distress. Life-saving crew launched the surfboat and pulled out to her; found her very near the rocks with both anchors down.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
Apr. 8	Am. sc. James A. Gray.	Fletchers Neck, Maine....	There was not space enough to get the schooner under way, so they ran a hawser to windward to another vessel, then raised the anchors and hove in on hawser until she cleared the rocks far enough to allow of making sail. Took her to a safe harbor at the mouth of the Saco River.
Apr. 8	Am. sc. J. C. McNaughton.	Durants, North Carolina	Parted her cable, stranded and sank ½ mile E. of station at 2 a. m. The Durants and Creeds Hill life-saving crews were soon on the beach abreast the stranded vessel with the beach apparatus. Shot line was quickly thrown across her, the whip hauled off and made fast in the main rigging, the hawser set up, and the crew of five men safely landed in the breeches buoy, and provided with dry clothing from the supplies of the Women's National Relief Association. The wreck became a total loss, but about $800 worth of her cargo of lumber was saved by the surfmen. The shipwrecked crew was succored for five days at the life-saving station.
Apr. 9	Sailboat; no name..	Monomoy, Massachusetts	Stranded during rough weather on the extreme S. end of Monomoy Point. Life-saving crew launched their surfboat, pulled to the stranded craft, and assisted her crew to haul her up out of reach of the tide. She was not damaged, and on the following day was launched and continued on to her destination.
Apr. 9	Am. str. John K. Speed.	Louisville, Kentucky.....	During a fresh NW. wind and strong river current this steamer became unmanageable while leaving her dock and drifted upon the point of the wing dam of the falls, sinking in about 9 feet of water. The life-saving crew was promptly alongside with their river boats and succeeded in landing all the passengers and crew, one hundred and one persons, making twenty-two trips to the wreck. The passenger's baggage was also saved. Afterwards the station crew assisted to save the vessel and cargo by transporting laborers to and from the wreck, carrying out anchors with their boats, and running lines. (See letters of acknowledgment.)
Apr. 10	Am. sc. Three Sisters.	Fire Island, New York....	Stranded on the N. side of channel while bound into Fire Island Inlet. Life-saving crew pulled out to her, ran out anchors and succeeded in floating her without damage. Piloted her into the channel and left her on a safe course to her destination.
Apr. 10	Am. sc. Mary Lorena.	Saluria, Texas.....	Owing to a strong S. wind and rough sea, this schooner could not enter Pass Cavallo through the main channel; she stood in through the breakers to the E. of Pelican Island safely, but grounded on a shifting sand spit in smooth water on the inside. Life-saving crew launched the surfboat and pulled out to her. Safe water was found ahead of the schooner, and as the wind had shifted to the E., the life-savers assisted to work the sails, forcing her into the good water and bringing her to an anchor in a safe berth.
Apr. 10	Am. str. Fulton..	Louisville, Kentucky.....	Stranded on the rocks below the cross dam of the falls while towing a barge out to the sunken steamer John K. Speed. Life-saving crew pulled to her at once, took five laborers from her to the John K. Speed, where they were engaged to work, helped to haul the barge alongside the Speed, then assisted the crew of the stranded steamer

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
Apr. 10	Am. str. Fulton.....	Louisville, Kentucky.....	to haul her off the rocks. She was floated successfully and without damage.
Apr. 11	Scow; no name.....	Old Chicago, Illinois, Lake Michigan.	Sprung a leak and in danger of sinking at the wharf at the foot of Randolph street. This scow had the Sailors' Bethel Church built upon it. Life-savers boarded the scow with their force pump, and one-half their number pumped all night, freeing it of water at 6.50 a. m. On the following day the surfmen manned a pump and kept the scow dry until the repairs were made.
Apr. 12	Sailboat; no name..	Oak Island, North Carolina.	Capsized in the Cape Fear River, 1¾ miles NE. from station, with four soldiers from Fort Caswell on board. The accident was witnessed by the surfmen at work at station boathouse, three of them immediately jumping into a skiff that was afloat near by and pulling to the rescue of the endangered men. Life-savers righted the capsized boat, taking one of the soldiers into their skiff and putting a surfman into the righted boat to manage it; they landed the whole party safely at the boathouse.
Apr. 13	Am. sc. Ebenezer....	Baileys Harbor, Wisconsin, Lake Michigan.	Set a signal of distress while anchored near the beach during a strong SE. wind. Life-saving crew pulled to her immediately; found that she had loaded heavily and was striking bottom in the rough sea. Surfmen took a 1,600-pound anchor into the surfboat and ran out 150 fathoms of hawser from the schooner, then hove in on hawser, hauling the vessel into deeper water. After four hours of hard work they succeeded in anchoring her in a safe berth.
Apr. 14	Skiff; no name.....	Racine, Wisconsin, Lake Michigan.	Discovered by the pier lookout to be drifting out into the lake with a small boy in it. The surfmen lost no time in launching the surfboat and pulling after the drifting skiff. About 3 miles ENE. of station, nearly out of sight from shore, they overtook it and found it to be half full of water. The boy had neither oars nor a bailing dish, and soon must have perished. He was taken into the surfboat, and the skiff was towed back to shore and hauled out on the beach.
Apr. 16	Am. slp. James Morrissey.	Zachs Inlet, New York...	Mast carried away about 1½ miles SW. of station during a fresh NE. wind with rain. Life-saving crew launched the surfboat and went to her assistance, hauling the sails and broken mast on board. The schooner G. W. Raymond then came along and towed the dismasted sloop safely into Fire Island Inlet.
Apr. 16	Rowboat; no name	Erie, Pennsylvania, Lake Erie.	While the occupant of this boat was crossing Erie Harbor he lost one of his oars, and, in reaching for it, tumbled overboard. He held on to the gunwale of the boat but could not climb back into it. One of the life-saving crew, seeing his plight, jumped into a rowboat and went to his assistance, bringing both the man and boat safely to the station. The rescued man was given stimulants, rubbed well, and provided with dry clothing from the stores of the Women's National Relief Association. He was soon able to leave the station none the worse for his mishap.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Apr. 16	Fish boat; no name	Ilwaco Beach, Washington.	Mooring line having parted, this boat went adrift and stranded 7 miles N. from station. The casualty was reported to the keeper of the life-saving station, who at once started after it with his crew. They found it in good condition and hauled it out on the beach above the reach of the tide to await the owner.
Apr. 17	Slp. Shrewsbury.....	Fire Island, New York...	Lost rudder and was blown offshore while fishing off Sandy Hook, N. J., containing two men. Picked up by the American schooner Maine and towed to Fire Island, where a signal was set for aid from the life-saving crew. The surfmen pulled out, took the men into their boat, anchored the sloop just outside the breakers as it was too rough to take it into the inlet, and then landed the men at station, whence they left for their homes by rail. On the next morning the surfmen launched the surf boat, towed the sloop into the inlet, and turned it over to the man in whose charge it was placed by the owners.
Apr. 17	Am. slp. Mary A. Sisson.	.....do	Stranded 1 mile NW. of station. Life-saving crew boarded her as soon as possible, but found that nothing could be done toward floating her until the next high water. Shortly after midnight they boarded her again, ran out her anchor, and succeeded in hauling her afloat without injury. They anchored her in deep water, returning to station at 6 a. m.
Apr. 17	Am. sc. H. M. Avery	Holland, Michigan, Lake Michigan.	Sprung a leak, and not able to enter harbor on account of the ice. Life-saving crew ran lines to her, assisted to warp her into harbor and alongside the dock, then they went on board of her and pumped for an hour, leaving her in a safe condition.
Apr. 19	Naphtha launch Florentine.	Louisville, Kentucky	Machinery disabled and launch anchored in the river above the cross dam of the falls. Distress signal was set upon a passing tow and life-saving crew responded quickly. The disabled launch contained no oars, and the two occupants were anxious to get to their moorings. Life-savers took the launch in tow and moored it safely in its usual place.
Apr. 20	Am. sc. Ella Crosby	Big Kinnakeet, North Carolina.	Rudder carried away about 5 miles WSW. of station; she anchored and hoisted a signal of distress. Life-saving crew boarded her, made a temporary rudder and shipped it, then took her to a safe anchorage.
Apr. 20	Flat; no name.....	Louisville, Kentucky.....	In danger of being carried over the cross dam of the falls, containing two men who had been to the sunken steamer John K. Speed. Seeing their danger the station lookout gave the alarm, and the life-saving crew quickly pulled out in one of the station boats. They safely towed the endangered boat and its occupants to the life-saving station.
Apr. 20	Am. sc. Ebenezer....	Baileys Harbor, Wisconsin, Lake Michigan.	Pounding on bottom at her anchorage near the beach during a fresh NE. wind, rough sea, and rain. She hoisted a signal of distress, and the life-saving crew went on board; found she was anchored with 200 fathoms of line and 75 fathoms of chain out. Her crew, however, could not start her off the beach; so the life-savers manned the windlass, and after four hours of hard work succeeded in heaving her out to her anchor. They assisted to make sail and the schooner started for Milwaukee.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Apr. 21	Am. sc. Mystery.....	Aransas, Texas.....	Stranded on St. Joseph Island beach, 13 miles NE. from station, during a strong northerly squall. At 8.45 a. m. the master, E Lundwald, reached the life-saving station and reported the disaster, stating that his mate, the only other man on board, was probably drowned, as they had left the vessel together but the mate did not reach shore. Captain Lundwald was much exhausted and his feet were in bad condition from walking barefooted. Life-savers gave him food and left him at the station, while they proceeded to the scene of the casualty in the Monomoy surfboat under sail. They found the body of the mate on the beach, half a mile from the wreck, the condition showing that death had taken place several hours before. They put the body in the surfboat, and continued on to the wreck and boarded her. Found her full of water, and most of her deck load of lumber washed away, together with her anchors. They threw overboard the balance of her deck load, then manned the pump and began bailing, but could not lower the water in her at all. They returned to the station with the body of the drowned man, which the master identified as that of his mate, August Van Ham. The life-savers buried the body with due ceremony. Returned to the wreck on the next morning with Captain Lundwald and some ground tackle. Worked on her for about twenty-four hours, when she began to break up, and her master abandoned her as a total loss.
Apr. 21	Am. sc. Typo.....	Point Marblehead, Ohio, Lake Erie.	Stranded ¼ mile NW. of Cedar Point on a sand bar while trying to enter Sandusky Harbor with a fair wind. Her master did not know the lead of the channel. Life-saving crew boarded her with the surfboat and assisted to handle her sails, gradually working her off into the old abandoned channel. At the request of the master the keeper piloted her into Sandusky Harbor. She was not injured by the mishap.
Apr. 21	Am. fishing tug Wayne Isbell.	Thunder Bay Island, Michigan, Lake Huron.	Struck on S. Point reef while being steered by a green hand and stove a hole in her bottom just forward of her boiler. The casualty occurred at 7 p. m., and early on the next morning a request was sent to the life-saving station for assistance. Station crew immediately launched the lifeboat and under sail and oars hastened into Thunder Bay, where they were picked up by the tug Ralph, which was going to the wreck with the owner on board. Upon reaching the wreck they found that the Ralph could not approach her, owing to shoal water, and it would be necessary to return to Alpena for a lighter and steam pump. Transferred the crew and cargo of fish from the wreck to the Ralph, then stood by all day while the Ralph went to Alpena. At 9 p. m. she returned with lighter and steam pump, and the surfmen towed the lighter alongside the wreck with the lifeboat, and then assisted to set up steam pump, which Surfman Winterhalter fired until the arrival of the wreck at Alpena. At 1 a. m. she was pumped out and hauled off the reef, the lifeboat running the towline. She reached Alpena without mishap, and the life-savers returned to station.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Apr. 22	Boat from the Am. str. General Whitney.	Mosquito Lagoon, Florida.	At 11 a. m. this boat full of men tried to land on the beach near the station. (House of refuge, no crew employed.) The keeper and his family were on the beach ready to render assistance. The third breaker capsized the boat and many of the men were caught under it. The keeper tried to reach them by throwing the heaving stick, but the distance was too great. He then went into the surf and watching his chance succeeded in dragging three exhausted men to the shore, where they were cared for by his daughter while he endeavored to save more lives. Another man reached the shore unaided, and assisted the keeper to get two bodies on to the beach, where for two hours the Service method of resuscitation was used upon them. It was unavailing, however, as they were struck and badly injured by the boat when it rolled over. No other bodies came ashore at this time in the vicinity of the station. The four survivors reported that there were sixteen men in the boat, and that they were from the American steamer General Whitney, which they abandoned in a sinking condition about 50 miles NE. of Cape Canaveral. Another boat, containing fifteen men, also left the sinking vessel, and it was afterwards learned that they landed safely near St. Augustine. On the next day nine bodies were found from 10 to 18 miles N. of the station and were turned over to the coroner. The survivors were succored at the station until transportation to their homes could be procured for them by the keeper.
Apr. 22	Am. str. Lawrence...	Milwaukee, Wisconsin, Lake Michigan.	Stranded during a thick fog about 8 miles S. of station. Life-saving crew launched the lifeboat as soon as informed of the casualty, and proceeded to the stranded steamer under sail and oars. Soon after their arrival a tug reached the scene, and the life-savers ran a towline to her. Another tug came up and they succeeded, by pulling together, in hauling the Lawrence afloat. She proceeded under her own steam to Milwaukee, where she was docked and found to be only slightly damaged.
Apr. 23	Steam barge Rival..	White River, Michigan, Lake Michigan.	Feed pipe was choked and her engineer was unable to get water into the boiler. The master went to station and requested aid of the life-saving crew, who boarded her with their force pump, and, after the feed pipe had been taken apart and cleaned, filled her boiler. She then made steam and continued her voyage.
Apr. 24	Dory; no name.....	Whales Head, North Carolina.	This dory capsized while two fishermen were trying to land on the beach in it, and both were caught underneath. Keeper of life-saving station, who was near by, witnessed the accident, rushed into the surf, and, with the aid of one of the occupants of the dory, who had extricated himself, succeeding in rescuing the other occupant who was being carried seaward. The station lookout also saw the mishap and surfmen hastened to the scene, saving the dory and $60 worth of fish.
Apr. 24	Slp. White Rose.....	Saluria, Texas.....	The captain of this sloop reported at life-saving station that he had broken his iron tiller during the storm of the 21st inst., and had been unable to repair it. The broken tiller was welded together at the station forge, and the sloop continued her cruise.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Apr. 25	Am. sc. Julia A. Berkele.	Ocean City, New Jersey...	Stranded 1 mile E. of station while trying to enter Great Egg Inlet for a harbor. Life-saving crews from Ocean City and Great Egg stations boarded her. They let go her anchor to hold her from going higher up on the shoal, and, at high water, by skillfully handling her sails, they succeeded in floating her. The keepers piloted her into a safe anchorage in Great Egg Harbor.
Apr. 25	Naphtha launch; no name.	Grande Pointe au Sable, Michigan, Lake Michigan.	Machinery disabled about 1 mile N. of station, with a fishing party of three men on board. Life-saving crew launched their surfboat and towed the disabled boat into Hamlin Harbor, a distance of 2 miles.
Apr. 29	Am. sc. Jennie.....	Cuttyhunk, Massachusetts.	Stranded during a thick fog while trying to make Cuttyhunk Harbor. Life-saving crew boarded her, carried out an anchor and tried to heave her afloat, but were unsuccessful, as the tide had begun to fall. At low water the surfmen laid out the anchor anew. At high water, about 9 p. m., the whole life-saving crew went on board and manned the windlass. They floated her, undamaged, and she stood away for New Bedford.
Apr. 29	Skiff; no name.....	Michigan City, Indiana, Lake Michigan.	Adrift off E. beach. Surfmen launched the Whitehall boat, pulled out and secured it, and restored it to owner.
Apr. 29	Fish boat; no name	Old Chicago, Illinois, Lake Michigan.	Towline parted and boat went adrift with nobody on board. Five surfmen went out in Whitehall boat and secured it, brought it to the shore, and turned it over to owner.
Apr. 29	Am. sc. Pride.....	Plum Island, Wisconsin, Lake Michigan.	Hoisted flag for assistance. Station crew boarded her in surfboat and found that her crew were unable to get away from the pier at which she was lying, the wind having shifted from S. to NE., making her berth dangerous. Her crew had failed in an attempt to carry out a kedge anchor, but the surfmen laid out two kedges with the surfboat, then boarded the schooner and assisted to heave in on hawsers. They cleared the pier, made sail, and the keeper piloted the schooner to a safe anchorage under the lee of Plum Island.
Apr. 30	Skiff; no name.....	Louisville, Kentucky.....	In danger above the cross dam of the falls, and containing one man who was helpless in the strong current. Life-saving crew pulled out hastily, took the skiff in tow, and brought it safely to station.
Apr. 30	Am. str. C. W. Moore.	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Stranded 5 miles N. of station while leaving the pier at Jacksonport. The master of the tug Sidney T. Smith stopped at station as he was going to her assistance, and requested the life-saving crew to accompany him in order to run the hawser and transfer the passengers to the tug in case it became necessary to do so. Life-saving crew manned the surfboat, which the tug towed to the stranded steamer. Upon arrival the surfmen ran hawsers to two tugboats, picking up broken lines and running them anew, and working for four hours in the heavy rain. The tugs succeeded in releasing the stranded steamer uninjured.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
May 1	Slps. Bertha and Exchange.	Sandy Hook, New Jersey.	About 5 p. m. the Bertha ran ashore on the point of Sandy Hook, and the Exchange grounded alongside her in trying to assist her off. The life-saving crew ran out anchors and succeeded in floating both the vessels.
May 1	Skiff Time.....	Louisville, Kentucky.....	While four men were returning from a fishing trip in this skiff, they pulled too close to the cross dam and were caught in the eddy. The boat was carried under the falling water and upset, throwing the men out. Life-savers manned one of the station boats, jumped the dam, rescued the four men, and took them and their skiff to the station.
May 3	Am. sc. Alice B. Phillips.	Race Point, Massachusetts.	Stranded during fog close to station at 2.15 a. m. Surfmen boarded her, but as she was in no danger and another schooner was reported ashore, keeper sent telegrams for master and proceeded to the other schooner, the Robert Byron. The Phillips lay on the beach all day, and that night her crew slept in the station. On the 4th the vessel was floated by contractors.
May 3	Am. sc. Robert Byron.	.....do.....	Stranded during fog 1½ miles WSW. of station. Surfmen boarded her and tried to heave her afloat, but were unsuccessful, and she was hogged so that she filled with water. Fire broke out on board, and the surfmen assisted to extinguish it. Landed crew and secured passes for them to their homes. The wreck was sold for $25.
May 3	Am. sc. Helena.....	Peaked Hill Bars, Massachusetts.	Stranded during dense fog 1¾ miles WNW. of station about 2 a. m. Surfmen boarded her, but as she was in no immediate danger, they left her and awaited daylight. Then took master to send telegrams, and afterwards assisted crew to take their effects ashore, as there was no immediate prospect of floating the vessel. She was turned over to contractors, who succeeded in getting her off with considerable damage.
May 3	Skiff; no name	Quonochontaug, Rhode Island.	Surfmen recovered a 9-foot skiff which was recognized as that in which Captain Crapo attempted to go from Providence to Cuba. He passed Point Judith at 6 a. m. on the 2d and was probably lost in the gale which sprang up an hour or so later. The body was found by the surfmen on June 3. (See services of crews—miscellaneous.)
May 3	Catboat Hendricks.	Short Beach, New York...	Capsized and sunk ¼ mile SE. of station. Two surfmen went out in small boat and rescued the two men who had been in the boat, took a line from the boat, and hauled it up on the beach. Station crew bailed it out and put it in trim.
May 3	Naphtha launch Alga.	Island Beach, New Jersey.	Drifted ashore near the station with nobody on board. Surfmen reached her before she grounded, but were unable to work her out against the sea. They then sent for the Toms River crew to help them, but still they could not release her. On the following day both crews worked at removing machinery and outfit and after thus lightening her they hove her up on the beach, clear of danger.
May 8	Sharpie; no name...	Great Egg, New Jersey...	Being unable to carry sail during the heavy NE. wind, this boat was carried ashore in the thoroughfare. The station crew started out at once to the assistance of the one boy who was in charge, but another boat near by took him off before the arrival of the station boat. Surfmen took the boy into their

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
May 3	Sharpie; no name..	Great Egg, New Jersey...	boat, floated the sharpie, and landed near the boy's home.
May 6	Am. sc. Mary B.....	Indian River Inlet, Florida.	Windbound and short of water and supplies. Keeper furnished master with enough to enable him to proceed to his destination.
May 6	Am. tug. Maggie Lutz.	Point Betsie, Michigan, Lake Michigan.	Fetched up on the boiler of the sunken steamer St. Lawrence, about 2 miles to S. of station. Surfmen pulled out and ran line to another tug, which floated the Lutz.
May 6	U. S. revenue cutter Nunivak.	Humboldt Bay, California.	While towing up the coast behind the cutter Rush, the Nunivak sprung a leak and had to be taken into port for repairs. In answer to a signal from the Rush the station crew went out, and at the request of the commanding officer of that vessel they boarded the Nunivak and relieved the crew at the pumps for six hours. Took dispatches ashore to the nearest telegraph office.
May 7	Am. sc. Wild Pigeon.	Cranberry Isles, Maine...	Stranded on east side of Southwest Harbor. Surfmen boarded her, laid out an anchor, lightened her of part of her cargo, and tried to float her. The water was not high enough, however, and they left her until the next high tide. Later on they learned that the schooner's crew had succeeded in working the vessel afloat unaided.
May 9	Am. sc. Clara Rankin.	Fletchers Neck, Maine....	Fouled anchor and dragged on to the rocks ¾ mile N. of the station. Surfmen boarded her and laid out an anchor, but the tide was too low for them to release her. On the next high water they returned to her and were making some progress, when a tug came along, and the master of the schooner engaged her to float his vessel. Tug hauled the schooner off and took her to a wharf.
May 9	Fish boat; no name..	Cape Disappointment, Washington.	Capsized in the breakers on Republic Spit, throwing two men into the water. Surfmen rescued one, and the other was picked up by fellow fishermen. Boat and net drifted down upon the wreck of the Great Republic, and the boat was slightly stove. Surfmen succeeded in getting it clear and then set to work on the net. Several other nets had drifted against the wreck, and it took nearly six hours to recover them. Surfmen took the rescued man and his net to the station and cared for him over night.
May 9	Fish boat; no name	Point Adams, Oregon.....	In danger of capsizing on Clatsop Spit. Surfmen pulled to the rescue, and, making fast a line to the boat, towed it into smooth water.
May 10	Sharpie; no name...	Lone Hill, New York.....	Adrift in the bay; station crew towed it to the station and held it until claimed.
May 10	Sharpie; no name...	Ashtabula, Ohio, Lake Erie.	Capsized ½ mile NE. of station, throwing three men into the water. Surfmen pulled to their assistance at once, but a small boat which was near by reached them first. Surfmen righted the boat, bailed it out, took the men into the surfboat and towed the sharpie to the station, where they hauled it out.
May 10	Am. sc. E. T. Judd...	Saint Joseph, Michigan, Lake Michigan.	Had the boiler of the wrecked steamer City of Duluth lashed alongside and was lying at the N. pier. Wind springing up, the schooner was pounding heavily against the pier and surfmen helped move her away. Later on the vessel was endangered by the pounding of the boiler and the station crew boarded her, staying by her all night to keep her clear of the boiler.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
May 10	Am.str. Satisfaction	Sheboygan, Wisconsin, Lake Michigan.	Machinery disabled about ¾ mile E. of station and the tug was rapidly drifting ashore. Surfmen ran a line from her to the pier and hove her alongside, where her own crew could make the necessary repairs.
May 11	Naphtha launch Veery.	City Point, Massachusetts.	Dragged ashore in the fresh breeze and rough sea and was in danger of pounding to pieces. Station launch towed her to a safe anchorage.
May 11	Am. tug Cornelia.....	.....do	Stranded in Dorchester Bay. Station crew transferred the thirteen passengers ashore and the tug floated at high water.
May 11	Skiff; no name	Milwaukee, Wisconsin, Lake Michigan.	A small boy shoved off this skiff and jumped aboard without any means of propulsion, and the wind carried him offshore. Surfmen pulled out and towed the boat back.
May 11	Am. str. Thomas Davidson.	Baileys Harbor, Wisconsin, Lake Michigan.	Stranded on Cana Island, 7 miles ENE. of station. Surfmen worked in company with divers and wreckers for the next four days, tending lines and working at the jackscrews. Their services then being unnecessary, they left her in charge of the wreckers, who floated her on the 20th.
May 12	Sloop; no name.....	City Point, Massachusetts.	Capsized in Dorchester Bay and the three men who had been on board were rescued before the arrival of the surfmen, who righted the boat and towed it to the station.
May 12	Am. sc. Gen'l J. L. Selfridge.	Great Egg, New Jersey...	Stranded in beach thoroughfare, ¾ mile from the station. At high water surfmen boarded her and hove her off, taking her to a safe anchorage.
May 12	Am. str. Ferdinand Schlesinger.	Plum Island, Wisconsin, Lake Michigan.	Stranded on 9-foot shoal, about 2 miles S. of the station. Surfmen boarded her and at request of master carried message ashore for a tug. Returned to the vessel and remained by her all night. Next morning, tug not having arrived, they took messages for owners and another tug. On their return found that a tug had arrived. Assisted in throwing overboard part of the cargo of iron ore and the tug then tried to float the steamer. Failing in this they jettisoned more cargo, and upon the arrival of another tug, both took hold and succeeded in releasing the vessel.
May 12	Fish boat; no name	Point Adams, Oregon.....	Caught in the breakers on Clatsop Spit while trying to pick up a net. Surfmen pulled to the relief of the fishermen and hauled the boat into smooth water. The net had to be cut, but was afterwards recovered.
May 13	Am. sc. Nelson.....	Muskallonge Lake, Michigan, Lake Superior.	Foundered in a fierce NW. gale some 18 miles WNW. of station, about 2.30 p. m., and all hands were drowned with the exception of the master, who was washed ashore upon a piece of the schooner's cabin, to which he had managed to cling. Those drowned consisted of a crew of seven men and an infant son of the master. The first intimation the life-saving crew had of the disaster was the arrival of Captain Haganey at the station in an exhausted condition. The crew gave him stimulants and dry clothing and cared for him until he had fully recovered. The vessel was a total loss. (See letter of acknowledgment.)
May 14	Sloop; no name.....	City Point, Massachusetts	Stranded near Thompsons Island. Station launch was sent to her relief and towed her to Dorchester.
May 14	Sloop; no name.....	.....do	Sails blown away and the sloop in danger of being carried to sea by the ebb tide. Station launch towed her to an anchorage in Pleasure Bay.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
May 14	Dory; no name.....	Brant Rock, Massachusetts.	While two men were hauling their lobster pots the slats gave way and the men fell upon the gunwale, capsizing the boat. They clung to the dory until rescued by the station crew, who also towed the dory ashore.
May 15	Am. sc. Sidonia.....	Sabine Pass, Texas.....	Sprung a leak and master ran her up on the flats near the quarantine station to keep her from sinking. Surfmen boarded her, threw overboard part of her cargo of sand, hove her afloat, and took her to the station wharf, pumping and bailing all the way. Arr ving there, they transferred her cargo to the wharf, hove her down and calked the leak. Next morning they reloaded her and she continued her voyage.
May 16	Slp. Restless.....	Gurnet, Massachusetts....	Stranded on sand spit ¼ mile from station about 9 p. m. Station crew boarded her, hove her on an even keel, and when the tide served, put on sail and worked her afloat. Took her into Saquish Cove.
May 16	Slp. Vigilant.....	North Beach, Maryland...	Driven up on Ditch Shoal by the wind and sea. The tide did not rise high enough to make it possible to float the vessel until the 23d, when the surfmen and several fishermen released her by means of scows, which they lashed alongside at low water and when the tide came in the scows lifted the sloop afloat.
May 16	Am. sc. J. M. Spaulding.	Sturgeon Point, Michigan, Lake Huron.	While lying at wharf at Greenbush, 9 miles S. of station, wind came out fresh from NE., binding the vessel to the wharf, and master scuttled her to keep her from pounding to pieces. Next day he sent a messenger for the life saving crew, who immediately responded. Upon their arrival they plugged the hole, battened down hatches, manned pumps, and by midnight had her afloat and dry. (See letter of acknowledgment.)
May 17	Slp. Nina.....	City Point, Massachusetts.	Stranded on Thompsons Island, 2 miles SE of station. Launch went to the place and brought the three men from the boat to the station and afterwards transferred them to City Point Recovered the sloop next morning.
May 17	Am. sc. Triumph.....	Assateague Beach, Virginia.	Lying in outer harbor with a sick man on board. Keeper detailed one of the surfmen to pilot her into Chincoteague where a physician could be procured.
May 17	Yawl from slp. Miriam.	Erie, Pennsylvania, Lake Erie.	Capsized and swamped 1½ miles ENE. of station, throwing the occupant into the water. Surfmen rescued the man and attempted to tow the boat in, but the line parted and they proceeded without it. At the station the man was stripped, rubbed down, and given dry clothes from the supply of the Women's National Relief Association. Surfmen then went out and brought in the yawl, bailed it out, and put it in trim.
May 18	Sailboat; no name..	Louisville, Kentucky.....	In danger, near the wing dam of the falls, with two men on board Surfmen pulled to their relief, and towed the boat into safe water.
May 18	Catboat; no name..	Old Chicago, Illinois, Lake Michigan.	Adrift in the basin and dragging down on the breakwater. Keeper sent out part of his crew in the Whitehall boat, and they towed the catboat back to its anchorage.
May 19	Catboat Nancy Hanks.	Fourth Cliff, Massachusetts.	Surfmen assisted the owner of this boat which had been ashore since the great storm of last November, to move it down near the channel, where it would float at high water.
May 19	Am. sc. Lulu Guy...	Holland, Michigan, Lake Michigan.	Stranded near the inner end of the south pier. Station crew assisted to heave her out into the channel.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
May 20	Shell; no name.....	Duluth, Minnesota, Lake Superior.	While two men were out practicing in this boat it capsized and threw them into the water. Surfmen started to their assistance at once, but the men were picked up by another boat which accompanied the shell. Surfmen righted the boat and towed it to a wharf.
May 20	Rowboat; no name	Old Chicago, Illinois, Lake Michigan.	Capsized with two men alongside station incline. Surfmen helped the men out and hauled the boat up on the incline, where they bailed it out.
May 21	Sip. Britannia.....	Gilberts Bar, Florida.....	Struck on a sunken wreck 4 miles NW. of station and stove a hole in her bottom. Master had to beach her to keep from sinking. At his request keeper of station assisted in patching the hole so that the sloop could reach a marine railway.
May 21	Am. sc. Olga.....	Brazos, Texas.....	Stranded on shoal ¾ mile NE. of station. Surfmen boarded her, laid out an anchor and hove a strain on the hawser. As the tide came in the vessel was gradually worked afloat without sustaining any damage.
May 21	Sip. May...	Oswego, New York, Lake Ontario.	Capsized ½ mile W. of the station, throwing four boys into the water. Surfmen started out immediately, but another boat close by rescued the boys and took them to the shore. Surfmen towed the sloop to a wharf, righted it, bailed it out, and took it to the owner's wharf.
May 21	Am. str. O. O. Carpenter and sc. Emma E. Ty-on.	Muskallonge Lake, Michigan, Lake Superior.	While loading lumber at Deer Park, near the station, a fresh north wind sprang up, making it dangerous for the vessels to lie there. The steamer cast off and attempted to tow the schooner away from the wharf, but the wind forced the latter upon a sand bar. Steamer blew four whistles as a distress signal, to which the station crew immediately responded and assisted in running lines and heaving the schooner off the bar, working from 8.30 to 11 p. m. (See letter of acknowledgment.)
May 22	Am. sc. Addie	Indian River Inlet, Delaware.	Stranded on the bar while standing out. Master set a signal of distress, to which surfmen promptly responded. At master's suggestion the deck load of lumber was thrown overboard, as the vessel was leaking rapidly. Surfmen then pumped out as much water as possible, worked her off the bar, and sailed her into the harbor. She afterwards filled and settled on the bottom. The flood tide drove most of the deck load into the inlet and the station crew picked it up in the interest of the master of the schooner.
May 22	Catboat; no name..	Duluth, Minnesota, Lake Superior.	Capsized by a squall close by the station, throwing a man into the water. Two of the station crew rescued him with the dingey and towed the catboat to the station, where they bailed it out.
May 24	U. S. str. Major Mackenzie.	Louisville, Kentucky.....	Stranded on the wing dam of the falls near the foot of Seventh street. Surfmen worked on her three days and then, with the assistance of a tug, succeeded in floating her and dropping her down over the falls.
May 25	Am. sc. Florence Pearl.	Monomoy, Massachusetts.	Stranded on Shovelful Shoal and opened her seams so that it was impossible to keep her free of water, and she had to be abandoned. Surfmen saved personal effects of crew and landed the three men who had comprised the crew. Local wreckers saved the cargo of fish and nets. The vessel afterwards drifted off the shoal and broke up.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. May 25	Yawl; no name.....	Buffalo, New York, Lake Erie.	While a man was crossing the river near the station in the yawl he saw a tug bearing down on him in such a way that a collision seemed inevitable. The man jumped overboard and called for help. Two surfmen went to his assistance in a small boat, rescued him, and put him in his yawl, which was only slightly injured.
May 26	Scow; no name.....	Sullivans Island, South Carolina.	Adrift and being carried to sea by the ebb tide, with one colored man on board. Patrol discovered the scow about 2.30 a. m and at once reported to keeper. Boat was launched and the surfmen soon found the scow and anchored it. When the tide turned they towed it to a safe anchorage. The colored man was much frightened, as he had neither food nor water and very little clothing. Surfmen gave him food and some clothing.
May 26	Am. sc. Amelia.....	San Luis, Texas.....	Struck on middle ground of San Luis Pass and stove in her bottom, soon filling so that the crew of three and the four passengers had to take to the rigging. Patrol made them out and tried to get some fishermen to help him rescue them, but they refused. He then ran to the station and reported the casualty. Surfboat was at once manned, but before her arrival at the schooner, all hands had been taken off by another vessel. They were landed at the station and for the next two days they and the surfmen tried to save the vessel. She was too far gone, however, and they had to content themselves with stripping her of sails, rigging, and spars. Part of her cargo of cotton, beeswax, and honey was recovered by private parties.
May 26	Flatboat; no name..	Louisville, Kentucky.....	Two boys, totally unacquainted with the river or with the management of a boat, were seen to be in imminent danger of going over the falls to certain destruction. A boat's crew from the life-saving station hurried to their assistance and arrived in time to tow the flat to a place of safety.
May 26	Rowboat; no name..	Duluth, Minnesota, Lake Superior.	Overloaded with lumber and swamped near inner end of canal. Surfmen towed it to wharf, unloaded it and bailed it out.
May 26	Launch Marie.....	South Haven, Michigan, Lake Michigan.	Mistook beacon and stranded 200 yards SW. of station. Surfmen pulled out to her and after 35 minutes' hard work succeeded in releasing her.
May 27	Sailboat; no name..	City Point, Massachusetts.	Sought shelter alongside the station on account of the fresh breeze. When the wind moderated station launch towed the sailboat to its landing.
May 27	Rowboat; no name..	South Chicago, Illinois, Lake Michigan.	Two inexperienced men, while out on the lake in a rowboat, broke one of their oars and the offshore wind was carrying them out. Surfmen pulled out to them, towed the boat to its landing and set the men ashore.
May 28	Sip. Pilgrim.....	City Point, Massachusetts.	Stranded on the flats at the SE. end of Governors Island on the ebb tide. Station launch stood by the sloop until the tide came in and then hauled it afloat.
May 28	Am. str. Minnie E. Kelton.	Pointe aux Barques, Michigan, Lake Huron.	During thick fog stranded off New River, 3½ miles NW. of station. Master sounded distress signals and surfmen pulled out, having no little difficulty in locating the vessel. Upon boarding her, keeper was requested by the master to carry ashore message for tugs and lighters. This done, crew returned to the steamer and as soon as the tugs arrived they ran lines to them. Then assisted in transferring cargo, and at 4.30 a. m., the 29th, the

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
May 28	Am. str. Minnie E. Kelton.	Pointe aux Barques, Michigan, Lake Huron.	steamer was released. (See letter of acknowledgment.)
May 28	Fish boat; no name..	Cape Disappointment, Washington.	While the two men in this boat were attempting to recover their net, the heavy current set them dangerously close to the breakers. Surfmen pulled to their assistance and towed the boat out into smoother water.
May 28	Fish boat; no name..	.....do.....	Another fish boat stranded a short distance from the station at 9.15 p. m. Station crew pulled to the scene and assisted the men to get the boat afloat.
May 29	Sailboat Grasscutter.	Erie, Pennsylvania, Lake Erie.	Capsized a short distance from the station, throwing one man into the water. Surfmen pulled to the spot, picked up the man, towed the boat to the landing, and put it in trim.
May 29	Am. str. Fern.....	Thunder Bay Island, Michigan, Lake Huron.	Fetched up on the rocks about 300 yards from the station during a rain squall, and, in attempting to back off, broke one blade of the screw and snapped the shaft so that the screw dropped off. Surfmen carried out an anchor, took the line to the steam winch, and succeeded in working the vessel afloat; then towed her into the harbor. Next morning the crew picked up the screw, telephoned for a tug, and, upon the arrival of the latter, towed the Fern out where the tug could take hold of her.
May 29	Launch Marie.....	Grand Haven, Michigan, Lake Michigan.	Machinery disabled while the boat was about 6 miles S. of the station. Surfmen pulled down to her and towed her to a safe berth inside the harbor, where the necessary repairs were made.
May 30	Catboat Stag, yawl Jeannette. slps. Circe and Elfrida.	City Point, Massachusetts.	These small craft became disabled by wind squalls during the afternoon which carried away their masts and sails. They were all towed to places of safety by the station launches.
May 30	Rowboat; no name..	Cleveland, Ohio, Lake Erie.	While towing out of harbor behind a tug this boat capsized, throwing three men into the water. One man sank immediately, and the other two were rescued by the pier lookout of the life-saving station. Crew dragged for and after 2½ hours recovered the body of the man who was drowned. (For detailed account see caption "Loss of Life.")
May 30	Fish boat; no name..	Cape Disappointment, Washington.	Capsized on Peacock Spit and two men were drowned. (For detailed account see caption "Loss of Life.")
May 31	Am. barge Tyler.....	Galveston, Texas.....	Parted moorings about 3 a. m. and drifted against the rocks of the jetty, staving a hole in her side. Master—the only person on board—set ensign union down and then pulled to the quarantine station to telephone for assistance. At daylight the lookout discovered the signal and reported to the keeper, who telephoned the owner to send a tug, and then proceeded with his crew to the scene. The surfmen were closely followed by the steam pilot boat Mamie Higgins, and they at once ran a line to her and she pulled the Tyler clear. By this time the owner had sent a tug down and the barge was turned over to her. Surfmen picked up several chairs which had been washed overboard, and put them aboard the Higgins.
May 31	Fish boat; no name..	Golden Gate Park, California.	Capsized ⅛ mile N. of the station, throwing the sole occupant into the water. The weather was so thick that the casualty could not be seen by the station lookout, and the report was given by a civilian who had been driving opposite the scene. The surfmen at once started out, but before they arrived the man was rescued by other fishermen. Surfmen took the man into their

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
May 31	Fishboat; no name..	Golden Gate Park, California.	boat and towed his fish boat up toward San Francisco. The Fort Point crew soon came along, and as the weather was squally the boat and man were turned over to them, while the crew from Golden Gate Park went back to watch for other casualties.
June 1	Gasoline launch Farragut.	City Point, Massachusetts.	Became disabled on account of lack of fuel when about ⅛ mile SE. of Castle Island. The station launch was sent to its assistance and towed it to the landing at City Point.
June 1	Slp. Tyrant	.....do	Capsized about 1¾ miles WSW. of station by a sudden squall. Keeper and four surfmen hastened to the assistance of the one occupant whom they took into their launch from the bottom of the capsized boat. They righted the sloop, bailed it out, towed it to the landing, and hauled it up on the beach. The rescued man at once hastened to his home for dry clothing.
June 2	Am. sc. yt. Crusader	Old Chicago, Illinois, Lake Michigan.	Towline parted while in tow of the steamer Soo City, and the master, having only one hand on board, could not manage her. The life-saving crew boarded her, and, as the steamer continued on her way, they made sail, taking her safely back into port.
June 2	Am. str. Antelope....	Coquille River, Oregon ...	Listed over and sank during the night while on the beach for repairs. Her stern lay toward the beach and at high tide only her wheelhouse and part of after cabin were out of water. Life-saving crew boarded her with surfboat and ran two wire cables under her bow, taking them to the windlass of the schooner Parkersburg. After a hard day's work they succeeded in heaving the bulwarks awash. During the following night, however, one of the cables parted, and the station crew turned out and secured her with new lines from another schooner and from a tug. On the next morning they succeeded in raising her rail above water and in bailing her out. She was not injured by the casualty.
June 3	Am. str. Northern King.	Duluth, Minnesota, Lake Superior.	Stranded in the channel about 1 mile SW. from station during a gale of wind. Life-saving crew boarded her and ran out her anchor; then, as her master wished nothing more to be done until the weather moderated, they returned to station. On the following morning she released herself without damage.
June 4	Sailboat; no name.	.....do	Capsized with three boys on board about 5 miles NNE. from station. The life-saving crew were notified of the casualty by telephone as it was not visible from the station. They immediately launched the surfboat and under oars and sail proceeded to the scene, where they learned that the boys had been picked up safely by a rowboat. They recovered the sailboat and delivered it to its owner.
June 4	Sloop; no name.....	Frankfort, Michigan, Lake Michigan.	Capsized about 300 yards N. of station in Betsey Lake with two men aboard. Station lookout gave the alarm, the surfboat was launched, and within four minutes the life-savers hauled the two men out of the water safely. After the surfmen had righted and bailed out the sloop the rescued men again took charge of it.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. June 4	Am. slp. yt. Neva...	Old Chicago, Illinois, Lake Michigan.	Mast carried away by a strong gust of wind, while sailing with a pleasure party aboard, about 4½ miles SSE. of station. Her condition was observed by some people on shore who notified the keeper of the life-saving station by telephone. The surfmen proceeded to the distressed vessel with the surfboat in tow of the tug Mosher, and ran a towline from the yacht to the tug which towed the sloop into the harbor.
June 4	Am. sc. O. M. Nelson.	Plum Island, Wisconsin, Lake Michigan.	Stranded on Pilot Island, 2¼ miles SE. of station, during a southerly gale with fog. Life-saving crew were notified of the disaster by four blasts, in quick succession, of the fog signal at the Pilot Island Light-station. They at once went to the Island in the Mackinaw boat, but, when near the wreck, found that owing to the shallow water and high sea around her they would need the station surfboat After a hard pull to the station and back with the surfboat they found the crew of the schooner on the bowsprit where they had taken refuge to avoid the heavy seas which were breaking over her. Placed the boat about 50 feet to leeward, threw a heaving line on board, and then with all the surfmen at the oars except two, who made ready to catch the endangered crew as they should spring into the boat, the keeper, watching his chance, brought it alongside. The captain's daughter was received first, then, one by one, all the crew (6) were taken off. Reaching the station without mishap the rescued party were furnished with dry clothing from the Women's National Relief Association and succored until the following day, when the life-savers again visited the wreck and recovered the personal effects of her crew. A wrecking tug arrived later and tried to release the stranded schooner but failed. On June 6 and 7 the surfmen assisted to strip the wreck, saving her anchors, chains, sails, and all the running rigging. The hull was a total loss.
June 5	Sloop; no name.....	City Point, Massachusetts	Capsized by a sudden squall while crossing Dorchester Bay with six men on board. The life-saving crew immediately went to the rescue in the station launch, finding four of the men clinging to a small skiff which was in tow of the sloop, nearly full of water, and rapidly sinking under their combined weight. The other two were upon the bottom of the capsized sloop, which was entirely submerged and gradually sinking. The surfmen hauled them all into the launch, took them to station, and gave them proper restoratives. They were also furnished with dry clothing from the supplies of the Women's National Relief Association. The capsized boat was towed to station, and upon the flood tide making, it was taken to City Point and bailed out.
June 5	Slp. Rose.....	.....do.....	At 9.30 p.m. the station lookout discovered that something was wrong with this sloop, and a boat from station was promptly sent to her. She was partially filled with water and unmanageable in the heavy sea and fresh wind. The surfmen took charge of her, landing the two occupants at City Point.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
June 5	Flat; no name.....	Louisville, Kentucky.....	Caught in the reaction of the water below the cross dam of the falls. The occupant was a boy who, seeing the peril of his position, jumped overboard and gained the guiding dike. The station crew launched their boat and rescued him and then secured the flat and towed it to the shore.
June 6	Am. sc. James L. Maloy.	White Head, Maine.....	Stranded 5 miles NE. of station on a sunken ledge while beating through Muscle Ridge Channel. Keeper of the life-saving station employed three surfmen (inactive season) and boarded her in station dory. Carried out anchors, kedged her off uninjured, and assisted to work her safely through the channel.
June 6	Sloop May.....	City Point, Massachusetts.	Became unmanageable during squally weather and was being carried seaward fast by the strong ebb tide, her crew consisting of three men. The station lookout discovered their perilous plight and the keeper sent the station launch to their assistance. The launch took the sloop in tow and safely landed the men on the beach.
June 6	Catboat Live Wire..	.....do	Capsized with two boys on board during a squall. Station lookout witnessed the casualty and the keeper immediately sent the station launch to the scene. The boys were clinging to the bottom of the capsized boat in an exhausted condition and unable to hold on longer. They were taken to the station, supplied with dry clothing from the stores of the Women's National Relief Association and made comfortable until able to go home. The boat was delivered to its owner.
June 6	Am. str. Waverly.....	Point Betsie, Michigan, Lake Michigan.	Stranded during foggy weather on southwest point of South Manitou Island, about 23 miles NNE. from station. The master of a fishing tug informed the life-savers of the casualty and they immediately went to the scene in tow of a tugboat. The surfmen worked all night, running lines and handling cargo, but the tug was unable to release her. On the next morning the engineer found it necessary for the tug to go to Frankfort to have a piece of the machinery repaired. The life-saving crew stayed by the stranded steamer, and, as the wind began to blow fresh and the sea to make, the keeper advised that all hands should land in the surfboat while they were able to do so safely. Landed the crew of thirteen people, including three women, who were cared for by the inhabitants of the island. When the storm abated the life-savers took the master on board again, finding the steamer on the reef and full of water. Two wrecking tugs came from Frankfort with steam pumps, and as the life-saving crew could be of no further assistance they returned to the station much exhausted by their hard labor and loss of sleep. The tugs saved the vessel, but she was much damaged.
June 7	Catboat; no name...	Knobbs Beach, Massachusetts.	Stranded on Ipswich Beach, 4½ miles S. of station, during a fog. Lighthouse keeper notified the life-saving station by telephone. Keeper (inactive season, no crew,) went in station dory by way of Ipswich River to the stranded boat, and found it high up on the beach with its crew safe on board. At high tide he hoisted the sail and, with the help of the boat's crew and a volunteer surfman, succeeded in launching it, then piloted it safely into Ipswich Harbor.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
June 7	Catboat Topsy.....	Cuttyhunk, Massachusetts.	Became disabled about 1 mile NW. of station by the pulling out of a bolt in the masthead, thereby letting the peak of the gaff drop. The occupant signaled for help and the acting keeper went out in his sailboat, gave the disabled boat a line and towed it into Cuttyhunk Pond.
June 7	Am. str. Huron City	Muskallonge Lake, Michigan, Lake Superior.	Drifted on a sand bar about 300 yards NW. of station while leaving Deer Park dock to seek shelter from a strong W. wind. Life-saving crew at once boarded her and helped to heave her back to the dock. Then they ran a line with the surfboat to the lumber dock to hold her to windward. She was then able to get away safely and run to Grand Marais for shelter.
June 7	Am. sc. William Aldrich.	Plum Island, Wisconsin, Lake Michigan.	Stranded on a shoal about 2 miles S. of station. Life-saving crew boarded her and shifted about 25 cords of firewood from forward to the after part. A fishing tug pulled on her, but, failing to release her, went away Then the surfmen threw overboard about 50 cords of wood and ran out a kedge anchor. The wind being fair they set the foresail and head sails, then by heaving in on line to kedge hauled her off, sailed her to a safe anchorage, and on the following day recovered the kedge and returned it.
June 8	Slp. Tabasco.....	City Point, Massachusetts.	Missed stays and being carried rapidly toward the iron pier by the strong tide. Station patrol gave her a line from his rowboat and towed her clear.
June 8	Rowboat; no name	Old Chicago, Illinois, Lake Michigan.	Towline parted and boat went adrift while towing behind a dump scow. Surfmen pulled out and secured it, returning it to owner.
June 8	Slp. yt. Britannia.....	Baileys Harbor, Wisconsin, Lake Michigan.	Stranded on a shoal 7 miles ENE. of station during squally weather. Life-saving crew boarded her in the surfboat, finding her pounding heavily on the bottom and a heavy sea running. They tried to force her over the shoal with her sails, but were unsuccessful. Then they carried out an anchor with the surfboat, went over the side, and after working four hours in the water managed to heave her off the shoal. They pumped her out, and as it was blowing a gale, with heavy rain, the keeper took her into harbor for shelter.
June 9	Am. str. J. S. Crouse	White River, Michigan, Lake Michigan.	Machinery disabled about 6 miles NW. from station. Life-saving crew pulled out to her in the surfboat, took a line from her, and towed her into harbor for repairs. They gave the towline to a tug after reaching the harbor.
June 10	Am. sc Julia A. Berkele.	White Head, Maine.....	Struck by a heavy squall which carried away her fore topmast while passing through Muscle Ridge Channel. She anchored in the channel and the life-saving crew boarded her. They cleared away the wreckage, repaired the rigging, and put her in shape to continue her voyage.
June 10	St. yt. Gertrude.....	Buffalo, New York, Lake Erie.	While steaming down the Niagara River this small yacht missed the channel and stranded in the rapids off Bird Island pier. Her crew of two men were taken off by a river skiff as she was in danger of being rolled over by the strong current. Station crew went out to her, put a surfman on board to steer, and then attempted to tow her out of her perilous position with the surfboat. After a hard pull they succeeded in taking her to the pier where she was delivered to her owner.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
June 10	Slp. yt. Ina.....	Old Chicago, Illinois, Lake Michigan.	Sprung a leak by pounding against the dock to which she was moored. Upon being informed of the mishap the life-saving crew took their force pump and boarded her in the Whitehall boat, finding her half full of water. After pumping for about 1½ hours they freed her of water, and then they succeeded in stopping the leak.
June 11	Am. sc. George E. Lane.	Burnt Island, Maine..	Stranded on The Kegs about 2 miles NW. by W. from station. Keeper obtained the services of four volunteer surfmen (inactive season, no crew employed) and boarded the stranded schooner in the surfboat. They carried out an anchor and hove a strain on cable, then, as she was leaking, they manned the pumps and kept the water down as much as possible. At high tide, by making sail and heaving in on windlass, they forced her off the rocks and took her into Georges Island Harbor, where they found that the estimated cost of necessary repairs would be about $200.
June 11	Catboat Medusa.....	Duluth, Minnesota, Lake Superior.	Capsized about 2½ miles S. of station during a moderate gale. Life-saving crew hastily pulled to the scene but the sole occupant had been picked up by a naphtha launch before their arrival. They righted and bailed out the capsized boat for the owner.
June 11	Fish boat; no name..	Golden Gate Park, California.	Swamped ¾ mile N. of station during a strong NW. wind and heavy sea. Life-saving crew immediately launched their lifeboat and rescued the occupant, pulling almost on top of the swamped boat in order to get the man, who was too much exhausted to help himself in the least. The boat drifted on shore, and, owing to the strong head wind and flood tide, the surfmen could not pull back to station, so they went to Fort Point Station. Upon returning to their station after the wind had abated, they found that the lookout had hauled up the boat as far as possible and secured the fishing gear.
June 12	Slp. yt. Mary Clifford.	City Point, Massachusetts.	Stranded at 9.30 p. m. on a ledge off Castle Island, 1¼ miles ENE. from station. Station patrol launch went alongside soon after she struck and gave her a line, hauling her off without damage. There were six people on board, two of whom were women. Being much frightened, the women were landed by the patrol launch at City Point; the rest sailed the yacht in to the landing.
June 12	Scow; no name.....	Beaver Island, Michigan, Lake Michigan.	Stranded in front of station while entering Beaver Harbor in tow of a tug. Hawser parted while the tug was trying to float it. Keeper of life-saving station, with a volunteer, went out in Whitehall boat and ran a new line from tug to scow. Then they sounded around the scow, directing the master of the tug which way to pull in order to release it. In about twenty minutes the scow came off without damage.
June 12	Am. sc. S. A. Wood..	Plum Island, Wisconsin, Lake Michigan.	Dragged her anchors and stranded on Middle Shoal, ½ mile NNE. of station, at 12.30 a. m. during squally weather with a high sea. At 3.40 a. m. the station lookout discovered her signal of distress and the life-saving crew immediately went on board in the surfboat. They made a boom of cedar ties and discharged part of her cargo of ties into it. Then, as she had 65 fathoms of chain out on port anchor, they began to heave in on windlass and soon succeeded in floating her. A line was run

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Services of crews—Continued

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
June 12	Am. sc. S. A. Wood..	Plum Island, Wisconsin, Lake Michigan.	to another schooner in the anchorage and she was warped into a safe position. Owing to the heavy sea, the boom parted, but over half the ties were recovered by the surfmen. The schooner was not injured.
June 13	Slp. yt. Katie M.....	City Point; Massachusetts.	Adrift in the bay about ½ mile NW. of station, having parted her moorings. Station launch went after her and towed her back to her moorings, where the surfmen let go her anchor to hold her fast.
June 14	Gasoline launch; no name.	.....do.....	Engine became disabled and crew pulled launch alongside station. Keeper saw at once that the packing around cylinder head had burned out. He removed the cylinder head and put in new packing, after which the launch proceeded on its way.
June 14	Slp. Alta Vista.....	Big Sandy, New York, Lake Ontario.	Anchored at 9 p. m., about 1 mile offshore, in the lake, during squally and threatening weather, and abandoned by her crew, which consisted of a man and his wife. Before the surfmen could reach the sloop a stiff squall drove her on the beach about 2 miles N. of station, but they hauled her afloat, and with the surfboat they towed her into North Wind Gap for shelter. The rescued persons were succored at the station for the night.
June 14	Lighter Olson.....	Duluth, Minnesota, Lake Superior.	Pounding against pier during a NE. gale and liable to become much damaged. Life-saving crew went on board and hauled it inside the cribwork, securing it to a clump of piles so that it lay safely.
June 14	Am. str. Mary A. McGregor.	Frankfort, Michigan; Lake Michigan.	Stranded on the outside bar during a thick fog and sounded signals of distress. Life-saving crew immediately launched their surfboat and went to her in tow of the tug E. D. Holton. They sounded around the stranded steamer and then the tug began to pull on her, having her afloat in less than two hours. She continued her voyage and was apparently uninjured.
June 14	Skiff; no name.....	Racine, Wisconsin, Lake Michigan.	Adrift on the lake. Life-saving crew launched the surfboat and pulled out, secured the skiff and towed it to the shore, where it was turned over to its owner.
June 15	Br. sc. Wabashene...	Marquette, Michigan, Lake Superior.	Sprung a leak while rolling in the trough of a heavy sea, and towed into Marquette Harbor. She was moored to a dock and allowed to settle to the bottom, being timber laden. Life-saving crew boarded her on the 18th instant, and as there was no local diver, Surfman Woodcock volunteered to go down in diving outfit and stop leak if possible, but found that she lay too deep in the soft mud to locate any leak. Life-savers then started to pump her out, and continued the work on the following day, when the surfman went down again and reported that the bottom was much strained and that it would be necessary to dock her.
June 15	Fish boat; no name	Point Adams, Oregon.....	In danger of drifting upon Clatsop Spit during a strong NW. wind and while picking up a fish net. Surfmen pulled alongside and gave a line to the endangered boat, towing it clear of the spit.
June 16	Gasoline launch Lottie.	City Point, Massachusetts.	Engine disabled about ½ mile WNW. of station. Station launch went to its relief, towing it to the landing in Pleasure Bay.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
June 16	Am. sc. Susie.....	San Luis, Texas.....	Stranded 4 miles W. of station. The keeper discovered from station lookout that she was aground and boarded her in station small boat with a volunteer surfman (inactive season, no crew employed). They carried out a heavy anchor in station boat and assisted the crew of the schooner to heave a strain upon it. Then the tide began to fall, and the keeper and surfman remained on board all night in order to be on hand at high water. On the flood tide, the next morning, they made sail and began to heave in on windlass. She came up to her anchor slowly and finally floated; then the keeper piloted her into San Luis Pass, and she set her course for Velasco.
June 17	Gasoline launch Edith.	City Point, Massachusetts.	Engine disabled, and adrift in Dorchester Bay with a party of six people on board. Station launch towed the disabled boat to its landing at Dorchester.
June 17	Sloop Alesha.....	.....do.....	Stranded on SE. side of Castle Island with five people on board. Station launch was sent to its assistance and hauled it off without damage.
June 17	Scow; no name	Muskegon, Michigan, Lake Michigan.	While this scow with nobody on board was in tow of the steamer Frank Woods, about ¼ mile outside of Muskegon Harbor, the towline slipped from its fastenings on the steamer and ran overboard. The scow began to drift rapidly toward the beach, and the steamer sounded signals for assistance. Station crew hastily boarded the scow and worked very actively at hauling in the hawser while the steamer came near enough to throw a heaving line on board, to which the hawser was bent and then hauled to the steamer again. When the scow was once more in tow the steamer was only a length away from dangerously shoal water.
June 17	Am. sc. Lotus.....	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Sprung a leak and made harbor with crew exhausted by hard work at the pumps. Life-saving crew helped to make her fast to the dock, and then manned the pumps while the schooner's crew obtained rest and sleep. The surfmen stood by the schooner all night and cleared her of water. On the following day the master hired more hands, and as his crew had slept all night, he sailed for Chicago.
June 18	Catboat Jeannette...	Cleveland, Ohio, Lake Erie.	Adrift with no one on board, and being carried toward the high cliffs about 4 miles W. of station. Life-saving crew pulled out after it, finding it half full of water. They bailed it out, towed it in to a dock, where they secured it, and notified the owner of its whereabouts.
June 18	Am. str. Germanic and Am. sc. Emma C. Hutchinson.	Crisps, Michigan, Lake Superior.	The steamer Germanic had the schooner Emma C. Hutchinson in tow, and both vessels stranded about 4½ miles W. of station during a thick fog. Life-saving crew from Crisps Station boarded the steamer, followed shortly afterwards by the crew of Two Heart River Station. They shifted about 25 tons of iron ore from forward to the after part of the vessel, and then she succeeded in backing off. They then ran a hawser from the schooner to the steamer and she succeeded in releasing her consort. Both continued their voyage uninjured. (See letter of acknowledgment.)

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
June 18	Am. sc. D. A. Wells..	Grand Haven, Michigan, Lake Michigan.	Anchored near the end of north pier at 10.45 p. m. and burned a torch. Life-saving crew boarded her at once with the surfboat, and found that her master wanted to be towed into the harbor. Surfmen took her line and towed her to the pier with the surfboat. Then they tracked her up the river, making her fast to the pier in a safe position.
June 18	Naphtha launch Topsey.	Old Chicago, Illinois, Lake Michigan.	Machinery disabled about 4 miles S. of station with five people on board. Life-saving crew went to their assistance with the surfboat in tow of a tug which picked up the launch and towed it to shore.
June 18	Sailboat Anna.....	Kenosha, Wisconsin, Lake Michigan.	Stranded 1 mile N. of station during a heavy squall. Life-saving crew launched the surfboat and went to its assistance, hauling the boat up out of danger from the sea. On the next day the crew of the stranded boat launched it again without damage.
June 18	Am. sc. R. P. Mason.	Kewaunee, Wisconsin, Lake Michigan.	The master of this schooner requested the life-saving crew to help him to recover an anchor which he had lost some time previously while anchored outside the harbor. The life-savers went out in the surfboat and soon located the anchor; they helped the schooner's crew to heave it on board.
June 20	Am. str. H. B. Tuttle.	Point Marblehead, Ohio, Lake Erie.	Stranded 12 miles NE. by N. from station on Long Point Reef. Life-savers went to her in the surfboat in tow of a tug; they sounded around her and ran a hawser to the tug, which, however, was unable to release her. The life-savers returned to station, the crew of the stranded steamer being in no danger. On the following day a larger tug succeeded in floating her without injury.
June 21	Sloop Omar.....	City Point, Massachusetts.	Stranded on the S. side of Castle Island, about 1½ miles ENE. from station. Life-saving crew went on board in the station launch and took its crew of three men to the landing at City Point. At high water the life-savers boarded the stranded sloop again, hauling it afloat and towing it safely to City Point.
June 21	Am. sc. Indian Bill.	Grand Haven, Michigan, Lake Michigan.	Pitching badly and in danger, while lying at the end of the N. pier, on account of the heavy swell which was rolling in. Life-savers turned out at midnight and tracked her up the river to a safe position.
June 22	Am. sc. Genevieve...	Burnt Island, Maine.....	While anchored in Burnt Island Cove and while her crew were away baiting their trawls, this schooner dragged dangerously near the rocks. Keeper of life-saving station (inactive season) boarded her and, with the assistance of a man in a dory, ran a line to a mooring buoy. Then they hove up the anchor and hauled the schooner clear of the rocks to a safe position.
June 22	Am. sc. Florence	Gurnet, Massachusetts.....	Drifted on shore, about ½ mile NE. from station, while getting under way in a rough sea. Keeper with one volunteer surfman (inactive season) went to the beach abreast the stranded vessel, finding the sea breaking over her and part of her crew landing in a dory. The two life-savers helped them ashore; then took the station dory, pulled outside, and boarded the wreck, only to find that the rest of the crew had landed, and that they could do nothing for the schooner, as she was full of water and every sea making a clean sweep over her. At the station the master of the ill-fated vessel requested the keeper to

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
June 22	Am..sc. Florence.....	Gurnet, Massachusetts.....	transport him to town, which was done, and he procured the services of a tugboat, but the wreck began to break up before the tug arrived. At low water the crew began to strip her, the hull becoming a total loss.
June 22	Yacht Nahma.....	Cold Spring, New Jersey.	Stranded 3 miles E. of station. Keeper sent at once for three volunteer surfmen (inactive season) and upon their arrival they all proceeded to the beach abreast the stranded yacht on bicycles. They boarded her with a small boat, and, after the tide began to flood, they succeeded in hauling her afloat with only her centerboard damaged slightly. Keeper took her into Cold Spring Inlet.
June 22	Fish boat; no name..	Ottawa Point, Michigan, Lake Huron.	Swamped by a heavy sea and sunk in the surf about 2 miles NE. of station. Life-saving crew pulled to the scene of the casualty, and succeeded in placing skids under the sunken boat. Then by means of a capstan on shore they hauled it high enough on the beach to permit its being bailed out, after which they hauled it clear of the sea.
June 23	Sloop; no name.....	City Point, Massachusetts.	Dragged its anchor with no one on board and drifting down the bay with the ebb tide. Two surfmen from station boarded it in small boat, anchoring it securely near station. On the following day the owner came to station and claimed it.
June 23	Fish boat; no name	Cape Disappointment, Washington.	Swamped and drifted across Peacock Spit about ¾ mile SSW of station. The two occupants and their seine were picked up by another fish boat which was close by at the time of the mishap. Life-saving crew recovered the boat and towed it to station. Keeper furnished the two men who were taken from the water with dry clothing from the stores of the Women's National Relief Association.
June 24	Sailboat; no name..	Fletchers Neck, Maine.....	Capsized about ½ mile ENE. of station during a squall. Keeper hearing the cries of the two occupants, launched a dory and pulled with all possible haste to the men, who were clinging to the bottom of the capsized boat. He hauled them safely into the dory; then, with the assistance of two volunteers (inactive season) who had arrived at the scene of the mishap, he righted the sailboat and towed it to the shore.
June 24	Slp. yt. Albatross.....	City Point, Massachusetts.	Hoisted signal for assistance. Life-savers boarded her, finding that the owner had four women on board, and that, owing to the smallness of his yawl and the roughness of the bay, he could not land them with safety. They were taken into the station launch and landed without harm.
June 24	Slp. Velma.....	.....do.....	Struck by a heavy squall and shipped much water. The man in charge anchored off Thompsons Island for shelter, where the station patrol boarded her. Three female passengers on board were wet through, frightened, and wished to go on shore. Life-savers took them to station, gave them warm drink and dry clothing from the supplies furnished by the Women's National Relief Association, and then landed them safely.
June 24	Slp. Satanic.....	.....do.....	Capsized by carrying too much sail in squally weather. The station launch hastened to the scene of mishap, but the crew of two young men were picked up before its arrival by a small boat which happened to be in the vicinity. One of the men, being much exhausted, was taken to the station where he was

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. June 24	Sip. Satanic.....	City Point, Massachusetts.	rubbed, given dry clothing from stores of the Women's National Relief Association, and put to bed. On the next morning he was able to go to his home. The life-saving crew righted the capsized boat and towed it to the beach.
June 25	Catboat Alice	Townsend Inlet, New Jersey.	Stranded on Townsend Inlet Bar, 1¼ miles SE. of station, while trying to enter inlet. Keeper of life-saving station procured the services of six men (inactive season) and boarded her with surfboat. The life-saving crew went over her side into the shoal water, and, by shoving and hauling, managed to get her into a slue where they could make sail and enter the harbor. She was not injured.
June 27	Small sailboat; no name.	City Point, Massachusetts.	Listed over by a sudden gust of wind, and filled with water. The station launch reached the boat as it was about to sink from under the two occupants. They were taken into the launch and put on board their yacht; their boat was freed from water and delivered to them by the life-savers.
June 27	Sloop; no name.....	.....do	Capsized about 2⅕ miles SW. of station while the occupant was climbing up the mast to clear the jib. Station lookout reported the mishap and launch hastened to render assistance. Upon arrival at the scene the life-savers found that the sole occupant had been picked up by a boat which was in the immediate vicinity of the accident. The surfmen towed the capsized boat to the beach and bailed it out.
June 27	Flat; no name.....	Old Chicago, Illinois, Lake Michigan.	Parted moorings and went adrift. Station lookout pulled out and towed it to station, where it was claimed by owner.
June 28	Sloop Sally C.....	City Point, Massachusetts.	Missed stays and fouled a pier in a rough sea. Station launch went to her assistance, towing her clear of the pier and to a safe anchorage.
June 28	Sloop Little Peter...	.... ..do	Broke adrift from her moorings and stranded ¼ mile NW. of station. Surfmen went to her in station launch, hauled her afloat, and towed her to a secure anchorage.
June 28	Steam launch Atlantic.	Point Lookout, New York.	Machinery disabled and launch stranded 2 miles W. of station. Keeper, assisted by two volunteers (inactive season), hauled it up on the beach out of reach of the surf; then the keeper drove to railroad station with the crew of two men. On June 30, the machinery having been repaired, the keeper and same two volunteers hauled the launch off the beach in good condition.
June 28	Catboat; no name..	Fort Niagara, New York, Lake Ontario.	Caught out on the lake about 2 miles NW. of station in a severe storm. Station lookout saw that the boat was in difficulty and that the occupant would not be able to make shore. The life-savers pulled out in large lifeboat, took the sole occupant of the catboat, a boy, into the lifeboat and started back to station with the catboat in tow. After proceeding about a mile the wind increased in violence, and as they could make no headway it was necessary to cut the catboat adrift. Even then they found that they could not make the entrance to the river, as the current, sea, and wind were all against them; so they ran for the Canadian shore where they landed safely in the lee of a dock, pulling the lifeboat into a small creek for shelter and letting it remain there all night. The catboat came ashore afterwards and was picked up by some fishermen and returned to owner.

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
June 28	Am. scs. Waleska and Cora.	Ludington, Michigan, Lake Michigan.	These schooners were endangered by being driven against the south pier by the heavy sea and wind when they were entering the harbor. Life-saving crew went over to the pier in the Whitehall boat, took their lines, and tracked them up to secure berths.
June 28	Am. sc. Una	White River, Michigan, Lake Michigan.	Sprung a leak, water-logged, and about to sink 6 miles NW. of station. Station lookout saw her burn a torch at 3 a. m., and keeper immediately telephoned for a tug, but was unable to get one. At 4 a. m. the life-savers pulled out to her in the surfboat, finding 6 feet of water in her hold, and her crew ready to abandon her. They went on board and manned the pumps, bailing with buckets at the same time, and after three hours had her so nearly free from water that they were able to make sail for the harbor. When within 1 mile of entrance a tug met them and towed the schooner in. After anchoring her, the surfmen worked for six hours at pumping and repairing the leak, leaving her in a safe condition to continue her voyage.
June 28	St. yt. Herbert C.....	Michigan City, Indiana, Lake Michigan.	Anchor became unstocked and vessel dragged toward the beach while at anchor in lee of the east breakwater with only a ship keeper on board, during a northerly gale. Life-saving crew boarded her in Whitehall boat with the station hawser and anchor. They let go the anchor in a safe position, then hauled the yacht out to it where she lay securely until the gale abated.
June 28	Sc. yt. Nelson.....	Old Chicago, Illinois, Lake Michigan.	Foremast carried away by a sudden gust of wind while six boys were out in her, sailing for pleasure. Life-saving crew pulled out in the surfboat and towed the dismasted yacht in to railroad wharf.
June 28	Catboat Neptune....	.....do	Adrift with no one on board and full of water, the towline having parted while it was in tow of the schooner yacht Nelson. Life-savers picked it up, as it was drifting rapidly toward the east breakwater, towed it to station and hauled it out. The owner came to station and claimed the boat on the next day.
June 28	Am. sc. J. B. Kitchen	Racine, Wisconsin, Lake Michigan.	While moored to pier in an exposed position, a fresh wind sprang up and the sea made rapidly, endangering the vessel. The harbor tug being away, the life-saving crew went on board and helped to haul her up the pier to a more sheltered berth.
June 28	Am. sc. Surprise.....	Milwaukee, Wisconsin, Lake Michigan.	Dragged anchor during a NE. gale and drifted against the north pier, where she lay pounding heavily. Life-savers went to her on the tug Knight Templar, boarded her and made towline fast, then the tug towed her into the harbor to a secure anchorage.
June 28	Fish boat Nancy L..	Two Rivers, Wisconsin, Lake Michigan.	Capsized about 2½ miles SW. of station. Life-saving crew launched the surfboat, and with a fresh fair wind soon reached the scene of the casualty, finding the two men who had been in the boat clinging to the foremast and nearly exhausted. Surfmen hauled them into the surfboat and started for the station, making each of the men pull an oar to warm up. A tug appeared, however, and they were transferred to her in order to get warm in boiler room. The capsized boat was secured by the surfmen, and the tug towed both it and

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Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
June 28	Fish boat Nancy L.	Two Rivers, Wisconsin, Lake Michigan.	the surfboat into the harbor. Surfmen hauled the fish boat alongside a dock and bailed it out, finding it slightly damaged, but still containing most of the fishing gear.
June 28	Am. sc. Iris.....	Plum Island, Wisconsin, Lake Michigan.	The schooner Pride dragged her anchor near station during an easterly gale and fouled the schooner Iris, carrying away the latter's jib boom and cathead. Surfmen boarded the Iris and assisted to haul the wreckage on board, together with both jibs which lay in the water alongide. The surfmen then transported the master to Detroit Harbor, that he might obtain the services of a ship carpenter. Surfmen assisted to find suitable material for new jib boom and cathead, and did all the blacksmith work at station forge.
June 28	Am. sc. Parkersburg.	Coquille River, Oregon.....	Stranded during a NW. gale and strong flood tide, while entering the mouth of Coquille River. Life-saving crew boarded her at once in surfboat, ran an anchor out into the channel, and succeeded in heaving her afloat. Owing to the strong wind and tide, however, she grounded again after drifting up the river some distance. Surfmen again carried out the anchor and also ran a line to wharf. After heaving her afloat once more they warped her alongside the wharf and found her to be uninjured. Then they hoisted the anchor with the surfboat and put it on board the schooner.
June 29	Naphtha launch Queen.	Point Marblehead, Ohio, Lake Erie.	Parted her mooring lines, went adrift, and stranded at 3.30 a. m., during a NE. gale with high sea. Station patrol aroused the owner and life-saving crew, who boarded the launch at once, taking with them a heavy tackle by means of which they hauled it up on the beach out of danger.
June 29	Slp. yt. Alpha.....	Holland, Michigan, Lake Michigan.	Capsized in Black Lake, about 1 mile ENE. of station, during a fresh northerly breeze. Life-saving crew hastened to the assistance of the single occupant, hauling him into the surfboat, righting the sloop, and towing it to the owner's boathouse.
June	Yawl; no name.....	South Haven, Michigan, Lake Michigan.	The yacht Klondike entered the harbor, and her master reported that he had lost his yawl out on the lake, about 4 miles N. of station. Life-savers went out in the supply boat, recovered the yawl about 4 miles SW. from station, and delivered it to the yacht uninjured.
June 30	Am. sc. Harvest Home.	White Head, Maine.....	Struck by a heavy squall while passing through Muscle Ridge Channel, carrying away her fore topmast head. Keeper with four volunteer surfmen (inactive season) boarded her and set up tackles for temporary stays for the masts. Then they cleared away the wreckage and made temporary repairs, which enabled the schooner to sail homeward with safety.
June 30	Am. str. Joseph S. Fay.	Marquette, Michigan, Lake Superior.	Struck a rock and lost her propeller near the end of iron-ore dock. Life-saving crew boarded her, and the master requested assistance to recover the propeller. They obtained a diving outfit, and, as there was no local diver, one of the surfmen went down and hooked a chain around one of the blades by means of which it was hoisted on board the steamer.

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SERVICES OF CREWS (MISCELLANEOUS).

Date.	Service rendered.	Station and locality.	Nature of casualty.
1898.			
July 2	Rescue from drowning.	Old Chicago, Illinois, Lake Michigan.	A man swimming near the station was taken with cramps and called for help. Surfman jumped into the skiff and rescued him just as he was about to sink.
July 2	Body found	Ilwaco Beach, Washington.	Keeper found a body on the beach 2 miles north of the station and sent word to the coroner, taking charge of the remains until the arrival of that officer.
July 3	Rescue from drowning.	Shark River, New Jersey.	Alarm being given that two men were in danger of drowning at the bathing beach about 400 yards from the station, one of the surfmen jumped into a fishing skiff and, assisted by the bathing master, rescued the drowning men and brought them ashore.
July 3	Resuscitation.....	Charlotte, New York, Lake Ontario.	Upon notification that a man was in the State Naval Reserve building apparently drowned, station crew hurried over and by practicing the Service methods succeeded in bringing about complete resuscitation.
July 3	Fire extinguished...	Cleveland, Ohio, Lake Erie.	Lookout having reported a fire in a lot of piles about ½ mile from the station, keeper notified fire tug and started out in the surf boat, towing the fire scow. The tug arrived shortly after the station crew and the latter then transferred the firemen to the dock and all hands fought the flames for an hour and a half, when they were under control and the surfmen left the firemen to complete the work. Next morning at 5.30 the piles were on fire again, and the surfmen and firemen returned and in about an hour had the fire out.
July 3	Transportation.....	Grindstone City, Michigan, Lake Huron.	About 8 p. m. station crew pulled to the Port Austin Reef Lighthouse and brought ashore the keeper on account of sickness in his family.
July 3	Fire extinguished...	Old Chicago, Illinois, Lake Michigan.	Fire having broken out in lumber yard across the river, keeper notified the fire tug and sent five surfmen to assist the firemen to put out the flames.
July 3	Body secured	Golden Gate Park, California.	By request of coroner, keeper took crew and secured a body lying on the beach near the Cliff House.
July 4	Recovery of body...	City Point, Massachusetts.	Station crew recovered and delivered to the police the body of a man drowned at the bathing beach on the previous day.
July 5	.....do.....	Point Marblehead, Ohio, Lake Erie.	A man having reported to the keeper that while fishing he had hooked the body of a drowned man, surfmen repaired to the scene, recovered it, and later turned it over to the coroner.
July 5	Transportation.....	North Manitou Island, Michigan, Lake Michigan.	Station crew carried six persons in the surf boat out to the main channel and put them on board the steamer for Chicago.
July 6	Fire extinguished...	Pamet River, Massachusetts.	Keeper and crew assisted residents from sunset to 5.30 a. m. in putting out a fire in the forest bordering on the beach.
July 6	Recovery of body...	Cleveland, Ohio, Lake Erie.	At 11.30 p. m. keeper detailed three of the crew to drag for the body of a woman drowned from the pier at the foot of Erie street. They found it in about ½ hour and gave it in charge of an undertaker.
July 7	Transportation	Plum Island, Wisconsin, Lake Michigan.	In answer to whistles from the steamer Milwaukee, station crew pulled out and landed two passengers destined for Plum Island.
July 8	Recovery of body...	Evanston, Illinois, Lake Michigan.	Word being brought to the station at 5 a. m. that a man had just drowned in a deep hole 800 yards S. of the station, surfmen hastened to the spot, some on foot, some on bicycles and others in boats, and immediately began a search for the body. They soon located it and hauled it out on the shore, where

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1898.			
July 8	Recovery of body...	Evanston, Illinois, Lake Michigan.	they attempted resuscitation by the Service method for over an hour, but meeting with no success, were forced to abandon the effort and turned the body over to the coroner.
July 10	Assistance at fire....	Saint Joseph, Michigan, Lake Michigan.	The Hotel St. Joseph, situated a short distance from the station, took fire about noon and burned to the ground. During the progress of the fire the station and several dwellings in the vicinity were in danger, and the crew called the tug Andy, coupled the station hose to hers and saved the station and all the adjacent dwellings.
July 10	Rescue from drowning.	Old Chicago, Illinois, Lake Michigan.	While the schooner G. J. Boyce was towing out of the harbor behind the steamer Isabella Boyce, a man signaled for a boat to take him off the schooner, and one of the station crew, putting out in a skiff, took the man on board and started back for the station. When the skiff was just clear of the schooner, the man got up to wave his hand to some one on the steamer, and in so doing fell on the gunwale and upset the boat. The surfman dragged him onto the bottom of the overturned boat and held him there until a line was hove them from the schooner, when the man held on to the line until picked up by the station Whitehall boat, which immediately put out to the rescue. In the meantime, the cook of the steamer had jumped overboard to help in the rescue, and the surfmen took him into their boat and set him aboard his vessel. They then started for the station, picking up the skiff and the surfman first mentioned on their way. The rescued man lost his hat and the keeper gave him a new one.
July 12	Rescue from drowning.	Monmouth Beach, New Jersey.	A fish boat containing six men capsized in the surf near the station while returning from the fishing grounds. Three of the surfmen and several fishermen who were close by, jumped into the water and rescued all of the men, but one was nearly gone and had to be carried home. Soon afterwards he was taken with severe pains in the chest, and the keeper treated him so successfully that when a physician arrived there was nothing further to be done.
July 12	Recovery of body....	Cleveland, Ohio, Lake Erie.	Learning that a body had been seen floating in the lake about 2 miles offshore, station crew pulled out and brought it ashore and gave it in charge of the coroner.
July 12	Fire extinguished...	.....do.....	Crew took their fire buckets and put out a small blaze that started in the dock about 200 yards from the station.
July 13	Recovery of body...	Old Chicago, Illinois, Lake Michigan.	Seeing a commotion in a slip near the station, crew hurried over and learned that a boy had been drowned while swimming. One of the crew dived several times but failed to locate the body, and the grapnels had to be resorted to. After dragging 1½ hours surfmen recovered the body and turned it over to the police.
July 14	Transportation.....	Duluth, Minnesota, Lake Superior.	An old shipmaster was lying very ill at a point about 2 miles S. of the station, and desired to be taken to the hospital. Surfmen pulled down in their boat and carried him to the canal, where the ambulance was in waiting.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1898.			
July 16	Recovery of body...	Louisville, Kentucky	At 8 p. m., learning that a colored man had been drowned at the foot of Floyd street, keeper sent out a crew in one of the station boats, and they soon recovered the body and gave it in charge of the proper authorities.
July 17	Rescue from drowning.	Southampton, New York	Seeing a bather apparently unable to reach the shore, one of the surfmen plunged in and brought him to the beach.
July 17	Recovery of body...	Charlotte, New York, Lake Ontario.	Learning that a man had been drowned while attempting to swim ashore from a yacht, keeper and crew went out in the station boat, and after dragging about one-half hour, recovered the body. Worked at resusciation for over an hour, but to no avail, and the coroner then took charge of the remains.
July 17	.....do	Ludington, Michigan, Lake Michigan.	During the afternoon the station crew dragged an hour and brought up the body of a boy drowned in the morning out of sight and hearing of the lookout.
July 19	.....do	Buffalo, New York, Lake Erie.	At 10.45 p. m., surfmen were called out to grapple for the body of a man drowned while unloading a steamer alongside a wharf. Crew recovered it in about fifteen minutes and gave it in charge of relatives.
July 19	.....do	Cleveland, Ohio, Lake Erie.	After dragging about one-half hour, station crew found the body of a boy drowned while swimming in the old river bed. Turned it over to an undertaker.
July 19	Rescue from drowning.	South Chicago, Illinois, Lake Michigan.	Keeper and one of the crew hurried out in a small boat and saved from drowning a drunken man that jumped from his boat into the river near the station.
July 20	.....do	Chicago, Illinois, Lake Michigan.	A boy having fallen into the water from a pier near the station, crew hastened to the scene, some in the Whitehall and some on foot, and assisted a fisherman, who had caught the boy, to haul him up on the pier.
July 22	.....do	Cleveland, Ohio, Lake Erie.	A boy having fallen into the river and sunk 120 yards from the station, crew put out immediately and recovered the body within three minutes; put into practice the Service methods of resuscitation and the boy soon revived. In two hours he was quite well and the keeper gave him a boy's outfit from the stores of the Women's National Relief Association and sent him home.
July 22	Recovery of body..	Saint Joseph, Michigan, Lake Michigan.	Crew recovered the body of a man drowned from a schooner in the harbor and gave it in charge of the coroner.
July 23	Transportation.....	Thunder Bay Island, Michigan, Lake Huron.	Keeper gave transportation to a doctor from Alpena to the assistant lightkeeper's house to attend to a sick woman, and later carried him back to the town.
July 23	Recovery of body...	Duluth, Minnesota, Lake Superior.	Learning that a body was floating in the lake about 1½ miles S. of the station, keeper sent one man to haul it out and another to notify the coroner, who went to the place and took charge of the body. It was identified as that of the fireman of the tug Record, sunk in the canal June 2. (See Report for 1898.)
July 24	.....do	Louisville, Kentucky	Keeper sent one of the station boats with crew to drag for the body of a boy drowned at the foot of 28th street, and after a few minutes' work they recovered it and turned it over to the proper authorities.
July 25	Body found	Mecox, New York.....	A body was found on the beach 1 mile west of the station, and was given in charge of the proper authorities.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1898.			
July 25	Body found	Hereford Inlet, New Jersey.	Keeper sent three of the crew in small boat to drag for the body of a man drowned near Grosse Sound bridge on the 24th. After two hours' work they recovered the body and one of the men brought it to the station by rail, where an undertaker took charge of it.
July 25	Rescue from drowning.	Buffalo, New York, Lake Erie.	While on lookout near the lighthouse, Surfman Schindler heard cries of distress from one of several bathers near by, and not having time to pull the alarm gong, divested himself of part of his clothing and sprang in to the rescue. Upon reaching the man he swam with him to the pier and pulled him out on some piling until some of the other bathers came up with a boat. They put the man into the boat, face down, and expelled as much water as possible from his lungs. By this time the rest of the surfmen, having been apprised of the accident by a passing tug, arrived in the surfboat and took the man to the station, whence he proceeded home.
July 25	Recovery of body	Cleveland, Ohio, Lake Erie.	Three of the crew went 4 miles up the river and dragged for an hour trying to recover the body of a boy who was drowned while bathing. The drag fouled some sunken piling and the effort was abandoned for the day. Returning next day with a new drag, they found the body in about twenty minutes and gave it in charge of an undertaker.
July 26	Transportation	Muskegon, Michigan, Lake Michigan.	Station crew launched surfboat and conveyed a woman out on the lake and set her on board her husband's steamer.
July 26	Recovery of body	Old Chicago, Illinois, Lake Michigan.	A tug picked up the body of a man floating off Sixteenth street and brought it to the station. Surfmen hauled it up on the incline and notified the police.
July 28	....do	Cape May, New Jersey	Upon information that the body of a negro had washed up on the beach 1 mile E. of the station, crew went to the place and hauled it out and then notified the coroner.
July 29	Fire extinguished	Pentwater, Michigan, Lake Michigan.	Surfman on pier watch from 8 to 10 p. m. put out a fire that had started in the woodwork of the pier.
July 29	Recovery of body	Old Chicago, Illinois, Lake Michigan.	Lookout reported a body floating a short distance S. of the station. Crew took the surfboat and towed it to the station and the keeper notified the police.
July 30	Shelter and succor	Cuttyhunk, Massachusetts.	Five men, the crew of the schooner William L. Elkins, stranded on the Sow and Pigs Reef, arrived at the station in their own boat and were given food and shelter for one day. They then proceeded by steamer to New Bedford, having made arrangements with local wreckers for the release of the vessel.
July 31	Recovery of body	Point Allerton, Massachusetts.	In response to a message, crew pulled to Nantasket Beach and at once began to search for the body of a man drowned while attempting to rescue a boy. Recovered the body and worked four hours at resuscitation, but failed to restore animation.
Aug. 1	....do	Ship Canal, Michigan, Lake Superior.	A man was reported to have been drowned while at work on a dump scow. The life-savers went to the scene and recovered the body, which was turned over to the father, and the coroner was notified by the keeper.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1898.			
Aug. 1	Rescue from drowning.	Shoalwater Bay, Washington.	The station lookout heard a man across the cove cry for help. The fog was very thick at the time and nothing could be seen farther than 100 yards. The life-savers launched the whaleboat, pulled across the cove and found a man with his bicycle on a narrow spit up to his waist in water. He told the keeper that he had been traveling along the beach on the previous evening, when the thick fog shut in and he camped on the beach all night, setting out again in the morning. It being still foggy, he followed along the beach which led him out on a narrow sand spit at low water. The tide soon began to flood and, as he was too bewildered to find his way back to the high beach, he would undoubtedly have drowned in an hour longer had it not been for the life-savers. They took him to the station and furnished him food, also dry clothing from the Women's National Relief Association supply.
Aug. 2	.....do	Old Harbor, Massachusetts.	As one of the surfmen was crossing the harbor in a small boat he heard a cry for help, and upon pulling in the direction of the sound saw a man struggling in the water, whom he hauled into the boat and took to the landing. The man soon recovered his strength and told the surfman that he was in bathing, when, not being acquainted with the strength of the tide, he lost his footing and was carried out into the harbor in spite of his efforts to gain the shore
Aug. 2	Assistance at fire....	Eatons Neck, New York..	A large barn was discovered to be on fire near life-saving station, whereupon the crew hastened to the scene and rendered valuable assistance in preventing the flames from spreading to adjacent buildings.
Aug. 3	Searched for body...	New Shoreham, Rhode Island.	A fisherman reported to keeper that his comrade in a small fishing boat had been drowned, and requested assistance in recovering the body. The crew went to the place indicated in the surfboat and dragged for the body for two hours, but without success.
Aug. 4	Aid to injured man.	Monmouth Beach, New Jersey.	The patrolman saw a man fall from a bicycle while riding at great speed along the beach, and proceeding immediately to his assistance found him unconscious. Upon regaining his senses he said that he boarded at Seabright, and wished to be taken there. His head was badly bruised and the patrolman carried him to station, where the keeper discovered that his collar bone was broken. A carriage was summoned and he was sent to his boarding place.
Aug. 5	Resuscitation.....	Quoddy Head, Maine.....	A boy was taken from the water at Lubec apparently drowned. The keeper of the life-saving station took charge and was successful in resuscitating him with the aid of a local doctor.
Aug. 5	Transportation of body.	Saint Joseph, Michigan, Lake Michigan.	Keeper of station was notified by telephone that the body of a drowned man had washed up on the beach, 3 miles S. of St. Joseph Harbor, and he was requested to transport it to St. Joseph. Three surfmen took the body in a small boat and delivered it to the coroner.
Aug. 10	Rescue from drowning.	City Point, Massachusetts	A woman fainted while bathing in Pleasure Bay. The life-saving patrol promptly went in after her and carried her to the shore, where she soon recovered.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1898.			
Aug. 11	Recovery of body...	Watch Hill, Rhode Island	The keeper of the life-saving station was awakened at 11.30 p..m. by cries for help from the pier. With the surfman on patrol, who also had heard the cries, he launched small boat and pulled over to the pier, where a woman was found in the water. They took her into the boat, and carried her upon the pier, where they used Service method of artificial respiration on her for 1½ hours, when a physician arrived and pronounced life extinct. The night patrol stood watch over the remains until they were taken in charge by the undertaker. As the body had not been in the water long enough to sink and the attempt to resuscitate it was futile, it was thought by many that she had not fallen into the water accidentally and her male companion on the pier, who had acted suspiciously, was placed under arrest.
Aug. 12	Property saved	Louisville, Kentucky.....	Boatman on watch reported to keeper that a raft of logs was adrift in the Ohio River near the Indiana chute of the falls. One of the station boats was manned, and the station crew went out and boarded the raft before it passed into the chute. In going through the chute the raft hit one of the bridge piers, but the men cleared it, kept it together in good shape, and landed it at the mouth of Silver Creek, below the falls, where the owner took charge of it.
Aug. 12	Recovery of body...	.....do	The ferryboat crossing the Ohio River to Jeffersonville, Indiana, blew a whistle of distress at 10 p. m. to attract attention of the station. The crew went alongside and her master reported that a girl had been drowned at Jeffersonville, but the body had not been found. Keeper put his dragging gear into the station boat, made fast to the ferryboat, and was towed to the place indicated, where the life-savers began dragging, and soon recovered the body, which they took to the station and delivered to the proper authorities.
Aug. 13	Warned from danger.	Oswego, New York, Lake Ontario.	Station lookout reported that a man in a small boat was going outside the breakwater. Knowing that the sea outside was too rough for a small boat, the keeper manned the surfboat and pulled out to him, warned him of the danger, and followed him around the breakwater into smooth water again.
Aug. 14	Transportation of body.	Saint Joseph, Michigan, Lake Michigan.	Keeper was notified that a man was drowned about 1 mile up the river. With two surfmen he pulled to the scene of the accident where he found that the body had been recovered, but he took charge of it and transported it to St. Joseph, where he turned it over to the coroner.
Aug. 14	Rescue from drowning.	Racine, Wisconsin, Lake Michigan.	A boy, 10 years old, attempted to swim across the river near station. When halfway across he became exhausted and cried lustily for help. One of the surfmen went out in the station skiff, took him into it and placed him ashore.
Aug. 16	Fire extinguished...	Cleveland, Ohio, Lake Erie.	At 3.15 a. m. station lookout reported that a large quantity of piling was on fire on a dock about ⅛ mile from station. Keeper reported the fire to fire tug and owners of the piling, then launched dingey and with three surfmen pulled to the scene. The fire tug soon arrived, but could not go alongside the dock on account of shallow water. Station crew transferred hose and firemen to dock,

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1898.			
Aug. 16	Fire extinguished...	Cleveland, Ohio, Lake Erie.	assisted to subdue flames, and carried the hose and firemen back to tug after the fire was extinguished.
Aug. 16	Rescue from drowning.	Cape Disappointment, Washington.	A young lady fell off the army dock into the water. Two surfmen seeing the accident hastened to her, took her from the water, and, as she was injured by the fall, carried her to the post hospital for treatment. She was furnished with dry clothing from the Women's National Relief Association.
Aug. 17	Recovery of body...	Cleveland, Ohio, Lake Erie.	At 12.45 a. m. the keeper received message by telephone that a man had fallen into the harbor from a dock, about 1 mile S. of station. Three surfmen were sent in the station dingey with gear for dragging, and, after working about 20 minutes, recovered the body. They sent for an undertaker and delivered it into his charge.
Aug. 17	Assistance at fire....	Cape Disappointment, Washington.	Assisted the soldiers of the army post to subdue a fire that was raging on Cape Disappointment and threatening to consume the lighthouse and U. S. Weather Bureau station.
Aug. 18	Extinguishing fire..	Ludington, Michigan, Lake Michigan.	Station lookout discovered a small fire on U. S. Government wharf across the harbor from station. He pulled across in a small boat with a fire bucket and extinguished it.
Aug. 19	Rescue from drowning and recovery of body.	Sullivans Island, South Carolina.	At 7.25 p. m. a man was bathing near station with his two small boys, one of whom ventured out too far and was carried into deep water. The father cried for help and the life-savers promptly rushed into the sea and after desperate work succeeded in saving the boy. Surfman James J. Coste became exhausted in the effort and was drowned before aid could reach him. Two other surfmen were barely rescued from a similar fate by a member of the crew, who had launched a small boat while the others were struggling in the water. The surfboat was then launched and the keeper tried to recover the body of the drowned surfman by hauling a seine, but the surf was too high. At 1 a. m. hauled the seine again and recovered the body. (See letter of acknowledgment.)
Aug. 19	Recovery of body...	Saint Joseph, Michigan, Lake Michigan.	In response to a telephone message, informing life-savers that a man was drowned while in swimming about 1¼ miles up the river from station, the keeper and two surfmen manned the Whitehall boat and went to the place indicated. They succeeded in finding the body, which they dressed, carried down to St. Joseph, and delivered to the coroner.
Aug. 20	Assistance to injured man.	Brant Rock, Massachusetts.	A young man employed on a merry-go-round near station, fell and broke his leg. The accident was witnessed by the surfmen, who carried him into the station and at once summoned a doctor. They assisted the doctor to set the broken limb and cared for the injured man until the next morning, when he was sent to the hospital.
Aug. 21	Recovery of body...	Cleveland, Ohio, Lake Erie.	A small boy fell from a dock into the river and was drowned. The accident was reported to the keeper of life-saving station who, with three surfmen, took the station skiff and dragging gear to the scene of the accident. After working ¼ hour they recovered the body and delivered it to the father who was present.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1898.			
Aug. 21	Rescue from drowning.	Frankfort, Michigan, Lake Michigan.	A small boy fell into the water, near station, while playing on launching ways. One of the surfmen ran to his aid, hauling him from the water in time to save his life.
Aug. 21	Recovery of runaway horse.	Chicago, Illinois, Lake Michigan.	A surfman caught a runaway saddle horse on the drive, which, at the time, was full of people whose lives were endangered by the animal.
Aug. 23	Picked up and cared for body run over by locomotive.	Corson Inlet, New Jersey.	The station crew were startled by a whistle of distress from a locomotive on the bridge of the West Jersey Railroad, about 500 yards from station, and they at once hastened to the bridge, the keeper having provided himself with restoratives and bandages from the station medicine chest. Upon arrival they found that a girl of 14 years had been run over and killed, the body being terribly mangled. One of crew ran back to station for a sheet and blanket, upon which the remains were placed and carried to the station boathouse, and, at the request of the father of the girl, the life-savers took care of the body until he could send the coroner and an undertaker to take charge of it.
Aug. 23	Rescue from drowning.	Milwaukee, Wisconsin, Lake Michigan.	A small boy fell into the river from the station dock. He was hauled out by station crew and given dry clothing from the supply donated by the Women's National Relief Association.
Aug. 24	Rescue from danger.	Salisbury Beach, Massachusetts.	Station patrol found an insensible drunken man lying near low-water mark on the beach 2¼ miles S. of station. Not being able to arouse the man, he took him on his back and carried him higher up on the beach to a place of safety. He would have been drowned in a little while had he not been removed, as the tide was already beginning to flood.
Aug. 24	Recovery of body...	Plum Island, Massachusetts.	While the keeper of the station was in Newburyport on official business, he heard a report that a man had been drowned near a wharf while in swimming, the body not having been recovered. He obtained a grapnel and with assistance of two volunteers dragged for body, but the grapnel was not fitted properly for holding the body, and therefore the keeper dived for it several times, but was unsuccessful owing to the deep and muddy water. However, another boat came along with a grapnel rigged with fishhooks, with which body was recovered. It was taken in charge by the coroner.
Aug. 24	Rescue from drowning.	City Point, Massachusetts.	A small girl was wading in the shallow water of Pleasure Bay when she tumbled down, and before she could recover her footing the tide had swept her into deep water. The station patrol heard her cries, and reached her in time to save her life.
Aug 24	Shelter and succor..	Chicamacomico, North Carolina.	Two boatmen arrived at station in the evening and asked for shelter for the night. Keeper gave them food and lodging. In the morning after breakfast they departed.
Aug. 24	Recovery of body...	Louisville, Kentucky.....	Station crew received report that a colored boy was drowned across the Ohio River from Eleventh street. Station boat was manned and pulled to spot indicated by bystanders, where the body was soon recovered by dragging for it. The keeper notified coroner and carried the body to station, whence it was delivered to the family of the deceased.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1898. Aug. 24	Rescue from drowning.	Holland, Michigan, Lake Michigan.	A man fell into the harbor from the pier about 300 yards from station. Life-savers hastily launched the surf boat and went to his assistance. Found him clinging to a projection of the pier, hauled him into surf boat, and landed him safely at station.
Aug. 25	Recovery of body...	Hereford Inlet, New Jersey.	A man fell overboard from a catboat while fishing outside the inlet on August 21, and drowned. The station lookout, being on the beach abreast of the boat, swam off a d tried to recover the body by diving, but was unsuccessful. A patrolman subsequently discovered the body floating outside the breakers, and, as it would be dark before he could reach the station to have a boat launched, he swam off and brought the body to the beach. The keeper obtained an ice box and team and transported body to Borough Hall, where it was left in charge of the coroner, who had been summoned by telegraph. The keeper also informed the family of the deceased that the body had been recovered.
Aug. 25	.....do	Duluth, Minnesota, Lake Superior.	At 6 a. m. a messenger arrived at station and reported that two tugboats had collided on the previous evening in Tower Avenue slip, Wisconsin, about 3 miles from station, throwing two men into the water, one of whom was rescued, but the other was drowned and body had not been found. The station crew launched the lake-service boat, pulled to the scene of the casualty, and began to drag for body, which they recovered. Keeper notified the coroner, who came and took charge of it.
Aug. 26	.....do	Old Chicago, Illinois, Lake Michigan.	The master of a tugboat reported at station that he had seen a body floating in the lake off Lincoln Park, and offerred to tow the station boat to it. The life-savers went out in tow of the tug, found the body and took it to station, where it was hauled out on the incline. A large stone was discovered to be fast to it by a line. It was delivered into the custody of the police.
Aug. 27	Resuscitation	.....do	At 11.25 p. m. a man fell overboard from a gang plank leading from a scow to wharf at the Columbian Yacht Club and immediately sank, but was raised after a few minutes by his companion with a hook and line, and hauled out in an apparently lifeless condition. As soon as notified the life-savers hastened to the wharf in the station boat and by the aid of hot-water bottles and stimulants managed to restore him to consciousness. The keeper left two surfmen to watch over the rescued man, and at noon on the following day he was able to go to his home.
Aug. 28	Succor.....	City Point, Massachusetts.	While trying to board a sailboat, the two occupants of a rowboat were thrown into the water by the capsizing of their boat. The accident was not visible to station lookout. They were rescued by the sailboat and taken to the station in an exhausted condition. Station crew rubbed them thoroughly, gave them warm drinks and dry clothing, and, when recovered sufficiently, sent them to their homes.
Aug. 28	Assistance at fire....	Frankfort, Michigan, Lake Michigan.	At 5 a. m. the station lookout discovered a sawmill on fire about ¼ mile from station. Gave the alarm to the city fire department. Station crew hurried to the fire in the surf boat with the station force pump and rendered assistance to prevent the spread of fire in lumber

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1898.			
Aug. 28	Assistance at fire.....	Frankfort, Michigan, Lake Michigan.	yard. The mill was burned to the ground. After three hours of hard work the crew returned to station.
Aug. 28	Rescue from danger.	Milwaukee, Wisconsin, Lake Michigan.	The keeper of the station received information by telephone from the chief engineer of the city waterworks that there were two men out on the intake crib of the waterworks, and that they could not return to shore, as their boat had broken loose and drifted away while they were fishing. The station crew launched the large lifeboat and sailed out to the crib, took the men into the boat and landed them safely at station.
Aug. 29	Recovery of bodies (2).	Charlotte, New York, Lake Ontario.	Observing a commotion among the people on the beach in front of a summer pavilion where many people usually bathed, the station lookout reported to keeper that probably some accident had happened. The station dingey and another small boat were quickly manned and pulled to the scene, about ¼ mile from station. It was found that a man and woman had waded out to an old wreck and, while there, becoming frightened, began to cry for help. A shore boat put off to them, arriving just ahead of the station boat, and found the man lying across the wreck with only a part of his head and shoulders out of water. He was taken in charge by a couple of surfmen who vainly worked to resuscitate him. The keeper was told that the woman had sunk just before his arrival, so he used the grapnel and in about five minutes recovered the body. Efforts to resuscitate her were unavailing also, and after working 2 hours on the bodies a physician arrived and pronounced life extinct. An autopsy revealed the fact that the man died of heart failure, and it was stated upon good authority that the woman was subject to fainting spells. Both bodies were taken to the station carriage house and cared for until taken to Rochester by an undertaker.
Aug. 29	Shelter and succor..	Beaver Island, Michigan, Lake Michigan.	The steam barge Superior sprung a leak and was beached on the N. point of Gull Island, 16 miles from life-saving station, becoming a total wreck soon after. Her crew of fourteen men were taken off Gull Island by the fishing tug Ellen Gertrude and carried to station, where the keeper gave them food and lodging, and on the following day furnished them with transportation to the mainland.
Aug. 29	Recovery of body...	Evanston, Illinois, Lake Michigan.	At 5 p. m. the master of one of the vessels of the Goodrich Transportation Company reported to keeper that when passing Evanston at 10 a. m. he saw the body of a man floating about 2½ miles from shore. The keeper sent station boat along the beach, as the wind had been blowing on shore all day, but nothing was found. He then sent a surfman to the roof of the new university building with a marine glass, who soon discovered an object in the water about a mile from shore. The small boat was sent for, but got too far to the northward and missed it. Surfboat was then pulled out and, as darkness had set in, was directed by lantern signals. Found the body and towed it to the station, whence it was delivered to an undertaker. On the following day it was identified as that

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1894.			
Aug. 29	Recovery of body...	Evanston, Illinois, Lake Michigan.	of a man who fell into the lake while fishing on the Government pier at foot of Randolph street, Chicago.
Aug. 31	.....do.....	Ashtabula, Ohio, Lake Erie.	A man came to station and reported that his 7-year-old son had been missing for two days, and he feared that the boy had fallen into the lake, as he was last seen on the Haskel dock. The man requested the life-savers to try to recover the body. The keeper and one surfman went to the place indicated and began to drag with a grapnel for the body. They soon recovered it and delivered it to an undertaker.
Sept. 1	.....do.....	Erie, Pennsylvania, Lake Erie.	Surfmen dragged from 8 p. m. to midnight for the body of a man drowned near one of the docks, but were unsuccessful. On the next day, however, they recovered the body and gave it in charge of the coroner.
Sept. 1	.....do.....	Old Chicago, Illinois, Lake Michigan.	Two of the station crew dragged for and recovered the body of a man that was drowned in the harbor on the 31st of August.
Sept. 2	Succor.....	Brenton Point, Rhode Island.	About 7 p. m., two boys came to the station, one of whom had been injured by being run into by a bicyclist. He nearly fainted, and the keeper put him to bed, sent for a doctor, and did what he could until the arrival of the doctor, who came about midnight and took the boy away in a closed carriage.
Sept. 2	Recovery of bodies..	Erie, Pennsylvania, Lake Erie.	Learning that four women had drowned in the bay, about 4½ miles from the station, keeper sent two surfmen to drag for the bodies. They dragged from 8.30 to 11 p. m. without success, but on the following morning recovered two of the bodies, and private parties found the others.
Sept. 2	Recovery of property.	Chicago, Illinois, Lake Michigan.	Upon receiving word that a horse and buggy had gone overboard in the lagoon, surfmen went out in the Whitehall boat and unhitched the horse, which was dead, and helped to haul out the buggy.
Sept. 2	Salvage of lumber...	Point Reyes, California...	Station crew hauled out about 3,000 feet of drift lumber and piled it up clear of the sea.
Sept. 3	Rescue from drowning.	Grindstone City, Michigan, Lake Huron.	While a party of young women were bathing near the station, one became exhausted and began to sink. Another went to her assistance and both went down. When they came up, the second one shouted for help, and one of the surfmen rushed to the rescue and took the exhausted girl ashore, while the other swam to the dock.
Sept. 3	Recovery of body...	Frankfort, Michigan, Lake Michigan.	Station crew and private parties dragged for the body of a boy who was drowned some 500 yards from the station. The body was recovered by one of the private boats, but was turned over to the life-savers, who took it to the parents.
Sept. 4	.....do.....	.....do.....	One of the surfmen found a body on the beach 3 miles S. of the station, which proved to be that of a man drowned from a sailboat on August 27. Crew pulled to the scene and brought it to town, turning it over to the proper authorities.
Sept. 6	Stolen property recovered.	Thunder Bay Island, Michigan, Lake Huron.	Upon receipt of a message from Rogers City that a boat had been stolen, keeper instituted a search and learned that a man had stopped with it at North Point. He telephoned the sheriff, who went to the place and put the man under arrest. Keeper took charge of the boat and returned it to the owner.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1896.			
Sept. 7	Succor	Indian River Inlet, Florida.	A sick man came to the station and asked for relief. Keeper took care of him and on the 9th rowed him across the river, where he had friends.
Sept. 7	Recovery of body	Milwaukee, Wisconsin, Lake Michigan.	Keeper and two surfmen pulled to Walkers Point bridge and recovered the body of a man drowned by falling off the bridge.
Sept. 11	do	Long Branch, New Jersey	Two surfmen recovered the body of a drowned man from the surf. It had the appearance of having been a long time in the water.
Sept. 11	Rescue from quicksands.	Velasco, Texas	Keeper and crew rescued a horse and buggy from a washout in the beach where the outfit had become mired in the quicksands.
Sept. 13	Fire extinguished	Fairport, Ohio, Lake Erie	At 10.30 p. m. a tug ran into one of the range lights and knocked it down, setting the dock on fire. Station crew repaired to the scene and soon extinguished the flames.
Sept. 14	Assistance at fire	Monmouth Beach, New Jersey.	Station crew assisted in putting out a fire that started in an electric power house near the station, and in preventing the spread of the flames to adjoining buildings.
Sept. 14	Recovery of bodies	Seatack, Virginia	Learning that three men had been drowned while bathing a short distance from the station, surfmen hurried to the scene and recovered two of the bodies. Together with the physician from the Princess Anne Hotel, they worked at resuscitation until all hope of success had vanished. The third body could not be located.
Sept. 14	Aid to the injured	Old Chicago, Illinois, Lake Michigan.	A man having been injured on a pier near the station by having a plank fall upon him, surfmen went over with the medicine chest and the keeper bound up his wounds and gave him stimulants. Called up the police ambulance and sent him home.
Sept. 15	Shelter	Chester Shoal, Florida	Keeper gave shelter for the night to a man who had been delayed on his way to Titusville by having the mast of his catboat carried away.
Sept. 15	Recovery of body	Cleveland, Ohio, Lake Erie.	Upon receipt of word that a deck hand of the steamer David Wallace had fallen overboard and drowned, station crew pulled to the vessel and after having her moved, recovered the body and turned it over to an undertaker.
Sept. 16	do	Marquette, Michigan, Lake Superior.	At 6 p. m. station crew went to a wharf in the harbor where a boy had fallen into the water and drowned. The bottom was full of debris, seriously interfering with the work, but in two hours they recovered the body and gave it in charge of the proper authorities.
Sept. 17	Shelter	Old Harbor, Massachusetts.	Two men in a small catboat anchored off the station, having been prevented from entering Chatham by the heavy surf on the bar. Station crew boarded the craft and brought the men to the station, where they remained over night.
Sept. 20	Recovery of body	Old Chicago, Illinois, Lake Michigan.	At the request of the police, sent two surfmen up the river to a place where a man had been drowned. After dragging a short time, they recovered the body and gave it in charge of the authorities.
Sept. 20	Rescue from drowning.	Racine, Wisconsin, Lake Michigan.	While attempting to board his boat which lay with slack painter at a landing, a man fell into the water, but was soon rescued by the watchman from the life-saving station.
Sept. 22	Recovery of body	Coakata, Massachusetts	At 9.50 p. m. east patrol reported finding a dead man in the surf. Keeper and one surfman went to the place and hauled the body above high-water mark. It was badly disfigured by being thrown about in the surf.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1898.			
Sept. 23	Rescue from danger	Sullivans Island, South Carolina.	A colored man fishing on one of the jetties was cut off from land by the rising tide, and in a short time the surf was dashing clean over him. Two of the station crew went out in a small boat and rescued him from his perilous position.
Sept. 27	Transportation.....	Thunder Bay Island, Michigan, Lake Huron.	At the request of the assistant light keeper, station crew got steam on the keeper's private launch and carried a sick girl from the lighthouse to Alpena for medical treatment.
Sept. 29	Rescue from danger	Louisville, Kentucky.....	A man and two women being seen in a dangerous position on the wing dam of the falls, keeper dispatched a boat to their assistance. Took the two women into the boat and landed them at the station. The man refused aid, and made his way ashore in his own boat. Keeper telephoned for a carriage to take the women home.
Sept. 30	Recovery of body...	Michigan City, Indiana, Lake Michigan.	Station crew dragged for and recovered the body of a woman reported to have committed suicide by drowning.
Oct. 1	Shelter	Cape Fear, North Carolina.	Two men applied at station for shelter, they being weather-bound on the beach in a small boat. They were comfortably lodged at station for the night.
Oct. 3	Property recovered	Whales Head, North Carolina.	Patrolman found a barrel of mineral oil on the beach. He secured it, and the keeper turned it over to the commissioner of wrecks.
Oct. 4	Transportation.....	Muskeget, Massachusetts	A catboat grounded off NE. point while trying to land two passengers on Muskeget Island. She worked off before the surfmen reached her, but they landed the passengers in station boat, and later transported them to Tuckernuck Island.
Oct. 4	Attempted resuscitation.	Ashtabula, Ohio, Lake Erie.	Keeper received a telephone message, stating that a man had fallen overboard from a scow, and requesting assistance. He hastened to the scene of accident with one surfman, and found that the body had just been recovered. Keeper and surfmen worked nearly an hour to resuscitate it, but were not successful. A physician reported that the base of the brain had been injured by the fall and that life was extinct. A friend of the deceased took charge of the body.
Oct. 5	Fire extinguished...	Muskegon, Michigan, Lake Michigan.	Tower watchman discovered a fire on south pier near lighthouse. Surfmen hastened to the scene of fire with buckets and soon succeeded in extinguishing it and saving the lighthouse from any damage.
Oct. 6	Transportation of corpse.	Old Chicago, Illinois, Lake Michigan.	In response to a request from the city authorities, the life-saving crew transported the body of a man who had died suddenly on the sea wall abreast Congress street, to the Randolph street pier, where it was taken in charge by the police.
Oct. 7	Rescue from danger..	Racine, Wisconsin, Lake Michigan.	Station patrolman found an intoxicated colored man lying on the railroad track. He could not arouse the man, so, calling a policeman, he removed him from his perilous position.
Oct. 8	Rescue from drowning.	Oak Island, North Carolina.	A soldier from Fort Caswell while in bathing was carried offshore by a strong ebb tide. Station lookout gave the alarm, and keeper and three surfmen pulled out and took the endangered man from the water.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1898.			
Oct. 11	Assistance at fire....	Duluth, Minnesota, Lake Superior.	At 12.20 a. m. patrolmen reported a fire on the bay S. of station. Lifeboat was immediately manned and pulled to scene of fire, which proved to be in a lumber yard at the mouth of the St. Louis River. Surfmen landed, helped to handle hose from fire tugs, and rendered assistance in various ways until the flames were under control.
Oct. 14	Recovery of body...	Brenton Point, Rhode Island.	Keeper of station was requested to help care for a body that had been washed ashore. It could not be identified as it had evidently been in the water about two weeks. Keeper took charge of the remains until an ambulance arrived to take them to police station.
Oct. 14	Recovery of property.	Old Chicago, Illinois, Lake Michigan.	A buggy, having been blown off a dock across the river from station during the night, was recovered and delivered to owners by the life-saving crew.
Oct. 15	Rescue of a horse...	Orleans, Massachusetts...	Two men went into the marsh gunning, leaving their horse and wagon on the beach near station. The horse, becoming restive, started on a course leading to a soft marsh; surfmen ran to overtake it, but could not until it became mired. They cleared away the wagon and harness, and finally, with much difficulty, extricated the horse. They repaired the wagon and harness temporarily for the owner.
Oct. 19	Rescue from drowning.	Old Chicago, Illinois, Lake Michigan.	Station lookout saw a man fall into the water from the N. pier and gave the alarm. Station crew hastily manned the Whitehall boat, pulled to the spot, and took the man into their boat. He was taken to station, given stimulants, and provided with dry clothing from the stores of the Women's National Relief Association.
Oct. 21	Assistance to undertaker.	Duluth, Minnesota, Lake Superior.	Life-saving crew was told that a man had been killed by an explosion at the new piers on the opposite side of canal, and that the body was lying on the dock. They pulled across in station boat and assisted the undertaker, who had just arrived, to put the remains on board a tug. Two other men were injured by the explosion and had been taken to the hospital.
Oct. 21	Assistance at boiler explosion.	Pentwater, Michigan, Lake Michigan.	At 12.30 p. m. the boiler of the Pentwater Bedstead Factory blew up. Station crew hurried to the scene of disaster and extricated two dead and three severely wounded persons from the ruins of the engine room.
Oct. 21	Recovery of horse and wagon.	Old Chicago, Illinois, Lake Michigan.	Station crew were notified by telephone that a team of horses and wagon had fallen through the draw of the State street bridge. They went to bridge at once in the surfboat and found one horse still alive. Passing a line underneath the animal, they towed it to station incline, where a landing was effected without injury to the horse. Then returning to the bridge they recovered the wagon with assistance from fire boat.
Oct. 25	Rescue from drowning.	Charlotte, New York, Lake Ontario.	A man fell into the river while landing from a small boat. Two surfmen hauled him out unharmed. They took him to station and dried his clothing.
Oct. 25	Rescue of a mule.....	Louisville, Kentucky.....	Station lookout observed a mule swimming out into the river. The station crew at once manned their boat and pulled out after the animal, which they caught and brought safely to the shore.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1898.			
Oct. 26	Assistance to save property.	Ottawa Point, Michigan, Lake Huron.	A fisherman applied at station for help to save his fishing gear, which was stowed about 1½ miles from station in a fish house that had been destroyed by the wind, rain, and high sea. Keeper sent three surfmen to aid the man, and they saved fish, salt, and nets to the value of $200.
Oct. 26	Rescue from danger	Chicago, Illinois, Lake Michigan.	Station lookout reported that three men were out on Casino pier and that the walk thereon had been washed away by the high sea. Life-saving crew manned the surfboat, pulled out, and brought the men safely to the shore. They had suffered much from cold, hunger, and exposure.
Oct. 26	Recovery of body...	Two Rivers, Wisconsin, Lake Michigan.	Keeper received a report from a small boy that the body of a drowned man was floating in the south branch between the two bridges. He manned the station small boat with two surfmen and pulled to the place indicated, where he found the body; secured and transported it to a near-by dock, where it was taken in charge by the proper authorities. From its appearance the keeper judged that it had been in the water some time, and it was identified as being the body of a man who had been missing for five days.
Oct. 27	Succor and dry clothing.	Old Chicago, Illinois, Lake Michigan.	A seaman of the schooner Isabella Sands, hearing a man calling for help at 5 a. m., hurried out on wharf and found him clinging to a pile. He hauled him out of water and took him to life-saving station where he was treated with hot stimulants, thoroughly rubbed, and wrapped in warm blankets. At 9.30 a. m. he was furnished with dry clothing from the stores of the Women's National Relief Association and allowed to depart for his home.
Oct. 27	Fire extinguished...	Two Rivers, Wisconsin, Lake Michigan.	Station lookout reported a fire in oil house across the river from station. Surfmen put the force pump into the surfboat and pulled to the scene, finding no one there. The inside of house was afire, but the surfmen shut the doors, put their hose nozzle through a window, and succeeded in extinguishing the flames before the arrival of the city fire engine. The alacrity of the life-savers saved both house and contents with but slight damage.
Oct. 28	Clothing furnished..	Hog Island, Virginia.....	A man, having fallen overboard from his vessel, was rescued by his shipmates and taken to life-saving station, where he was furnished with dry clothing from the supply provided by the Women's National Relief Association.
Oct. 28	Rescue from drowning.	South Chicago, Illinois, Lake Michigan.	A woman fell overboard while attempting to get into a rowboat from the house boat upon which she lived. Life-savers saw the accident and hastened to her rescue. They found her clinging to a hanging rope, and soon succeeded in hauling her out of the water. She was alone on the house boat at the time.
Oct. 31	Recovery of property.	Louisville, Kentucky.....	Three hogs broke out of their pen on a river steamer and jumped overboard. Life-saving crew pulled out in station boat, caught all three hogs, and turned them over to owner uninjured.
Nov. 1	Aid to the injured...	Oswego, New York, Lake Ontario.	Crew brought to the station two men severely scalded by the bursting of the boiler of a steam yacht near the station and dressed their wounds. After doing what they could for them, the crew took them to a physician, and thence to their homes.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1898 Nov. 2	Recovery of body...	Buffalo, New York, Lake Erie.	Learning that a man had fallen from a wharf near the Bennett elevator, station crew took drags and hastened to the scene. He fell between the wharf and the steamer Selwyn Eddy, and in order for the surfmen to work the vessel had to be moved. They recovered the body in a short time, but the man had sustained a severe blow on his head and was beyond resuscitation. The body was given in charge of the coroner.
Nov. 2	Rescue from drowning.	Humboldt Bay, California.	One of the surfmen saw a boy fall from a wharf near the station, where he was fishing, and promptly jumped in after him. The current carried both some distance from the ladder on the wharf, but the surfman was a good swimmer and soon reached the ladder and helped the boy out.
Nov. 4	Resuscitation.....	Duluth, Minnesota, Lake Superior.	In response to a signal from a tug lying at one of the wharves, surfmen pulled to her and learned that a man had been hauled out of the canal by a ferryboat and was then lying on the wharf close by. They took him into the ferry house and there stripped him, rolled him in blankets, applied hot flannels and bricks, gave him hot stimulants, and soon brought him to. They then called an ambulance and had him conveyed to a hospital, where he recovered.
Nov. 6	Succor.....	Chatham, Massachusetts..	A hunter arrived at the station about sunset, cold, wet, and hungry. Keeper furnished him with food and dry clothing, and sheltered him over night.
Nov. 9	Recovery of body...	Cleveland, Ohio, Lake Erie.	At 1 a. m. the keeper received a telephone message that a man had fallen into the river and drowned while attempting to board the steamer Andaste, which lay some 2 miles ESE. of the station. Three of the crew were dispatched to the place, and after considerable difficulty they recovered the body by dragging, and gave it in charge of a local undertaker. The unfortunate man was Owen McCarty, a deckhand on the Andaste.
Nov. 11	Rescue from drowning.	Cape Disappointment, Washington.	An intoxicated soldier fell from a wharf near the station about 10 p. m., but was quickly rescued by the surfmen, who turned out, launched their boat and picked him up. Sent him to the hospital at the post.
Nov. 15	Recovery of body...	Grande Pointe au Sable, Michigan, Lake Michigan.	One of the surfmen found a body in the surf on his beat and reported to the keeper, who detailed three men to bring it in. Keeper notified proper official at Ludington, who came to station and took charge of the body.
Nov. 22	Rescue from drowning.	Kenosha, Wisconsin, Lake Michigan.	A man fell overboard from a schooner which was leaving the harbor, but was saved by two surfmen who pulled out in the Whitehall boat and picked him up.
Nov. 23	Shelter.....	Cape Lookout, North Carolina.	Keeper gave shelter for the night to two teamsters who arrived at the cape for the purpose of removing lumber from a wrecked vessel. Also furnished them two meals each pending the arrival of their tender.
Nov. 27	Succor.....	Quoddy Head, Maine.....	During the hurricane of this date, the British brig Champion was wrecked near the station, but her crew, six men, succeeded in reaching shore in their own boat. Keeper succored them at the station for two days.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1898			
Nov. 27	Succor	Brant Rock, Massachusetts.	During the storm the schooner Edgar S. Foster was wrecked near the station, but the crew of eight succeeded in reaching shore unaided, and went to a vacant cottage. Later on they were taken to the station, where the keeper provided them with dry clothing and succored them three days.
Nov. 27	Recovery of bodies	North Scituate, Massachusetts.	Crew recovered two bodies that were washed ashore from the wrecked pilot boat Columbia, which went ashore and broke up on Cedar Point, about 2 miles from the station during the hurricane.
Nov. 27	Succor	Manomet Point, Massachusetts.	During the hurricane keeper succored two men whose houses were swept away by the fury of the wind and sea.
Nov. 28	Recovery of body and property.	Highland, Massachusetts.	During the day the surfmen recovered a body and two trunks from the wrecked steamer Portland. They notified an undertaker, who took charge of the body, and sent notice to the addresses found in the trunks for claimants to send for them. Dried the clothing found in the trunks.
Nov. 28	do	Pamet River, Massachusetts.	Surfmen recovered the body of a woman found in the surf, and gave it in charge of an undertaker. They also recovered a few packages of tobacco and provisions cast up on the beach.
Nov. 28	Recovery of bodies	Nauset, Massachusetts	Between this date and December 1 the crew of this station recovered the bodies of five persons, probably all from the wrecked steamer Portland. The bodies were given in charge of the proper authorities.
Nov. 28	do	Orleans, Massachusetts	Between this date and December 1 the crew of this station recovered eight bodies washed up on the beach. They were taken charge of by the proper authorities.
Nov. 29	do	Old Harbor, Massachusetts.	Bodies of five people who perished in the great storm were washed up on the beach between this date and December 1. Surfmen took charge of them until removed by the proper local authorities.
Nov. 29	Succor	Gurnet, Massachusetts	Six of the crew of the wrecked sloop Venus having applied at the station for shelter, keeper took them in and provided for them as best he could.
Nov. 29	Recovery of body	do	One of the surfmen found a body on the beach, but was unable to disentangle it from the seaweed. He reported to the keeper, who took part of his crew and brought it to the station. Afterwards removed it to town and delivered it to the coroner.
Nov. 30	do	Chatham, Massachusetts	The body of a man was found on the beach near the station. Keeper had it brought to the station and notified the proper authorities.
Dec. 1	Assistance to light-keeper.	Sabine Pass, Texas	The keeper of lighthouse signaled that he was in need of the services of a physician. A surfman went to town with the message, and, when the doctor arrived, he was taken out to lighthouse by two surfmen in the station skiff. The assistant light-keeper proved to be seriously ill.
Dec. 2	Shelter	Corson Inlet, New Jersey.	Three fishermen, cruising along the beach in search of clams for bait, applied at station about sundown for shelter for the night. They were lodged at station, and in the morning continued on their way along the beach.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1898.			
Dec. 4	Recovery of body...	Orleans, Massachusetts...	Keeper received a telephone message from north watchhouse, stating that a body had been found on the beach. He drove to the place, gathered up the remains, carried them to the undertaker's at Orleans, and then notified coroner. The body was that of a man about 60 years of age, bald, with full gray beard, and the second finger on left hand gone at first joint.
Dec. 5	Rescue from drowning.	City Point, Massachusetts	While working over the side of a barge on a stage, a carpenter had a fit and tumbled into the water. Keeper, hearing the alarm, hastened to the barge, where he was lowered in a bowline and succeeded in passing a rope around the insensible man, who was then hauled on board the barge. Keeper and a physician worked over the body for an hour before they established natural breathing. After warming him thoroughly they sent him to the city hospital.
Dec. 5	Recovery of body...	Orleans, Massachusetts...	Surfman on north patrol discovered a body in the surf at 11 p. m. Keeper took three surfmen and a team to the spot, recovered the body, conveyed it to the station and notified the coroner, who took charge of it. The body was that of a woman of about 30 years, light complexion, dark-brown hair, weight 140 pounds, height 5 feet 3 inches, and with a ring containing three pearls on the third finger of the left hand.
Dec. 5	.....do.....	Old Harbor, Massachusetts.	Station lookout found a man's body on the beach near the station. Surfmen took it to North Chatham in a dory and delivered it to the coroner.
Dec. 5	.....do.....	Monomoy, Massachusetts.	The evening patrol found the body of a man on the beach ⅛ mile NE. from station. It was taken to station and on the next morning transported to the Chatham Station, where it was delivered to the medical examiner.
Dec. 5	Property saved.....	Lone Hill, New York.....	Some wharf material and a scow, belonging to a summer hotel, were left on the beach where the tide would soon wash them away. The life-saving crew turned to and carried them up beyond the reach of high tide.
Dec. 5	Recovery of body...	Golden Gate Park, California.	A young man came to life-saving station and reported that his brother, a youth of 17 years, had been missing for two days. When last seen he was going to the rocks near Point Lobos to gather mussels, and his family, who had searched for him in vain, now requested aid of the life-savers. Keeper and four surfmen repaired to Point Lobos, where, after careful search, they found the body in one of the coves. Keeper notified the family of the deceased, and turned the body over to coroner.
Dec. 6	.....do.....	Nauset, Massachusetts.....	A surfman discovered the body of a man in the surf near station. Station crew recovered it, carried it to station on a blanket, and informed undertaker, who came and took charge of it, the medical examiner being out of town.
Dec. 6	.....do.....	Orleans, Massachusetts....	Found the body of a young woman on the beach ⅛ mile S. of station. Took it to station and notified the coroner, who sent an undertaker to whom the body was delivered. This body was identified as that of Mrs. Walter L. Bemis, of Auburn, Maine.
Dec. 6	.....do.....	Old Harbor, Massachusetts.	Two surfmen picked up the body of a colored man on the beach 2 miles N. of station. It was delivered to the proper authorities.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1898.			
Dec. 6	Recovery of bodies (3).	Chatham, Massachusetts.	The bodies of two men and one woman were found by the life-saving beach patrol. They were taken to station by a team, where they were delivered to the coroner. All the bodies found in this locality were from the American steamer Portland, which was lost at sea in the severe storm of November 27.
Dec. 7	Recovery of body...	.....do.....	About midnight the station patrol found the body of a man a short distance N. of station. It was taken to station, and in the morning carried to Chatham, where by order of the coroner it was delivered to an undertaker.
Dec. 8	Assistance to a fisherman.	Plum Island, Massachusetts.	An old man who had been out fishing in a dory, was unable to pull back to shore. A small schooner towed him near the beach, and the surfmen assisted him to enter the river with his boat.
Dec. 9	Recovery of property.	Fletchers Neck, Maine....	Life-saving crew went to the wreck of the schooner Queen of the West and recovered an anchor and about 25 fathoms of chain; they notified the owner that they had saved this property.
Dec. 10	Succor.....	Gilgo, New York.....	Station lookout discovered a man signaling on an island about ½ mile from station. Two surfmen went to him in a small boat and brought him to station. He was from a catboat that was frozen in the ice, 1½ miles from station; being out of provisions, he requested succor. He was lodged at the station for the night and supplied with food and water.
Dec. 11	Recovery of body...	Chatham, Massachusetts.	The body of a man was found on the beach by a surfman and was taken to station with team. It was turned over to an undertaker upon receipt of an order to that effect from the coroner.
Dec. 11	Assistance to lightkeeper.	Grindstone City, Michigan, Lake Huron.	The keeper of Port Austin Reef Light came to station and requested the life-saving crew to take him to lighthouse, about 3 miles NW. from station, as he could not make his way through the slush ice in his small boat. Life-savers launched the old surfboat, took him out to lighthouse, and waited there until he made everything secure for winter; then they transported him and his assistants with their clothing and bedding to the shore.
Dec. 12	Recovery of body...	Cleveland, Ohio, Lake Erie.	Keeper received notification by telephone that a man had fallen overboard from the steamer James H. Prentice, and was drowned, the body not having been recovered. Three surfmen went to the scene with dragging gear in station skiff, and, and after working about fifteen minutes they recovered the body. The name of the drowned man was August Krausse, and the surfmen delivered the body to an undertaker.
Dec. 13	Assistance to fishermen.	Quogue, New York.....	While two dories, each containing two men, were out fishing, the surf became so rough that in the opinion of the keeper it was very dangerous for them to attempt to get back over the bar, consequently, he ordered the station crew to go to their aid with the lifeboat. The life-savers pulled out over the bar and informed the fishermen as to the condition of the surf, and offered assistance. The men in one dory were furnished with life-preservers, and they safely landed in their boat. The surfmen anchored the other dory outside the bar as it was too rough to tow it across, took the men into the lifeboat, and landed them safely at station.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1898.			
Dec. 13	Succor.....	Petersons Point, Washington.	The surfman on patrol met a man on the beach who had lost his way and was wet through. The patrolman took him to the station where the keeper supplied him with dry clothing from the stores of the Women's National Relief Association and lodged him for the night.
Dec. 14	Property saved.....	Fort Lauderdale, Florida	The owner of some timbers that had become beached two miles south of station requested aid of keeper to secure his property. Keeper took rollers and a tackle from station and went to assist the owner; they succeeded in hauling the timbers above the high-water mark where they were safe.
Dec. 14	Team and load of machinery released from mire.	Southside, California.....	A man called at station and reported that his horses and wagon, loaded with mining machinery, were mired on the beach; the tide was flooding, and already the surf was rolling in so far as to endanger the lives of the horses. Surfmen took the station horse to the scene, hitched it on to the loaded wagon, and by the combined efforts of the horses and surfmen the wagon was hauled out above high-water mark.
Dec. 15	Rescue and succor..	Wood End, Massachusetts.	At 3.30 a. m. the station patrol found a man crawling on the beach, being too weak to stand up, and patrolman took him on his back and carried him to station. Life-savers stripped off his wet clothing, rubbed him thoroughly for an hour and a half, gave him hot stimulants, and then wrapped him in blankets and placed him in a bed near the fire. At 8 a. m. he awoke and told the keeper that he was adrift in a dory for twenty-four hours, having been lost from a schooner near Minots Ledge light. The keeper gave him dry clothing from the stores of the Women's National Relief Association, took him to town, and procured for him a railroad pass to his home.
Dec. 15	Provisions furnished.	Oak Island, New York ...	Keeper furnished provisions to the crews of one schooner and two sloops, which were windbound and could not reach the mainland on account of ice.
Dec. 22	Assistance at fire....	Hereford Inlet, New Jersey.	Keeper was notified that the Methodist church was on fire. He hastened to the scene with the surfmen not on patrol duty, and assisted to subdue the flames before they had done much damage.
Dec. 26	Aid to navigation...	Saluria, Texas.....	Keeper and surfmen went out in surfboat and sounded Pass Cavallo bar. Found all buoys had gone adrift, and reported the fact to inspector of the Eighth Lighthouse District. After sounding the bar, the surfmen set up the range poles in position for taking in the best water.
Dec. 27	Succor to fishermen.	Salisbury Beach, Massachusetts.	While two fishermen were off the mouth of the Merrimac River tending their trawls, the wind freshened and snow began to fall, making it impossible for them to get back into the river. They ran off for the life-saving station, and the surfmen helped them to land through a moderate surf, took them into the station and made them comfortable by a fire, while they waited for the storm to abate. The storm continued all night and all the next day, and not until the morning of the 29th were the men able to launch their boat and leave the station.
Dec. 29	Assistance to injured man.	Yaquina Bay, Oregon.....	A carpenter, who was working on a building near by, fell and was injured. He was carried to the life-saving station, where the keeper examined him, and applied a bandage and healing lotion

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1898.			
Dec. 29	Assistance to injured man.	Yaquina Bay, Oregon.....	to the wound, which was bleeding profusely. Keeper sent a surfman for a physician, who soon arrived and advised that the injured man be not moved until he was better. The wife of the sick man, who was sent for, soon came with her son, and all were accommodated at station for the night and until the next evening, when the man could be taken home.
1899.			
Jan. 2	Medical treatment..	Salisbury Beach, Massachusetts.	A fisherman, having had one of his feet slightly frost-bitten, went to the station, where the keeper applied remedies from the medicine chest according to the Service method for the treatment of frostbites.
Jan. 2	Succor.....	Hereford Inlet, New Jersey.	Four men, crew of a light-ship tender, on the way from Five Fathom Bank to Cold Spring, came into Hereford Inlet for a harbor and were sheltered over night at the station and also furnished with supper and breakfast.
Jan. 3	Recovery of body...	Saint Joseph, Michigan, Lake Michigan.	Life-saving crew recovered the body of Fred Walters, who was drowned the previous week by falling overboard from the steamer May Graham.
Jan. 7	Succor.....	Chester Shoal, Florida.....	A man became lost in the woods and about 8 p. m. made his way to the station, where the keeper sheltered him over night.
Jan. 8	Recovery of body...	Chatham, Massachusetts..	One of the surfmen found the body of a man in the surf a little N. of the station. Keeper had it brought to the station and, by direction of the coroner, turned it over to a local undertaker.
Jan. 10	Rescue from danger.	Louisville, Kentucky.....	Learning that a man was on the north wall of the canal and that he was cut off from the mainland by heavy drift, keeper sent out a crew in one of the station boats, and they took him from his dangerous position and landed him.
Jan. 14	Recovery of body...	Spermaceti Cove, New Jersey.	Surfmen recovered the body of a man from the surf and turned it over to the coroner. It was later identified as that of Captain Michael Quinn, of barge No. 32, who was drowned by being knocked off Pier 12, East River, New York, November 21, 1898.
Jan. 21	Rescue.....	Vermilion Point, Michigan, Lake Superior.	Keeper received a telephone message from Crisps Station that two peddlers had left that station for Vermilion Point and were liable to get lost. After nightfall, as the men had not arrived, keeper feared that some accident might have delayed them, and started out to look for them, taking one of the crew with him. After going about 1½ miles, they found the men, who had just succeeded in releasing their horse from a hole in the ice, through which it had fallen. Surfmen showed them the way to the station and succored them over night. The men said that but for the timely arrival of the keeper they would surely have perished, for they had completely lost their way.
Jan. 27	Succor.....	Fort Lauderdale, Florida	A destitute sailor, walking along the beach in search of work, was sheltered at the station and given some clothing from the supply of the Women's National Relief Association.
Jan. 30	.....do	Paul Gamiels Hill, North Carolina.	A belated fisherman arrived at the station about 10 p. m. and was sheltered over night.
Jan. 31	Rescue from quicksands.	Kill Devil Hills, North Carolina.	A man driving along the beach became mired in the quicksands, but his horse and cart were released by the station crew without injury.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1899.			
Feb. 1	Fire extinguished...	Petersons Point, Washington.	A fire in a cabin near the station was extinguished by the surfmen before it did much damage.
Feb. 3	Succor.....	Salisbury Beach, Massachusetts.	About 4 p. m. a man came to station wet and exhausted and reported that he had landed on the beach in a dory, having lost the fishing schooner to which he belonged. He was given dry clothing from the wardrobe of the keeper, and succored at the station until the next afternoon, when the keeper procured a railroad pass, which enabled him to join his vessel at Portsmouth, New Hampshire. His dory was hauled up at station by the surfmen and cared for until it was delivered to its owner.
Feb. 3	Recovery of body...	Gurnet, Massachusetts....	About daylight the station patrol saw a horse and wagon in one of the spring holes on the inside of the beach, and upon approaching nearer he saw a man's body there also. He called the station crew and they hauled the body out and tried to resuscitate it, but without success The medical examiner who was sent for soon arrived and pronounced the man dead from exposure to the cold. An undertaker took the body away, it having been identified as being that of Thomas Hannegan, who lived alone in a shanty on Duxbury Beach. The horse was nearly dead and was therefore shot to end its misery.
Feb. 10	Fuel furnished.....	.....do	Master of a small sloop made his way to station and reported that he had no fuel and could not reach Plymouth on account of ice. The keeper loaned him some coal from station supply.
Feb. 11	Provisions furnished.	.....do	The crew of the fishing schooner Edna Perry came to the life-saving station and reported that they were out of provisions, the ice being too heavy for them to enter harbor to replenish their supply. The keeper furnished them with food from the station mess.
Feb. 11	Transportation and lodging.	Gull Shoal, North Carolina.	The master and mate of a schooner, which was carried from its moorings by the ice, came to station and requested to be put on board their vessel. Life-saving crew took them on board their schooner, then returned with them to station where they lodged them for the night.
Feb. 12	Succor.....	Green Run Inlet, Maryland.	At 5 p. m., a young man traveling from Chincoteague to North Beach, stopped at the station for shelter from the severe snowstorm. The keeper succored him at station until the 14th instant, when the weather cleared, permitting him to resume his journey.
Feb. 12	.....do.....	Santa Rosa, Florida.....	Three boys, having gone to Santa Rosa Island on a hunting expedition, requested shelter at the life-saving station from the severe blizzard. Keeper succored them until the 14th instant, when they went to the Navy Yard with one of the surfmen. Their boat was cared for at the station until it was taken away by its owner.
Feb. 12	Rescue from danger	Old Chicago, Illinois, Lake Michigan.	Keeper was informed by telephone that three people were adrift on an ice floe off Rogers Park, the ice having broken away from the shore while they were on it. He immediately gathered a volunteer crew (inactive season) while the police procured a team to haul the boat wagon to Rogers Park, situated about 9 miles N. of station. The crew reached Rogers Park about 4 a.m., and at once launched their boat, pulling across to the ice bank, and then set out

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1899. Feb. 12	Rescue from danger	Old Chicago, Illinois, Lake Michigan.	in an E. direction over the ice, dragging the Whitehall boat. They had to cross several leads of open water where the new ice was forming rapidly, the temperature being below zero, making it necessary to break a channel for the boat and causing them to proceed slowly. Continuing along the ice in this laborious manner until dawn, they saw at last five persons on the ice off to the SE. They hurried to them as fast as possible and found them in a most pitiable condition, especially a young woman who was unable to stand. Two of the persons belonged to a party which had gone adrift on the ice from Lake Forest on the previous day, who having worked their way over the ice to the southward had fallen in with the three people adrift from Rogers Park. (See report from Evanston Station, February 12, 1899.) The keeper rolled the young woman up in overcoats, placed her on a stretcher made of oars, and then the crew carried her on their shoulders to the boat in which she was placed. Working their way back as rapidly as possible they reached the shore safely at 8.30 a. m. A doctor at once took charge of the rescued party and under his care the young woman soon regained consciousness. The life-savers suffered much from their toilsome and perilous trip over the ice, the keeper having had his ears frozen. They started back to the station as soon as they had their breakfast, arriving about noon.
Feb. 12	Attempt to rescue from danger.	Evanston, Illinois, Lake Michigan.	At 4.20 p. m. the keeper received a telephone message from Lake Forest, situated about 18 miles N. of station, stating that there were twelve young men of that place drifting out into the lake on an ice floe. Not being able to procure the services of a tugboat, the keeper at once applied to the superintendent of the railroad, who gave him the use of an engine and flat car free of cost. He then collected his crew (inactive season) and hauled the boat wagon to railroad station, where it was run upon the flat car, and the train started, arriving at Lake Forest in twenty-one minutes. The surfmen proceeded to the beach and pulled out into the lake, where they were told that the ice floe lay from 1 to 2 miles directly offshore. New ice was making, and it soon became so thick that they had to break their way through it. After an hour's pull they reached the floe, and rowed along its edge to the southward a distance of about 6 miles, but could see or hear nothing on the ice. At 9.30 p. m. they headed their boat for shore, and soon encountered new ice about ¾ inch in thickness. In order to make any progress, it was necessary for the crew to stand aft in the boat and haul it up on the ice with their boat hooks. After working in this manner for 1½ hours, thin ice was gained and the oars could be used. They reached Highland Park at midnight, and there learned that ten of the party had been rescued by a boat from that place just before dark. The other two had wandered along the ice to the southward, and were rescued by the crew of Old Chicago Life-Saving Station. (See preceding report.) The life-savers remained at Highland Park until morning to recover strength after

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1899.			
Feb. 12	Attempt to rescue from danger.	Evanston, Illinois, Lake Michigan.	the hardships of the night, and then returned to station. (See letter of acknowledgment.)
Feb. 13	Fire extinguished...	Salisbury Beach, Massachusetts.	At 11.30 p. m. the N. patrol returned to station and reported a fire on the beach to the S. Providing themselves with buckets the life-savers hastened to the scene, which was about 2½ miles S. of station. Five small buildings situated near together were burned down before the arrival of the life-saving crew, but they managed to prevent the further spread of the flames and to save the furniture of the building which was then burning. No other people were on the beach at the time. After watching until they were certain that there was no further danger from the fire, they locked up the furniture in an outhouse and returned to station.
Feb. 13	Succor.....	New Inlet, North Carolina.	During a severe snowstorm, followed by bitter cold weather, the keeper succored four fishermen at the station two days.
Feb. 13	Shelter.....	Cape Lookout, North Carolina.	During a severe storm of sleet and snow thirteen fisherman were sheltered at station for the night.
Feb. 14	....do.....	Gurnet, Massachusetts....	The keeper sheltered eight men from the sloop Startle and eight from the sloop Golden Eagle at the station for the night, it being necessary for them to abandon their vessels during the severe NE. snowstorm of the previous night. The Startle broke adrift and was picked up off Barnstable.
Feb. 14	Recovery and burial of bodies (3).	Smith Island, Virginia....	Keeper found the bodies of three colored men on the beach who had been either drowned or frozen to death. He gave them decent burial.
Feb. 14	Shelter.....	Kill Devil Hills, North Carolina.	The master of a small schooner which was icebound in the sound came to station and was sheltered for the night.
Feb. 16	Assistance to frost-bitten men.	Parramore Beach, Virginia.	Two colored men in the employ of the sporting club on the S. end of the beach were badly frost-bitten, and on account of the ice could not reach the mainland for medical attendance. The keeper went to them and administered the Service treatment.
Feb. 17	Transportation.....	Cobb Island, Virginia.....	The wrecking gang at work on the schooner George E. Dudley requested the keeper to take them from the beach to the tug E. V. McCaulley. The station crew launched the surfboat and put them on board the tug which then started for Norfolk.
Feb. 17	Recovery of bodies (2).	Golden Gate Park, California.	The lookout at Point Lobos found the body of a man on the rocks, evidently a suicide. Four surfmen secured it and turned it over to the coroner. During the afternoon the same lookout discovered another body of a man who had apparently fallen from the cliffs and been killed instantly. This body was also taken in charge by the life-saving crew and delivered to the coroner.
Feb. 18	Succor.....	Point Allerton, Massachusetts.	Three wreckers who were at work on the wreck of the schooner Henry R. Tilton were succored at the life-saving station during the cold and stormy weather of the past few days.
Feb. 18	Fuel furnished.....	Big Kinnakeet, North Carolina.	Three sailing vessels being icebound in the Cape channel ran out of fuel. Their crews broke a passage in the ice through which they sent a boat to the beach to get a load of wood. As they were not able to buy any in the village the keeper of the life-saving station supplied them with a load from the station supply.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1899.			
Feb. 18	Recovery of body...	Smith Island, Virginia.....	The body of a colored man, who had evidently died from exposure to the cold, was found by the life-saving crew on the beach. They measured the body and gave it decent burial.
Feb. 19	.....do.....	Ludington, Michigan, Lake Michigan.	The assistant light-keeper reported that a man was drowned off the fog-signal station. Surfmen dragged for the body, but were unable to find it, as the heavy ice interfered with the work. It was not until the 22d instant that the state of the ice would permit them to resume work, and they did not find the body until the 24th instant. It was delivered to the coroner and identified as being that of a young man named Will Gregory. The keeper and several surfmen of the Grande Pointe au Sable Station assisted to recover this body.
Feb. 27	Rescue from drowning.	Buffalo, New York, Lake Erie.	While two men were crossing the river on the ice they broke through and were in danger of drowning. The keeper pushed a small boat out on the ice and succeeded in hauling one of the men from the water; the other had managed to crawl up on strong ice. Keeper took the rescued man to the station and provided him with dry clothing from the supplies furnished by the Women's National Relief Association.
Mar. 4	Recovery of property	Gay Head, Massachusetts.	Surfmen recovered 3 barrels of oil which had probably been stolen from the wreck of the schooner Amelia G. Ireland, which stranded on Dogfish Bar November 26, 1898. The barrels had been buried in the sand, but the action of the wind and sea had uncovered them. Keeper sent notice to agent for underwriters.
Mar. 7	Shelter.....	Little Beach, New Jersey..	Keeper afforded shelter for the night to a man traveling along the beach, it being impossible for him to proceed farther on account of illness and rheumatism.
Mar. 9	Recovery of body...	Chatham, Massachusetts	A body having been found on the beach about 1½ miles from the station, keeper sent a team for it and notified the coroner. At request of that officer, had the body sent to an undertaker at Chatham.
Mar. 11	Shelter.....	Great Egg, New Jersey...	Two baymen being overtaken by darkness in an open boat, keeper gave them shelter for the night at the station.
Mar. 11	Rescue from drowning.	Louisville, Kentucky.....	A young woman having fallen off a gang plank into the river, two of the station crew sprang into the water and brought her ashore. Keeper had one of the boats manned and the rescuers and rescued were brought to the station. The young woman was taken to the home of a friend near by.
Mar. 12	Shelter.....	Bodie Island, North Carolina.	An itinerant preacher, being unable to secure lodgings elsewhere, was accommodated at the station over night.
Mar. 13	.....do.....	Fort Lauderdale, Florida.	A party of three in a launch being unable to reach their destination before dark, keeper gave them shelter for the night at the station
Mar. 17	Recovery of body...	Cleveland, Ohio, Lake Erie.	Learning that a man had fallen into the river near the station, keeper started to the scene with skiff and drags. Being unable to use the drag, he took a pike pole, and, after about half an hour, succeeded in recovering the body. Telephoned an undertaker who shortly arrived and took charge of the body. The drowned man was identified as Philip Clark, of Cleveland.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1899. Mar. 25	Aid to injured boy.	Oswego, New York, Lake Ontario.	Upon being notified that a boy had fallen from an icehouse and sustained a severe cut about his head, keeper went to the spot and carried him to the station. There he bound up the wound and took the lad to a physician. After the cut had been properly dressed, the keeper conveyed the boy to his home.
Apr. 1	Assistance at fire....	Quogue, New York.....	The station crew hastened into the village of Quogue and assisted to save the furniture of a burning dwelling. The fire was too far advanced for them to save the house, but the adjoining property was saved.
Apr. 4	Succor.....	Core Bank, North Carolina.	Two fishermen, catching crabs for market, were caught by a heavy storm of wind and rain on Core Bank without shelter or food. They managed to reach the life-saving station where they received succor until the storm abated.
Apr. 5	....do.....	Chester Shoal, Florida....	Two fishermen came to station and stated that they had torn their sail, and, being therefore delayed in reaching their destination, they had exhausted their food supply. The keeper gave them their dinner and enough provisions to last until they reached home.
Apr. 7	Recovery of body...	Two Rivers, Wisconsin, Lake Michigan.	Station crew were informed by the master of a fishing tug that a human body was floating down the river in mid-channel. Two surfmen pulled out, put a line around the body, and towed it to station incline where it was hauled out. The authorities were notified and the coroner came and took charge of the body which was identified as that of a man named Fred Tegge, who was drowned in the river last November.
Apr. 10	Fire discovered	South Chicago, Illinois, Lake Michigan.	At 11 p. m. the surfman on lookout duty at the pier discovered a land pile driver to be on fire, it having been left without a watchman. The lookout reported the fire to the watchman of the Illinois Steel Co., who called out the fire force of the company and extinguished the flames before they did much damage.
Apr. 13	Transportation of an injured man.	.....do.....	A large rock fell upon the leg of a man on the end of the pier belonging to the Illinois Steel Co., breaking it in two places. The life-saving crew launched the surfboat and transferred the man in it from the pier end to the station, where an ambulance soon arrived and took him to the county hospital.
Apr. 14	Recovery of body...	Plum Island, Massachusetts.	About 6 p. m. the S. patrol picked up the body of a female infant on the beach about 2 miles S. of station, and carried it to station. The keeper notified the medical examiner at Newburyport and turned the body over to an undertaker.
Apr. 14	Recovery of body and resuscitation.	Ilwaco Beach, Washington.	The body of a man, apparently lifeless, was discovered floating near the wharf at Ilwaco. Surfman Wellander, being near by, helped to haul it out, and then made an effort to resuscitate it, using the Service method. After working for forty-five minutes the effort proved successful, and, as a doctor had arrived, the surfman turned the patient over to him in a fair condition for complete recovery. When the man was found, the head and neck were discolored and there were no signs of life; it was thought he had been in the water about half an hour. On the next day he recovered sufficiently to leave for his home, at Portland, Oregon.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1899.			
Apr. 16	Succor	Wallis Sands, New Hampshire.	A man landed on the beach from a small boat and came to station in a cold, wet and hungry condition. He was furnished with dry stockings from the stores of the Women's National Relief Association and given hot tea; then the keeper procured a team and driver to take him to his home. Surfmen put his boat in a safe place, and on the 22d instant, when he returned for it, they helped him to get away in it.
Apr. 16	Assistance to injured man.	Two Rivers, Wisconsin, Lake Michigan.	A man fell from the pier, striking on his back and injuring himself fatally. Life-savers hastened to him and put him in a wagon, taking him to his home, where he died on the following night.
Apr. 18	Recovery of part of body.	Holland, Michigan, Lake Michigan.	Keeper received a report that there was a man's leg in the ice near the S. pier. He pulled out in a rowboat, found and towed it to the shore. He had a sharp lookout kept for the remainder of the body but it was not recovered. He delivered the portion found to the coroner.
Apr. 19	Shelter	Mosquito Lagoon, Florida.	Four men reached the station in a small open boat and requested shelter for the night. Keeper lodged them at station, and in the morning gave them a supply of fresh water and directions, which enabled them to continue their journey to the best advantage.
Apr. 20	Recovery of body	Isle of Wight, Maryland.	During the watch from 8 p. m. to midnight the station patrolman found the body of a man where it had been washed up on the beach. He reported to the keeper, who secured the body for the night and on the next morning notified the coroner, who took charge of it. Several pawn tickets bearing the name of Wm. W. Smith were found in the pockets of the clothing upon the body.
Apr. 22	Assistance at fire	Brenton Point, Rhode Island.	A brush fire was spreading and approaching dangerously close to a dwelling house. Life-saving crew hastened to the scene and managed to extinguish the flames before they did any damage.
Apr. 22	Recovery of bodies (2).	Ashtabula, Ohio, Lake Erie.	Keeper was informed that two boys were drowned in the railroad reservoir, ¾ mile S. of station, and was requested to recover the bodies. Life-savers went to the reservoir with their dragging gear, soon secured both bodies and tried to resuscitate them until a physician arrived and pronounced life extinct, when they turned them over to the parents. The names of the drowned boys were Cecil Brown and Rex Spaulding, aged 14 and 11 years, respectively. It seems that the younger had fallen into the water from a raft, the elder jumped in, endeavoring to save him, and both were drowned.
Apr. 22	Rescue from drowning.	Saint Joseph, Michigan, Lake Michigan.	A boy named Henry Church fell overboard while disembarking from a rowboat at the steps across the river from station. Two surfmen, seeing the accident, jumped into a skiff and soon hauled the boy out of the water unharmed.
Apr. 23	.....do	Louisville, Kentucky	One of the men at work building a dam to lessen the current of the river around the sunken steamer John K. Speed fell into the strong current of the river and was in danger of drowning. Life-saving crew pulled out in their boat, took the man from the water and landed him safely upon the dam.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1899.			
Apr. 24	Recovery of body...	Plum Island, Wisconsin, Lake Michigan.	Keeper was informed that the body of a man lay upon the beach on the east side of Detroit Island. He manned the surf boat and pulled to the place and took the body to Washington Island, where he turned it over to an undertaker and notified the justice of the peace. It was identified as being the body of Peder Hansen Pederson, 2d assistant light-keeper on Pilot Island, who was drowned on December 11, 1898.
Apr. 25	Recovery of an anchor.	Middle Island, Michigan, Lake Huron.	While the life-saving crew were engaged at boat drill they discovered an anchor on the bottom of the channel. They hoisted it, finding about 80 fathoms of chain attached to it, and took it to station to await a claimant.
Apr. 25	Assistance to sick man.	Golden Gate Park, California.	The station lookout saw a man lying on the beach, went to him and found him to be unconscious. The lookout managed to get him to the station, where he was received and given dry clothing from the stores of the Women's National Relief Association. He said that he had become exhausted in the surf, and did not know how he came to be lying where found. Keeper detailed a surfman to accompany him to his home.
Apr. 25	Recovery of body...	South Chicago, Illinois, Lake Michigan.	A report was received at station that a boy was drowned at the foot of Ninety-first street in the Calumet River. Keeper and crew pulled to the scene as quickly as possible, recovered the body, used the Service method to produce breathing for half an hour, but without success. The boy was drowned about half an hour before the arrival of the life-savers. The patrol wagon took the body to the home of the boy's parents.
Apr. 27	Succor.....	Plum Island, Wisconsin, Lake Michigan.	Two mail carriers were caught in a heavy squall while returning to the mainland from Washington Island, and were unable to cross Death's Door. They went to the life-saving station where they were given supper and sheltered until the weather allowed them to depart for their homes.
Apr. 27	Search for missing man.	Ilwaco Beach, Washington.	A report from Nahcotta was received at the station that a hunter had been missing since the previous day, and that a search party was being organized. Keeper detailed a surfman to join in the search. The missing man was found at 7 a. m., on the 28th instant, upon the tide land in an unconscious condition. He was carried to the nearest house where he received careful treatment, the surfman trying to produce breathing by artificial means. A doctor soon arrived but the man kept growing weaker and finally died at 4 p. m.
Apr. 29	Recovery of body...	Cleveland, Ohio, Lake Erie.	A report was received at station that the body of a man was floating in the old river bed. Two surfmen went in a skiff and secured it; they took it to the life-saving station whence it was delivered to an undertaker.
May 2	Shelter.....	Cape Lookout, North Carolina.	Four men who had been out gunning arrived at the station about 8 p. m. and requested to be allowed to stop over night, as they had no other place to sleep. Keeper took them in.
May 3	.....do	Cold Spring, New Jersey..	Two fishermen, being unable to sail home on account of the strong head wind, were sheltered at the station over night.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1899.			
May 4	Succor	Chatham, Massachusetts.	A fisherman who had been injured by falling from the rigging of his schooner, came to the station and asked to be assisted to the hospital. Keeper gave him food and then took him to the hospital by team.
May 4	Assistance at fire	Fire Island, New York	Surfmen worked from 8 p. m. to midnight extinguishing a fire that had been started on the beach and spread into the dry grass in the vicinity.
May 5	Aid to injured man	Cape Arago, Oregon	Master of a steamer reported a man lying on the beach at Coos heads, waving for help Surfboat towed down to the place and the keeper found a man who had accidentally broken his leg. Surfmen took him to Empire and put him under the care of a surgeon.
May 7	Assistance at fire	Erie, Pennsylvania, Lake Erie.	Surfmen went to a fire on the Peninsula about 10 p. m. and worked until 2 a. m, putting it out.
May 7	Rescue from drowning.	Kewaunee, Wisconsin, Lake Michigan.	While fishing on the pier near the station, a boy fell into the river. One of the crew ran to his assistance and pulled him out.
May 8	Recovery of body	Erie, Pennsylvania, Lake Erie,	Finding a man's cap in the harbor and suspecting that he was drowned, surfmen dragged in the vicinity and recovered the body. Attempted resuscitation, but without success. The body was that of George Thorp, a ferryman, and he had apparently committed suicide, for a 12-pound stone was found tied around his neck.
May 9	Succor	Milwaukee, Wisconsin, Lake Michigan.	A man and his wife, in trying to get into their boat near the station, missed their footing and upset the boat. They were helped out by parties close by and the surfmen took them to the station, where they gave them stimulants and dry clothing.
May 10	Recovery of property.	Old Chicago, Illinois, Lake Michigan.	Seeing a team of horses struggling in the water near the railroad bridge, surfmen went to the place in the surfboat and assisted in getting them slung and hoisted out.
May 10	Succor	Golden Gate Park, California.	A woman who had attempted suicide by running into the surf was dragged out by two men near by and turned over to a policeman. Surfmen took her to the keeper's house, where his wife undressed her, gave her stimulants and put dry clothes on her. She was taken to the emergency hospital later on.
May 11	Recovery of body	Michigan City, Indiana, Lake Michigan.	A small boy fell into the river about 600 feet from the station and was almost instantly drowned. Surfmen dragged for the body and recovered it in twenty-four minutes. Attempted resuscitation, but without success.
May 12	do	Salisbury Beach, Massachusetts.	A fisherman having picked up the decomposed body of a man, gave it in charge of the keeper of the station, who summoned the medical examiner and assisted in the examination. The body was recognized as that of Michael Kelleher, of Newburyport, who was drowned in November, 1898, by falling from a train into the Merrimac River while crossing the bridge.
May 13	Assistance at fire	Plum Island, Massachusetts.	Station crew went to a fire about ¾ mile away, and assisted to save the furniture of two houses which were burned down for want of water facilities.
May 13	do	Sand Beach, Michigan, Lake Huron.	Learning that a residence was on fire not far from the station, crew hurried to the scene, cut holes in the roof and ceiling, and succeeded in extinguishing the flames.
May 14	Recovery of body	Kenosha, Wisconsin, Lake Michigan.	Night patrol found the decomposed body of a woman on the beach to the northward of the station. Notified coroner and he took charge of it.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1899.			
May 16	Recovery of body...	Thunder Bay Island, Michigan, Lake Huron.	The decomposed body of a man was found on the beach by the patrol. Keeper sent surf boat to bring it in, and notified the city authorities, who took charge of it.
May 19	.....do.....	Golden Gate Park, California.	At request of coroner, keeper sent part of the crew to assist in the recovery of a body which had washed ashore on the rocks near Point Lobos.
May 21	.....do.....	Cleveland, Ohio, Lake Erie.	Learning that a boy had drowned about 8¼ miles up the river, keeper sent part of the crew in the dingey to drag for the body. After a little over an hour they recovered the body and gave it in charge of the parents.
May 22	.....do.....	North Scituate, Massachusetts.	Upon receiving report that a decayed body had washed up on the beach, keeper notified proper authorities and detailed part of the crew to help load the body into the undertaker's wagon.
May 24	Succor.....	Biscayne Bay, Florida.....	The small schooner Two Bachelors having been swamped in a squall, her two men made their way to the station in the skiff. Keeper gave them food and dry clothes and transported them to Lemon City.
May 24	Rescue from drowning.	Louisville, Kentucky.....	At 8 p. m. a skiff containing five men and a woman was capsized by the swash of a steamer. The station boat was launched immediately, but before it reached the scene Surfman Drazel, who was in the vicinity of the accident at the time, jumped in and rescued the woman. The men were able to take care of themselves.
May 24	.....do.....	South Chicago, Illinois, Lake Michigan.	A fisherman fell off the S. pier of the Calumet River, but was soon rescued by the station crew, who pulled to his relief in the supply boat. Landed him near his home.
May 25	Assistance at fire.....	Duluth, Minnesota, Lake Superior.	Seeing a house on fire near the station, surfmen hastened over with fire buckets, the hose being too short to reach, and after an hour's hard work succeeded in extinguishing the flames, saving the main part of the house from damage. There is no municipal fire protection in this vicinity.
May 27	Rescue from drowning.	Frankfort, Michigan, Lake Michigan.	While the keeper was out in his boat about 9 p. m. he heard a splash some 300 feet away, and hastening to the spot found the assistant light-keeper clinging to the side of his boat where he had fallen overboard in trying to load a box into it. The keeper hauled him up on the pier.
May 27	Body found.....	South Haven, Michigan, Lake Michigan.	One of the surfmen found the body of an infant on a sand bar in the river. Keeper notified the coroner, who took charge of it.
May 28	Succor.....	Chester Shoal, Florida.....	A German who had been wandering in the woods for three weeks and was all but starved and naked, came to the station and made his wants known by signs. Keeper took him in and gave him food and lodging.
May 28	Rescue from drowning.	South Chicago, Illinois, Lake Michigan.	While a man was fishing on the S. pier of the Calumet River he lost his balance and fell into the river. He clung to a fish net until the station crew arrived in the supply boat and hauled him out.
May 28	Recovery of body...	Old Chicago, Illinois, Lake Michigan.	Master of tug reported the body of a man floating off Oak street, and keeper sent out part of the crew in station boat to pick it up. Turned it over to the city authorities.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1899.			
June 1	Recovery of body...	Buffalo, New York, Lake Erie.	The station lookout was informed that a man had committed suicide by jumping from a dock into the water. Two surfmen were immediately sent to drag for the body, and after an hour's work they found it. They took it to the station and notified the coroner, who soon came and took charge of the body, finding nothing by which it could be identified.
June 2	Recovery of property.	Ottawa Point, Michigan, Lake Huron.	Station crew pulled out to an old pile driver which was adrift, taking off the hammer and an 8-inch block, and carrying them to station to await a claimant.
June 3	Recovery of body...	Quonochontaug, Rhode Island.	The body of Captain Crapo, of New Bedford, was found on Charlestown Beach and cared for at life-saving station. The keeper telegraphed the news to the mayor of New Bedford. (See letter of acknowledgment.)
June 3	.....do.....	Racine, Wisconsin, Lake Michigan.	Life-savers were informed by telephone that a boy named Harry Harwig had fallen into the river about ¼ mile up from station. They hastened to the place indicated with long poles and grapnels and raised the body in about four minutes. They used the Service method of resuscitation upon the body until the arrival of a physician, and then continued their efforts under his direction for fifty minutes longer, but without success. They learned that the body had been in the water about twenty minutes before they recovered it.
June 5	Succor.....	Plum Island, Wisconsin, Lake Michigan.	A pleasure party of thirty people came to station upon a yacht from Ellison Bay. They could not return on account of a severe storm. The keeper furnished them with food and sheltered them for the night at station.
June 7	Recovery of property.	Cape Disappointment, Washington.	A fisherman reported at station that he had lost his gill net on Peacock Spit and asked the assistance of the life-saving crew to recover it. Surfmen launched the surfboat, pulled out, and soon located and recovered the net, which was worth about $300.
June 8	Rescue from drowning.	Sand Beach, Michigan, Lake Huron.	While the steamer City of Alpena was at dock the station lookout heard the cry, "Man overboard!" Seizing a heaving line, he hastened to the dock, alongside of which he saw the man struggling in the water. Climbing down a boat fender, the lookout grasped the man by the wrist and assisted him to climb upon the dock.
June 11	Body found.....	Cleveland, Ohio, Lake Erie.	A body having washed up on the beach, about 3 miles from station, the surfmen went to it in the surfboat, taking charge of it until the arrival of an undertaker.
June 13	Recovery of body...	Manistee, Michigan, Lake Michigan.	Life-savers were informed by telephone that a small boy had fallen into the river about one mile from station and drowned. They went to the scene in the Whitehall boat and soon recovered the body, it having been, however, three hours in the water before their arrival. The coroner came and took charge of the body.
June 13	.....do.....	Racine, Wisconsin, Lake Michigan.	Keeper received a message by telephone stating that a boy was drowned while bathing at the rapids in the river about six miles from station. As it was impossible to reach this point by boat, the keeper sent three surfmen on their bicycles, with lines and grapnels, to recover the body. In about fifteen minutes it was raised and turned over to the coroner, a physician having pronounced life extinct.

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1899.			
June 13	Recovery of body...	Milwaukee, Wisconsin, Lake Michigan.	A man came to station and requested the life-savers to go 8 miles up the river and recover the body of his son, who had fallen into the river at that point and drowned on June 11. Keeper and two surfmen pulled up the river in Whitehall boat, recovered the body, and delivered it to coroner.
June 15	Fresh water supplied.	Saluria, Texas.....	A party of twenty-five people on a small sloop from Cedar Bayou exhausted their supply of fresh water, and the master came to station to request that a supply be furnished them. Keeper gave them a barrelful from the station cistern.
June 15	Property recovered	Cape Disappointment, Washington.	Station crew found a 50-fathom gill net. The owner having come to station and proved his property, it was restored to him on the 22d instant.
June 17	Resuscitation	Sullivans Island, South Carolina.	Mr. and Mrs. H. J. Ray were carried out beyond their depth by the undertow while bathing, and were rescued by a boat from shore. Mrs. Ray was unconscious when landed, and the keeper of life-saving station (inactive season) took charge of her. He succeeded in restoring animation by using the Service method, then he wrapped her in flannels and put her to bed. A physician arrived twenty minutes later and she soon recovered her strength under his treatment.
June 19	Rescue from drowning.	Louisville, Kentucky.....	A colored man fell overboard into the Ohio River from the steamer City of Louisville, while she was moored to a dock. Life-savers launched station boat, took the man from the water, and brought him to station, where he was properly cared for.
June 21	Succor	Corson Inlet, New Jersey.	Two men on their way to Avalon, New Jersey, applied at station for food and lodging. One of them had landed at Ocean City from a capsized boat; the other was the owner of the boat, but was not on board at the time of the mishap. They reported that another man had been in the boat, but was drowned while landing through the surf. Keeper gave them food and lodging, and on the next morning they continued their journey.
June 24	Rescue from drowning.	Old Chicago, Illinois, Lake Michigan.	A boy named August Miller fell into the lake from the end of N. pier, his cries being heard by station lookout. Surfmen in Whitehall boat arrived at end of pier as quickly as possible, finding that a man named James McFarland had jumped into the water and was supporting the boy. Both were picked up by the surfmen and taken to station where they were given stimulants and dry clothing from the stores of the Women's National Relief Association. They soon recovered strength enough to leave the station, the boy going home with his father.
June 25	Assistance at fire....	Quogue, New York.....	Keeper was informed by telephone that a house in Quogue village had been struck by lightning and was on fire. With two volunteer surfmen (inactive season) he hastened to the scene and assisted to save all the furniture. The house was burned to the ground.
June 25	Recovery of body...	Fairport, Ohio, Lake Erie.	A boy fell into the river from a dock at 7.45 p.m. The master of a tug, upon being notified of the casualty, sounded an alarm on his steam whistle. Life-saving crew responded immediately, and the tug towed them in the surfboat to the spot indicated, where they began to drag for the body. In twelve

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1899.			
June 25	Recovery of body...	Fairport, Ohio, Lake Erie.	minutes from the time the alarm was given they recovered it, and commenced to use the Service method of resuscitation upon it. After thirty minutes a physician arrived and declared that further effort was useless. The keeper turned the body over to the father of the drowned boy and notified the coroner of the accident.
June 25	.....do.....	Cleveland, Ohio, Lake Erie.	Station lookout heard the watchman on the east end of Lake Shore Railroad bridge calling for help. The surfmen hastily launched the station skiff and pulled across to the bridge, where the watchman informed them that he had heard a splash in the water as if a man had fallen overboard. They returned to station for their dragging gear, and in about 15 minutes they recovered the body. It was that of a young man about 21 years of age and was given in charge of an undertaker.
June 25	Assistance at fire....	Ludington, Michigan, Lake Michigan.	A fire broke out in a boathouse on Pere Marquette Lake, about 1 mile from station. Life-saving crew pulled to the scene in surfboat, and found that the fire had gained such headway that it was impossible to remove the two naphtha launches which the boathouse contained. The fire tug arrived, and a number of firemen and the hose were taken ashore in the surfboat. When the flames were sufficiently subdued, the surfmen bailed out one of the launches to keep it from sinking, the other having sunk previously.
June 27	Shelter.....	Velasco, Texas.....	Five women and eight children were sheltered at station during the night from the violence of the tempest which was raging.
June 27	Rescue from danger.	Chicago, Illinois, Lake Michigan.	Three men let their boat get adrift while on the waterworks crib and were unable to reach shore. Two surfmen pulled out in Whitehall boat and rescued them from their dangerous position.
June 28	Succor	Burnt Island, Maine.....	A man and his son reached the station from the fishing grounds with a hole in their dory. The dory was repaired and they were given breakfast by the keeper. The boy was furnished with dry clothing from the stores of the Women's National Relief Association, of which he stood in need.
June 28	Assistance to injured man.	Saluria, Texas.....	A fisherman, who had been wounded by a sting ray, was brought to station, suffering great pain. Keeper applied liniment from the station medicine chest to the wound and bandaged it properly, which gave the man considerable relief.
June 28	Rescue from danger.	Cleveland, Ohio, Lake Erie.	Station lookout discovered a signal for help on the waterworks crib, about 2½ miles N. of station, during a fresh breeze and rough sea. Life-saving crew went out in lifeboat, in tow of the tug Dreadnaught, and found two men, who were not able to leave their perilous position. As it was too rough for the tug to go alongside the crib, the surfmen took the men off with the lifeboat and put them safely on board the tug.
June 28	Body found.....	.....do.....	The body of a small child was found on the beach about ¾ mile SW. from station. Surfmen went after the body in the dingey and delivered it to the undertaker.
June 28	Property saved	Sand Beach, Michigan, Lake Huron.	A raft of logs went adrift from a tug which was towing it, and stranded 8 miles N. of station during a NE. gale. Life-saving crew went to the raft in lifeboat in tow of the tug, and ran

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Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1899.			
June 28	Property saved.....	Sand Beach, Michigan, Lake Huron.	3,000 feet of hawser from the raft to the tug. The hawser parted three times and it was necessary to obtain new hawsers. After working for several days, they succeeded in releasing 12 cribs on July 2, but the chains parted and the rest of raft broke up. Surfmen hauled in 4,000 feet of hawser. The owner engaged a rafting crew to save the balance of the timber.
June 28	Rescue from danger.	Chicago, Illinois, Lake Michigan.	At 4.50 p. m. the station lookout reported that six men were out on the Casino pier, and unable to get ashore on account of the rough sea. Life-saving crew pulled out in surfboat and landed on lee side of pier. They took the men into the boat and, after a severe pull of 1½ hours, they landed them safely at station.
June 28	Fire extinguished...	Golden Gate Park, California.	A grass fire S. of station was extinguished by the surfmen before it could spread further and destroy property.
June 29	Body found	.....do	A man came to station and reported that the body of a woman had been washed ashore about one mile S. of station. Surfmen went to the remains and took charge of them until the coroner arrived.
June 30	Property recovered	Cape Disappointment, Washington.	Life-saving crew found a gill net, about 250 fathoms long, which had been lost on Peacock Spit, and restored it to owner. Later in the day another lost gill net, which was drifting seaward, was recovered by the surfmen and returned to owner.

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VESSELS WARNED FROM DANGER.

1898 – 1899.

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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 vesssels standing into danger. The records show that 184 vessels were apprised of their peril in the night by the burning of the Coston night signals, and 10 in the daytime by the signals of the International Code and other appropriate means. The number of warnings is less than in several recent years, but quite sufficient to prove that many serious and costly disasters, to both life and property, were thereby averted.

BY NIGHT SIGNALS.

Date.	Station and locality.	Circumstances of warning.
1898.		
July 1	Nauset, Massachusetts	At 3 a. m. north patrol burned a Coston signal to warn a steam yacht of her dangerous proximity to the shore. The vessel anchored until daylight and then proceeded southward.
July 3	Cape Henry, Virginia	About 2 a. m. patrol warned a torpedo boat out of a dangerous position by a Coston signal.
July 8	North Beach, Maryland	During the mid watch the patrol prevented the stranding of a sloop by signaling her to keep farther out.
July 12	Little Island, Virginia	South patrol had to burn three signals before a large steamer would pay attention and haul out into deeper water.
July 15	Marquette, Michigan	During the first night watch, two steamers ran close to the rocks off the station and were prevented from fetching up by the patrol's danger signals.
July 17	Cobb Island, Virginia	Upon the flash of a red light a vessel that was standing into danger at once altered her course to one of safety.
July 19	....do	Another vessel was warned out of danger under similar circumstances to the foregoing.
July 20	Ilwaco Beach, Washington	About 10 p. m. south patrol warned a steamer that she was approaching the beach too closely and the vessel headed out.
July 22	Cape Disappointment, Washington.	At 9.25 p. m. patrol flashed a Coston to warn a steamer that she was too close inshore.
July 26	Crisps, Michigan	About 1 a. m. east patrol heard one long blast from a steamer's whistle, and shortly afterwards saw her light through the fog. He flashed his Coston, and the vessel edged offshore and began blowing the regular fog signals.
July 30	Corson Inlet, New Jersey	A sloop which had got too close inshore during the hazy weather was cautioned to keep off by a Coston signal.
Aug. 1	Fourth Cliff, Massachusetts	Surfman on south patrol about ½ mile from station at 8.40 p. m., saw a vessel's lights dangerously close inshore. He burned a Coston signal and the vessel answered by blowing a horn and hauled off.
Aug. 4	Plum Island, Massachusetts	At 3 a. m. the surfman on patrol burned a Coston signal to warn a steamer which was dangerously near the shore.
Aug. 4	Sturgeon Point, Michigan	Surfman on patrol from midnight to 4 a. m. burned two Coston lights to warn steamer City of Alpena of her perilous position near shore.
Aug. 4	Point Reyes, California	Shortly before midnight the patrol discovered a large steamer heading directly toward the beach. He immediately burned a Coston signal and she reversed her engine in time and then turned safely offshore.
Aug. 13	Knobbs Beach, Massachusetts.	Between midnight and 4 a. m. the surfman on patrol discovered a vessel standing toward and dangerously near the outer shoals. He at once burned a Coston signal, upon which the vessel tacked and stood away.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1898.		
Aug. 14	Sullivans Island, South Carolina.	The patrolman, about midnight, noticed a sloop near the shore, and from her actions saw that the master was evidently bewildered. He burned a Coston signal and she immediately anchored until daylight when she proceeded toward Charleston Harbor.
Aug. 16	Crumple Island, Maine.....	At 2 30 a. m. the patrol saw, through the fog, the lights of a vessel approaching the breakers. He burned a Coston light, hailed the vessel, and informed the master of his perilous position. She was the schooner A. Hooper of Calais, Maine, and at once tacked offshore.
Aug. 20	Saluria, Texas.....	The surfm·n on southwest patrol at 3 a. m. saw a vessel approaching from the eastward, standing toward Pass Cavallo, but too close in to clear the shoals extending out from the NE side of the pass. Upon the burning of a Coston signal by the patrolman, the vessel hauled off and passed the shoals in safety.
Aug. 26	Assateague Beach, Virginia..	About 10 p. m. the patrolman warned a vessel off from the shoals by the usual night signal.
Aug. 28	Hereford Inlet, New Jersey...	At 12.30 a. m. the patrol discovered a vessel near the beach and in danger of grounding on the bar. He burned his Coston signal to warn her and she kept off.
Sept. 2	Little Kinnakeet, North Carolina.	Sunset patrol burned a Coston signal and warned off a schooner that was heading in dangerously close to the beach.
Sept. 4	Durants, North Carolina.....	During the mid watch, patrol flashed a night signal to a vessel standing on a dangerous course. She went about and kept off.
Sept. 6	Hunniwells Beach, Maine..	W. patrol from midnight to 4 a. m. burned a Coston signal to a schooner that was very near the beach.
Sept. 10	Tathams, New Jersey.....	A vessel was warned off the beach by the flash of a signal.
Sept. 14	Race Point, Massachusetts....	About 10 p. m. W. patrol made out a vessel standing too close in. She edged out into deep water upon his flashing his danger signal.
Sept. 17	Wood End, Massachusetts....	Two Coston signals were burned by the north patrol and one by the south to warn a steamer that she was too close to the beach for safety.
Sept. 18	New Shoreham, Rhode Island.	A vessel was warned out of danger during the first night watch.
Sept. 18	Hog Island, Virginia.....	At 9 p. m. patrol saw a steamer very close to the outer shoal and set off his signal. The vessel attempted to sheer out, but struck on the shoal. Patrol burned another Coston and the steamer's search light was thrown around. A third Coston was then flashed, and the vessel backed off and stood out clear.
Sept. 19	Crisps, Michigan.....	At 3.15 a. m. patrol saw a steamer heading for the beach. He burned a red light, and she swung out in time to avoid stranding.
Sept. 21	False Cape, Virginia.....	A steamship was warned off Pebble Shoal by the usual danger signal.
Sept. 23	Hunniwells Beach, Maine.....	Two schooners were warned off the beach by signals from the west patrol.
Sept. 24	Jerrys Point, New Hampshire.	At 4.30 a. m. north patrol made out at a large 4-masted schooner perilously near the rocks. He displayed a danger signal instantly, and the vessel tacked just in time to save herself.
Sept. 25	Brigantine, New Jersey.....	Sunset patrol warned off a steamer standing too close to the shore.
Sept. 25	Hog Island, Virginia	During the mid watch a steamer was seen standing very close to the bar. Patrol burned a warning signal, and she promptly swung off.
Sept. 25	Gull Shoal, North Carolina...	Shortly after dark a patrol warned a large steamer off the beach.
Oct. 1	Knobbs Beach Massachusetts.	During the first night watch the north patrol discovered a schooner very near the beach. He burned his Coston signal, and she tacked offshore in season to escape.
Oct. 2	Damariscove Island, Maine..	At 10 p. m. the east patrol discovered a vessel perilously near the E. shore of the island. He flashed his signal, whereupon she quickly wore around and stood seaward.
Oct. 3	Gurnet, Massachusetts.....	As the north patrol was returning to his station about sunset he saw a schooner standing toward the beach and in danger of striking on the bars. He warned her at once by the usual signal, upon seeing which she hauled off into deep water and anchored.
Oct. 3	Race Point, Massachusetts....	The patrol from 8 p. m. to midnight warned off a schooner dangerously near the beach.
Oct. 3	Rocky Point, New York.....	At 7.10 p. m. during a thick fog, the east patrol heard a steamer's whistle apparently close to the rocks 1 mile E. of station. He replied with a Coston signal and the steamer stood offshore.
Oct. 4	Wood End, Massachusetts....	The patrol from 8 p. m. to midnight burned a signal to warn a schooner that was too near and she stood off in time.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1898.		
Oct. 5	Race Point, Massachusetts....	During the watch from 8 p. m. to midnight, the patrol warned away a schooner that was close inshore.
Oct. 5	Cape Disappointment, Washington.	A 11.40 p. m. watchman burned a Coston signal to warn off a vessel that was steering for the bar.
Oct. 6	Point Reyes, California.....	At 10.20 p. m. a small sloop close to the beach was signaled to keep off.
Oct. 7	Little Beach, New Jersey.....	At 9.30 p. m. the patrol flashed a Coston danger signal to notify a large steamer that she was in danger of striking the shoals. She immediately altered her course and stood away.
Oct. 10	Peaked Hill Bars, Massachusetts.	At 4.30 a. m. the patrol saw a vessel's light too near the bar, and at once burned a Coston signal, whereupon the craft hauled offshore.
Oct. 11	Knobbs Beach, Massachusetts.	At 4.20 a. m. the south patrol discovered a schooner well inshore and heading directly for the beach. He burned a Coston signal, but no notice was taken of it, and he quickly displayed another, whereupon the vessel hastily changed her course and stood seaward.
Oct. 12	Little Beach, New Jersey.....	At 7.20 p. m. the surfman on patrol, seeing a steamer bearing too close to the shoals, fired the usual signal of warning and she quickly hauled out to a safe course.
Oct. 12	Shoalwater Bay, Washington.	During the first watch the patrolman burned a danger signal to a vessel whose light appeared dangerously close to the beach. She at once tacked offshore.
Oct. 12	Cape Disappointment, Washington.	At 2.15 a. m. patrolman signaled a steamer that she was standing too close to the beach for safety and she at once swerved off.
Oct. 15	Wachapreague, Virginia.....	The patrol burned a Coston signal to warn away a vessel whose size and rig could not be made out.
Oct. 17	Fletchers Neck, Maine.....	North patrol saw a vessel standing dangerously near the rocks, and warned her by firing the usual red signal.
Oct. 17	Wood End, Massachusetts....	During the first watch the patrol made out a schooner too near the beach and flashed his Coston signal, which she heeded at once.
Oct. 17	Cobb Island, Virginia...	At 7.20 p. m. the patrol saw a vessel standing into shoal water and warned her away.
Oct. 19	Wallis Sands, New Hampshire.	At 7.10 p m. patrolman burned a red Coston light to notify a schooner that she was dangerously near the ledges.
Oct. 19	Crisps, Michigan	At 7.10 p. m. the lights of a steamer appeared, evidently heading directly for the beach. Upon the flash of the Coston signal, she blew several short blasts of her whistle and turned out into the lake on a safe course.
Oct. 23	Atlantic City, New Jersey.....	At 2.16 a. m. a steamer was diverted from a perilous course by the usual danger signal.
Oct. 23	Lewes, Delaware	Patrolman at the point of Cape Henlopen burned a Coston light to warn a small steamer that was almost on the Round Shoal. She cleared the shoal and proceeded on a safe course
Oct. 24	Cape Henlopen, Delaware....	The night patrol fired two Coston signals to warn a steamer that was dangerously near the point of Cape Henlopen. Patrolman thought that she touched bottom; but if so she soon succeeded in backing off and continued her voyage.
Oct. 25	Hunniwells Beach, Maine	Soon after dark the south patrol fired a Coston signal to warn a schooner that she was liable to strand on the beach.
Oct. 26	Ship Bottom, New Jersey	At 8.40 p. m the north patrol sighted a steamer too close to the shore; he burned one danger signal, but it was not heeded and he burned a second one which had the effect of causing her to haul offshore.
Oct. 27	Harvey Cedars, New Jersey..	During the evening watch, patrolman burned a Coston signal to a steamer much too near the beach. She quickly hauled off on a safe course.
Oct. 29	Cobb Island, Virginia.....	At 1 a. m. the patrolman discovered a vessel standing into danger and fired his red light, upon which she altered her course and stood off into deep water.
Oct. 29	Middle Island, Michigan	About 10.15 p. m. both patrolmen burned Coston signals to warn a steamer, standing in for an anchorage under island, that she was coming too close for safety. She turned offshore and anchored farther out.
Nov. 4	Old Harbor, Massachusetts...	A large steamer dangerously near the beach was warned off by the patrol's Coston signal.
Nov. 4	Santa Rosa, Florida.....	At 8 p. m. patrol flashed his danger signal and warned a steamer off the beach.
Nov. 7	Lone Hill, New York.....	Seeing a steamer heading almost directly for the shore, patrol burned a Coston signal and she headed to the eastward.
Nov. 12	Little Beach, New Jersey	A tug with tow was warned off the shoals at 1.45 a. m.
Nov. 13	Hunniwells Beach, Maine....	Shortly after dark patrol warned off a schooner that was heading on shore.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1894.		
Nov. 13	Corson Inlet, New Jersey.....	South patrol warned a steamer of her perilous approach to the beach and she changed her course seaward in time to escape.
Nov. 15	Ship Canal, Michigan.....	In the early morning the patrol saw a vessel close to the shore. He warned her off by a Coston signal.
Nov. 16	Santa Rosa, Florida.....	At 7 p m. patrol warned off a vessel standing too close to the beach.
Nov. 18	.....do.....	About 4 a. m. patrol warned a steamer off a dangerous course by Coston signal.
Nov. 19	Peaked Hill Bars, Massachusetts.	East patrol saw a vessel close to the bars and burned a Coston signal, whereupon the vessel immediately altered her course and went clear.
Nov. 21	Fletchers Neck, Maine.....	At 2 a. m. patrol warned off a vessel that was too close to the beach.
Nov. 24	San Luis, Texas.....	About 7 p. m. patrol saw a vessel very close to San Luis Pass bar; he fired his Coston signal and the vessel altered her course in season to clear the bar.
Nov. 25	Fletchers Neck, Maine.....	North patrol warned a vessel off the rocks by a Coston signal.
Nov. 25	Little Beach, New Jersey.....	At 1.45 a. m. patrol warned off a large steamer dangerously close to the shore.
Nov. 28	Ocean City, New Jersey.....	A tug with tow was warned off the bar by the usual night danger signal.
Dec. 2	Vermilion Point, Michigan...	During the watch from midnight to 4 a. m. the east patrol discovered a steamer close to the breakers, a snow squall having but just cleared away. He burned two Coston signals in rapid succession and she headed out into the lake.
Dec. 4	Long Branch, New Jersey.....	At 7 p. m., during a strong easterly gale, the patrolman saw a large steamer close to the bar. His danger signal was answered by a white light on the steamer, but she did not appear to be able to work offshore. The patrolman ran to station and gave the alarm to keeper, who at once ordered two surfmen to go and watch the steamer while the rest prepared the beach apparatus for action. One of the surfmen on watch, however, soon reported that she had succeeded in working offshore and was out of danger.
Dec. 5	Cape Disappointment, Washington.	The station patrol at 8.45 p. m. burned a Coston signal to warn a steamer that she was too close to Peacock Spit. She changed her course and passed safely.
Dec. 6	Chicamacomico, North Carolina.	During the middle watch the patrol saw a steamer headed directly for the beach and quite near it. He burned a signal, which caused her to turn and stand offshore.
Dec. 7	Cranberry Isles, Maine.....	The surfman on north patrol burned a red danger signal to warn a steamer that was standing too near the shore.
Dec. 7	Old Harbor, Massachusetts...	During the first watch the patrol fired a Coston signal to warn a schooner that was nearly on the bars, and she immediately stood out into deep water.
Dec. 7	Isle of Wight, Maryland.....	The north patrolman about 4 a. m. discovered a three-masted schooner steering directly toward the beach. Upon the usual danger signal she went about and stood seaward on the safe tack.
Dec. 8	Plum Island, Massachusetts..	At 3.20 a. m. the north patrol burned two danger signals to warn a steamer with barge in tow that she was perilously near the bar. Upon seeing the signals she anchored and awaited daylight.
Dec. 8	Crisps, Michigan	At midnight a snowstorm cleared away and the surfman on patrol saw a steamer heading toward the shore. He burned one danger signal, which was not heeded, but a second one caused her to back out, turn, and stand off into the lake.
Dec. 13	Pecks Beach, New Jersey.....	At 7.15 p. m. the patrol fired a danger signal to notify a passing steamer of the proximity of the beach.
Dec. 16	Crumple Island, Maine.....	At 9.30 p. m. the patrol saw the lights of a schooner near the breakers on the south side of Great Wass Island. He burned his Coston light and she immediately stood seaward.
Dec. 19	Cape Henry, Virginia.....	Surfman on north patrol at 10.10 p. m. fired a Coston signal to inform a steamer that she was in danger of stranding. She answered with a Coston light and at once hauled offshore.
Dec. 21	Indian River Inlet, Delaware	A steamer that was standing too near the beach was warned of her danger by the station patrol during the middle watch. She promptly stood seaward upon seeing the flash of the Coston light.
Dec. 22	Wallis Sands, New Hampshire.	Surfman on north patrol burned a Coston light to warn a schooner that she was perilously near some submerged ledges. Upon seeing the light she went about and stood clear.
Dec. 22	Cape Henlopen, Delaware....	During the first watch the patrol warned a steamer offshore by burning a Coston light.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1898.		
Dec. 22	Cape Henlopen, Delaware....	During the middle watch the patrol flashed a danger signal to warn off a steamer that was much too near the shore.
Dec. 22	Mosquito Lagoon, Florida....	A schooner, which was very close to the surf, tacked offshore as soon as the keeper flashed a danger signal.
Dec. 22	San Luis, Texas....	At 3 a. m. the southwest patrol discovered a vessel approaching too close to the beach. He burned a danger signal, and she turned and stood offshore.
Dec. 23	Nauset, Massachusetts.....	At 10.30 p. m. the surfman on patrol burned a Coston signal to warn two fishing schooners of their proximity to the shore and they thereupon kept off.
1899.		
Jan. 3	Hog Island, Virginia.....	Patrol burned a Coston signal and warned a vessel off the bar.
Jan. 6	Coskata, Massachusetts.....	At 6.30 p. m. patrol on east beat made out the light of a vessel dangerously near the beach. He fired his signal and the vessel edged off into deep water.
Jan. 6	Indian River Inlet, Delaware	Midnight patrol warned a steamer off the beach by Coston light.
Jan. 6	Isle of Wight, Maryland.....	Seeing a steamer standing directly on shore, patrol burned a Coston light and she thereupon put about and disappeared.
Jan. 6	Sullivans Island, South Carolina.	At 2 a. m. patrol made out a vessel through the fog apparently trying to make Charleston Harbor. He burned a signal to warn her that she was too close to the beach, and she immediately came to anchor.
Jan. 7	Rocky Point, New York.....	Midnight patrol warned a tug with barges in tow that they were too close to the rocks. Tug then changed her course and all went clear.
Jan. 8	Nauset, Massachusetts.....	South patrol warned a 4-masted schooner off the beach at 2.30 a. m.
Jan. 10	Orleans, Massachusetts	Patrol displayed a red light in time to prevent the stranding of a steamer with barges in tow.
Jan. 12	Indian River Inlet, Delaware	Midnight patrol saw a steamer almost in the breakers. He immediately fired a Coston signal and she just cleared the shoals.
Jan. 13	Old Harbor, Massachusetts...	A steamer was warned off the beach by the display of a red Coston.
Jan. 16	Knobbs Beach, Massachusetts.	Sunset patrol burned a signal to a schooner very near the shoals. She tacked and went clear.
Jan. 16	Golden Gate Park, California	Patrol flashed a Coston to a schooner heading on the beach and very near shore. The vessel changed her course and passed clear.
Jan. 21	Ilwaco Beach, Washington...	At midnight a warning signal was burned to a steamer too near the beach. The vessel thereupon stood offshore.
Jan. 25	Chatham, Massachusetts	Seeing a steamer heading on shore and dangerously near, patrol flashed a warning signal and the vessel stood away.
Jan. 30	Cobb Island, Virginia.....	Patrol warned a vessel off the beach at 7.30 p. m.
Jan. 31	Pamet River, Massachusetts..	South patrol made out a steamer with barges in tow dangerously close to the beach. He fired two Coston signals in quick succession and she headed out to sea.
Feb. 1	Jerrys Point, New Hampshire.	At 5 a. m. a vessel which was standing too near the rocks was warned of her danger by the Coston light of the surfmen on patrol.
Feb. 1	False Cape, Virginia..	About 1.30 a. m. the keeper burned a Coston signal to warn a steamer whose lights showed her to be approaching too close to shore. She changed her course upon seeing the signal.
Feb. 5	Shark River, New Jersey	At 7.30 p. m. the station patrol informed a steamer of her dangerous position near the beach by burning a danger signal. She heeded the warning, standing off on a safe course.
Feb. 5	Metomkin Inlet, Virginia.....	During the first watch the station patrol fired a Coston signal to warn a vessel which was perilously near the beach.
Feb. 6	Yaquina Bay, Oregon	During the first watch the station patrol burned a Coston light to warn a steamer off shore. She immediately answered with three blasts of her steam whistle and hauled off.
Feb. 7	Little Island, Virginia.....	During the watch from 3 a. m. to sunrise the south patrol burned two Coston lights to warn a large steamer of her proximity to the beach.
Feb. 7	False Cape, Virginia..	About 5.30 a. m. the south patrol saw a steamship dangerously near Pebble Shoals and burned a danger signal to warn her off. She changed her course upon seeing the signal and went clear.
Feb. 8	Indian River Inlet, Delaware.	During the middle watch the north patrol saw a steamer almost in the breakers. He fired a red Coston signal and she hauled off just in time to avert a disaster. She also burned a Coston signal in answer to the patrol's signal.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1899.		
Feb. 9	Chicamacomico, North Carolina.	During the first watch the station patrol discovered a steamer too near the beach and warned her off by firing a Coston signal.
Feb. 11	Brigantine, New Jersey	During the first watch the north patrol, seeing a light near the beach, burned a Coston light to warn the vessel of her danger.
Feb. 11	Point Reyes, California	The south patrol fired a Coston signal at 4.30 a. m. to warn a vessel which was standing too close to the beach. She immediately changed her course and stood offshore.
Feb. 12	Shinnecock, New York	During the middle watch the surfman on patrol discovered a vessel dangerously near the shore. He fired a Coston signal which caused her to change her course and go clear.
Feb. 13	Muskeget, Massachusetts	Just before sunset and during a terrible blizzard, the lifesavers saw a schooner ENE. of station in a dangerous position on account of her proximity to the ice and shoals. It was impossible for them to board her, but the station patrol kept watch of her throughout the night, burning three Coston signals at different times to warn her off the shoals.
Feb. 13	Potunk, New York	At 12.15 a. m., the station patrol saw a steamer standing along perilously near shore. He burned a Coston light which caused her to haul off several points and pass clear of all danger.
Feb. 14	Gurnet, Massachusetts	At 6 p. m. the patrol saw a tugboat standing very near the rocks in order to keep clear of ice. He burned a Coston light, which the tug acknowledged by blowing her whistle, and then kept away.
Feb. 15	Turtle Gut, New Jersey	At 11.45 p. m. the station patrol burned a Coston light to warn a steamer whose course was taking her on Turtle Gut Inlet bar. Upon seeing the signal she sheered off and passed clear.
Feb. 18	Quogue, New York	During a foggy evening the station crew heard a steamer's whistle close in and burned a Coston light to warn her off. She must have seen the light and hauled off, because her whistle became less audible as she passed the east patrol.
Feb. 19	Old Harbor, Massachusetts	At 7 p. m. the south patrol saw a schooner dangerously near the beach. He burned a Coston signal, which caused her to keep away and go clear.
Feb. 23	Cape Henry, Virginia	At 2.45 a. m. the south patrol fired a Coston signal to warn a steamer which was too close to the point of the cape. Notwithstanding the signal, she struck bottom lightly, but managed to release herself in about ten minutes, apparently uninjured.
Feb. 27	Wood End, Massachusetts	During the first watch the north patrol burned a danger signal to warn a schooner that she was too near the ice for safety.
Mar. 3	False Cape, Virginia	About 8 p. m. north patrol warned a large steamer off the beach.
Mar. 5	Cape Henry, Virginia	During the mid watch a steamer was warned off a dangerous course.
Mar. 5	Dam Neck Mills, Virginia	Patrol burned a danger signal to a steamer running too close to the beach, whereupon she hauled out to a safe course.
Mar. 7	Cape Fear, North Carolina	At 10.50 p. m. the patrol flashed a Coston signal to a steamer heading for the beach. The signal was answered by a blast of the vessel's whistle, and she stood out into safe water.
Mar. 10	Wood End, Massachusetts	Midnight patrol warned a schooner off the beach.
Mar. 10	Pea Island, North Carolina	Sunrise patrol made out a schooner heading for the breakers. He displayed a warning light, and the vessel kept out and passed clear.
Mar. 12	Peaked Hill Bars, Massachusetts.	Midnight patrol warned a schooner off Peaked Hill Bars.
Mar. 13	Shinnecock, New York	During the watch from 8 p. m. to midnight, patrol warned a steamer off a course which was carrying her too far inshore.
Mar. 13	San Luis, Texas	Midnight patrol saw a schooner running directly for the beach. He burned a Coston signal, and the vessel at once went about and stood away.
Mar. 19	Wood End, Massachusetts	Sunset patrol warned a schooner off a course which was taking her into danger.
Mar. 24	Isle of Wight, Maryland	Patrol on watch from 8 p. m. to midnight warned a schooner off the beach.
Mar. 25	Old Harbor, Massachusetts	South patrol saw a schooner in danger of stranding on the bars and warned her off by a Coston signal.
Mar. 26	Orleans, Massachusetts	At 3.20 a. m. patrol made out a schooner through a light fall of snow, heading for the beach. He burned a danger signal and she at once kept offshore.
Mar. 30	San Luis, Texas	A schooner was warned off the beach at 2.30 a. m.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1899.		
Mar. 31	Old Harbor, Massachusetts...	Surfman on north patrol burned a Coston signal and warned a schooner off a dangerous course.
Apr. 1	Narragansett Pier, Rhode Island.	About 4 a. m. the patrol saw a large schooner dangerously near the beach. He burned his Coston night signal, whereupon she hoisted her jibs and stood offshore.
Apr. 2	Parramore Beach, Virginia...	During the watch from 8 p. m. to midnight the south patrol warned a steamer from a dangerous position by burning a Coston light.
Apr. 3	Knobbs Beach, Massachusetts.	During the watch from 8 p. m. to midnight the south patrol discovered a schooner headed for the beach and dangerously near it. He burned a Coston light, upon seeing which she tacked and stood offshore.
Apr. 4	Hog Island, Virginia.....	The patrolman saw a steamer's lights which indicated that she was standing on shore and perilously close to it. She stood offshore on a safe course after he flashed a Coston signal.
Apr. 6	Plum Island, Massachusetts..	During the first watch the south patrol saw a schooner standing in toward the beach; he burned his Coston light which caused her to anchor until daylight.
Apr. 7	Georgica, New York.....	A schooner that was approaching the shore was warned off by the Coston light of the night patrol.
Apr. 7	Cape Henry, Virginia.....	About 2.30 a. m. the north patrol burned a Coston light to warn a steamer which was running in dangerously close to the beach. She answered the signal and turned offshore.
Apr. 7	Little Island, Virginia.....	The night patrol burned a Coston light to warn a schooner which was standing dangerously near shore; upon seeing the signal she hauled off.
Apr. 9	Golden Gate Park, California.	At 3 a. m. the patrol fired a danger signal to warn a schooner, standing along very close inshore. She tacked at once and stood out.
Apr. 14	Ocean City, Maryland.....	At 9 30 p. m. the patrol fired a danger signal to warn a schooner which was nearing the bar. She tacked and stood offshore.
Apr. 17	North Beach, Maryland.....	During the middle watch the south patrol burned a Coston light to inform a schooner of her proximity to the beach.
Apr. 17	Caffeys Inlet, North Carolina..	During the first watch the patrol burned a Coston light to caution a schooner which was dangerously near the shore. She changed her course and kept out of danger.
Apr. 19	Peaked Hill Bars, Massachusetts.	About 1.30 a. m. the patrol saw a vessel's light too near shore and burned a Coston light, upon seeing which she hauled off.
Apr. 28	Pamet River, Massachusetts..	During the first watch the station patrol discovered a schooner too close to beach. He burned a Coston light which she answered by swinging a lantern, and then hauled offshore.
Apr. 28	Cape Henlopen, Delaware.....	During the middle watch the station patrol burned a Coston light to warn a schooner that was running into danger.
May 2	Cobb Island, Virginia.....	At 10 p. m. patrol made out a vessel standing into danger. He burned a Coston signal and she at once stood out into deep water.
May 4	Gurnet, Massachusetts.....	About 11.50 p. m. the north patrol burned a danger signal to a schooner which was close inshore and had no lights up. The vessel immediately showed her lights, and, after standing off a short distance, came to anchor.
May 10	Peaked Hill Bars, Massachusetts.	Midnight patrol warned a steamer off the bars by the usual night signal.
May 10	Old Harbor, Massachusetts...	During the first watch the patrol warned a schooner off the beach.
May 10	Yaquina Bay, Oregon.....	Patrol burned a Coston signal and warned a steamer off a dangerous course.
May 13	Middle Island, Michigan.....	Seeing a schooner out of the channel, surfman burned a danger signal to her and she edged back into the cut.
May 14	Peaked Hill Bars, Massachusetts.	At 9 p. m. the patrol warned a steamer off a course which was taking her too close to the bars.
May 15	Fletchers Neck, Maine.....	A vessel too close to the shore was warned off by the night patrol.
May 17	Ship Canal, Michigan	At 9 p. m. one of the surfmen burned a Coston signal to a steamer heading for a reef to the northward of the station. The vessel thereupon stood out clear of the danger.
May 18	Wood End, Massachusetts.....	Patrol warned a schooner off the beach at 2.45 a. m.
May 20	Ilwaco Beach, Washington ...	Two steamers were warned out of shoal water this day, one at 2 a. m. and the other at 10.15 p. m.
May 21	Corson Inlet, New Jersey.....	About 8.30 p. m. patrol burned a Coston signal to a schooner standing dangerously near the beach; she headed out at once.
May 22	Shoalwater Bay, Washington	A vessel was warned off the beach at 2 a. m.
May 28	Corson Inlet, New Jersey.....	A sloop was warned off the bar by a night danger signal.

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Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1899.		
June 1	Ilwaco Beach, Washington ...	During the first watch the north patrol burned a Coston light to warn a steamer which was approaching the beach. As she did not heed the warning he fired another signal, whereupon she headed offshore.
June 13	Vermilion Point, Michigan ..	At 10 p.m., during a dark, foggy, and rainy night, the west patrol fired a Coston signal to inform a steamer that she was headed toward shore. She turned and stood out into the lake.
June 13	Crisps, Michigan.....	When the fog cleared away at 10.30 p. m. the east patrol sighted a large steamer headed toward the beach. He burned a Coston light and she headed offshore at once.

BY DAY SIGNALS.

1898.		
July 4	Ilwaco Beach, Washington ...	At 2 p. m., seeing a schooner standing too close to the shore, keeper had the signal J D (You are standing into danger) set, and the vessel kept farther out.
Sept. 4	Mosquito Lagoon, Florida....	Keeper set danger signal J D to a large steamer standing on a course that would carry her into shoal water. As soon as the signal was made out, the vessel headed off to a safe distance.
Sept. 18	Point Reyes, California.....	About noon, during a thick fog, a steamer was made out close inshore near the station. Keeper had the alarm bell rung, and the vessel headed out.
Sept. 29	San Luis, Texas.....	During thick weather keeper descried a large steamer heading toward the beach. He set the International Code signal M F G (Do not stand so close in), and the vessel acknowledged the warning by hoisting the British colors. She then signaled that she was bound for Galveston, and the keeper gave her the course and distance to that port.
Oct. 1	Rocky Point, New York.....	The day patrolman, during a thick fog, heard a steamer's whistle close at hand, and by running he arrived abreast the vessel in time to hail her and warn her of her proximity to the rocky shore. She gave three blasts of her whistle to show that she understood, and then hauled broad off.
1899.		
Jan. 8	Chester Shoal, Florida.....	Keeper hoisted signal J D (You are standing into danger) to a bark that was too close to the shoal. The vessel immediately tacked and cleared the obstruction.
Feb. 7	False Cape, Virginia.....	The day lookout set signal J D to a steamer which was standing along dangerouly near the beach. She changed her course and stood offshore.
Mar. 26	North Scituate, Massachusetts.	During a snowstorm the keeper and the lookout sighted a schooner heading for the beach. They fired a blank cartridge from the Lyle gun and the vessel at once put about and stood away.
May 24	Ilwaco Beach, Washington ...	At 11 a. m. keeper had the danger signal J D set at the station flagstaff to a schooner standing too close to the beach. As soon as the signal was made out the vessel kept away.
June 28	Middle Island, Michigan, Lake Huron.	The steamer Chauncy Hurlbut stood into shoal water while seeking shelter under the lee of Middle Island. Station crew warned her by hoisting the danger signal, whereupon she hauled into safe water and anchored ¾ mile WSW. of station.

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LETTERS OF ACKNOWLEDGMENT.

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LETTERS ACKNOWLEDGING THE SERVICES OF LIFE-SAVING CREWS.

The following are copies of letters of acknowledgment and newspaper clippings which have come to the office of the General Superintendent from captains, owners, and other persons interested in vessels which suffered disaster during the year and received assistance from the Life-Saving Service.

CLYDE'S COASTWISE AND WEST INDIA STEAM LINES,
New York, July 25, 1898.

DEAR SIR: We wish to express to you our obligations to the Life-Saving Service for the assistance rendered by the crew of the Cedar Creek Life-Saving Station to the crew of our steamer *Delaware*, burned off Barnegat on the night of July 8. Her captain informs us that this life-saving crew answered at once the signal for assistance, and reached the scene of the fire in an unexpectedly short time. They picked up such of our crew as were on life rafts, and took them ashore through the surf in their own boat. Afterwards they sailed them six miles across the bay to the railroad. Our men speak in the highest terms of the kindness with which they were treated.

We consider this a striking illustration of the value of having the chief life-saving stations on the coast manned throughout the entire year. The promptness with which the distress signal of the *Delaware* was answered, and the knowledge that a life-saving boat was on the way to the ship, greatly encouraged all on board the *Delaware* and materially aided our captain in preserving order on board and preventing any panic.

Yours, very respectfully, WM. P. CLYDE & CO.

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

REHOBOTH, DELAWARE, *August 6, 1898.*

DEAR SIR: It is a very pleasant and grateful duty for me, as one of the party who were rescued by the life guards in Rehoboth Bay, Delaware, on August 3, 1898, to call attention to the very quick and prompt action of the crew in coming to our assistance; also to their sympathy and kindness after we had been landed.

I shall always remember the crew of this station with very grateful feelings, and my companions heartily indorse what I say.

I am, yours, respectfully, EDWARD NEAL.

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

LITTLE KINNAKEET, NORTH CAROLINA, *August 12, 1898.*

SIR: I desire to express my thanks for the prompt service rendered to me by the keeper of the Little Kinnakeet Life-Saving Station at the wreck of the American schooner *S. G. Hart*, on the beach three-quarters of a mile above Little Kinnakeet Life-Saving Station on August 10, 1898.

By the advice of the keeper we saved our effects in good condition and also our nautical instruments. He deemed it necessary to remove things at once, which proved to be none too soon.

Respectfully, yours, C. M. SAWYER,
Late Master of American Schooner S. G. Hart.

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

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NEWBURYPORT, MASSACHUSETTS, *August 15, 1898.*

DEAR SIR: I wish to express to you for myself and the other members of the crew of the yacht *Wayward* the deep appreciation we feel for the service done us, by you and the members of the Plum Island life-saving crew, in taking us from our yacht on Wednesday afternoon last. Your boat was handled with a skill and courage that was most commendable; especially as the conditions were so trying. We feel that your work merits the highest praise and that it is our duty to give you the proper acknowledgment for it. Thanking you again most heartily,

Very sincerely,

CHAS. P. MOONEY,
Commodore, M. F. Y. C.

Captain T. J. MADDOCK,
Keeper Plum Island Life-Saving Station.

The following card of thanks was published in the New York Herald, issue of August 19, 1898:

To the editor, New York Herald:

Schooner *Addie Sawyer* went ashore on Fire Island bar on the morning of August 16. The crews of the Oak Island and Fire Island life-saving stations came promptly to my assistance and did all in their power to help me out of my trouble. I now wish, through the Herald, to thank them publicly for their kind efforts and efficient aid.

S. M. NORWOOD,
Master of Schooner Addie Sawyer.

BAY CITY, MICHIGAN, *August 22, 1898.*

DEAR SIR: I wish to acknowledge my indebtedness to Captain R. M. Small and his crew of surfmen at Ottawa Bay Life-Saving Station, and through them to the Government.

On the morning of August 15, 1898, my yacht broke her cable and drifted ashore in a strong WSW. wind. She lay pounding against a raft of long timbers and soon would have broken her planking had not the crew promptly come to my assistance. Two hours' hard work floated her into deep water. Upon examination we found a few seams and butts open, which they soon repaired, returning my boat to me in almost as good condition as before the blow.

I can not speak too highly of their work, or of the hearty, cheerful, and efficient manner in which they helped me out of my difficulty. The sterling, manly qualities of Captain Small and his crew are a credit to the government that employs them, and the frequenters of Ottawa Bay are indeed fortunate to have such men at hand. I only wish the citizens of our lake cities and States were more familiar with this branch of the Government service and the men employed.

Again expressing my hearty appreciation of the service rendered,

I am, yours truly,

CHAS. T. PATCHELL,
Pastor Congregational Church, Bay City, Michigan.

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

The following card of thanks was published in the North Carolinian, issue of August 24, 1898:

We wish to extend our thanks to Captain E. O. Hooper, keeper of Little Kinnakeet Life-Saving Station, for his kindness and valuable services rendered us while at his station in regard to saving crew and material from the wrecked schooner *S. G. Hart.* We think he can not be too highly praised as a keeper of a life-saving station.

WALTER MCLEAN, *Agent.*
C. M. SAWYER, *Master.*

CHARLESTON, SOUTH CAROLINA, *August 24, 1898.*

DEAR SIR: I feel satisfied that you will receive through the proper channels the report from Captain J. Adams, of the life-saving station at Sullivans Island, of the rescue of my little son, Edwin, from drowning, which occurred on August 19. Nothing that can be said about your crew here in their praise is not deserved. With but a moment's warning they all ran out of their boathouse, Captain Adams in the lead, and after the

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bravest fight they rescued my son. One poor fellow, James J. Coste, lost his life. After gratitude to God, I am thankful to the crew, and I can not fail to tell you that I consider them the best on the South Atlantic coast.

Yours, respectfully, HENRY SCHACHTE.

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

ROXBURY, MASSACHUSETTS, *August 27, 1898.*

SIR: I take this means of extending my thanks to Captain Glawson and life-saving crew at Dorchester Bay, who saved my life on Sunday morning, August 7.

A friend and myself were starting for a fishing trip in a small boat. A short way out from the wharf my friend suggested that I row a while. In changing positions the boat capsized. I can swim some, but after a few minutes the exertion of trying to keep my friend up and the weight of my clothes were too much for me, and but for the timely arrival of the life-saving patrol boat I should surely have been lost. I can not find words to express my thanks to these men for their many kindnesses. It seems a miracle to me now that they ever found me, as there were a number of boats, full of people hallooing, and to distinguish one from another would be more than an ordinary man could do. Trusting, sir, through you that these humble but heartfelt thanks will reach them.

I am, sir, very respectfully, FRANK O'NEIL,
No. 2, Miller Park, Roxbury, Massachusetts.

The ASSISTANT INSPECTOR OF LIFE-SAVING STATIONS,
Boston, Massachusetts.

DEAR SIR: I wish to acknowledge the valuable assistance rendered to the schooner *Emma L. Coyne* on September 23 and 25, 1898, when water-logged. The crews of both Middle Island and Thunder Bay Island life-saving stations responded quickly to our signal of distress and stayed with us day and night, cheerfully rendering all the aid in their power. Captains Motley and Persons instituted a search along the beach for our yawl, which was a new one. Captain Persons found it, and through his kind efforts we obtained possession of the boat at but slight cost to us.

I wish to thank the Department that has placed such efficient and competent captains and men on such exposed points to assist vessels in distress and save the lives of the unfortunate crews.

I have the honor to be, yours, gratefully, HENRY G. LESTER,
Master of Schooner Emma L. Coyne, Marine City, Michigan.

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

FORT LAUDERDALE, FLORIDA, *October 5, 1898.*

DEAR SIR: I am pleased to say that the *Uto* was floated, all tight, at 10.15 p. m. I beg to thank you very much for all the assistance and advice you have been giving me during my nine days' stay on the beach. In fact, you have been doing too much for us all, and it will not be forgotten. I know you have been doing me a lot of good and it can hardly be repaid.

Wishing you and yours a prosperous and joyful future, I am, yours, faithfully,
C. M. BRYDE,
Master of Steamship Uto.

Mr. J. H. FROMBERGER,
Keeper House of Refuge, Fort Lauderdale, Florida.

ELIZABETH CITY, NORTH CAROLINA, *October 14, 1898.*

DEAR SIR: Please accept my sincere thanks for assisting in raising and towing to town my schooner, the *William Hill*, which was capsized in the Pasquotank River on the 12th instant. I am sure without your assistance I would have had great difficulty in saving the vessel and cargo.

Yours, A. T. DAVIS,
Owner of Schooner William Hill.

Captain T. M. GARD,
Pilot, United States Life-Saving Supply Boat.

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TAWAS CITY, MICHIGAN, *October 15, 1898.*

SIR: I desire at this time to express my thanks and appreciation to you and the Life-Saving Service for and of the good work performed by your men belonging to the Ottawa Point life-saving crew, in saving my yacht, the *Comanche*, from very serious damage, and perhaps total loss, during the heavy southeast and northeast gales of the past few days.

The *Comanche* is about 50 feet over all, rigged as a yawl, with cabin and heavy keel, and was anchored in Tawas Bay in front of my residence under the lee of a mill dock, which usually protects her; but the heavy southeast sea which ran so high on Thursday the 13th, coming around the point, swept directly toward the shore where she lay, and changing slightly after some hours to the east, in spite of the fact that she is held by some 2,000 pounds of pile driver hammer, dead weight, and an additional anchor I managed to get out, she drove and dragged her moorings until she got on to the bar near shore in about two feet of water. She draws three feet six inches, and every sea dropped her down heavily on the bar, and at the same time carried her toward the mill-boom piles and breakwater, where she would have speedily gone to pieces if not stopped.

Under these circumstances I sent my son to the life-saving station with a note to Captain Small, about the hour of 2 p. m., Thursday, and within a half hour after being notified he had reached the spot, although over 3 miles distant, ran a line out some 600 feet to a clump of piles, and by hard and persistent work and good judgment gradually worked her off the bar and finally got her into the slip and safe. It required, however, some three or four hours of hard work to accomplish the job, but by dark she was safe.

The work was done in the face and teeth of a heavy gale, and a fierce rain storm, and one of the heaviest seas we have ever experienced in Tawas Harbor in ten years, and I am very pleased and gratified to say that it was done without a dollar's worth of damage, except the parting of a line or two, which could not be helped under the circumstances.

We have no harbor tug here and no facilities to save a vessel under like circumstances, and the willingness and promptness, as well as energy with which the men worked and responded to my request for assistance, I am sure, deserves my present recognition of their effective services in this humble manner, and I trust they receive due credit for the good work they did.

Thanking you and the Service again, I beg to remain, yours, truly,

N. C. HARTINGH.

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

BATH, MAINE, *October 20, 1898.*

DEAR SIR: I write to thank you very much for the help of yourself and your crew in getting my vessel off the rocks. Without your assistance I don't think she would have come off without being badly damaged. She is a vessel worth about four thousand dollars and the cargo, I think, somewhere about four hundred. The vessel was not damaged in the least; not even a mark on her.

Yours, truly,

JAMES E. OGILVIE,
Master of Schooner Willie D.

Captain Z. H. SPINNEY,
Keeper Hunniwells Beach Life-Saving Station.

HOBOKEN, NEW JERSEY, *October 26, 1898.*

SIR: I wish to express my gratitude for the splendid behavior of the captain and crew of the life-saving station at Quonochontaug, Rhode Island.

Unfortunately, on October 3, the sloop yacht *Crocodile*, of which I was in charge, was stranded about one-half mile ESE. of station on account of very dense fog then prevailing. Very soon the captain and crew from station came to our assistance, and in about one hour after stranding we were taken ashore and well cared for at the station. When I afterwards learned of the difficulties which had to be overcome before reaching the place of disaster, I could not very well realize how it could be done in such a comparatively short time. They must have worked as if their own lives were at stake instead of ours when they crossed the stream in front of the station building.

* * * * * * *

Congratulating you upon having such noble and active men at the Quonochontaug Life-Saving Station,

I remain, yours, respectfully,

THEODORE VAN BECK,
Master of Sloop Yacht Crocodile.

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

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CLEVELAND, OHIO, *November 7, 1898.*

DEAR SIR: I am the late master of the steamer *Horace A. Tuttle*, which was wrecked at Michigan City, Lake Michigan, on October 26, after a long battle with one of the worst storms I have ever experienced on the lakes or anywhere except off Capes Horn and Good Hope. I finally had to run for the above-named port to try to save the lives of the crew, hoping the steamer would keep afloat until we reached that place, which she did, but if it had not been for the able manner in which the lifeboat was handled by Captain Kent and his crew we would have perished, as the seas were mountain high at the time.

Through you I take the opportunity to thank them for the skillful manner in which they took us off the *Tuttle*.

I am, very truly, yours,

JOHN C. THOMPSON,
Master of Steamer Horace A. Tuttle.

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

CHICAGO, ILLINOIS, *November 8, 1898.*

SIR: My vessel was water-logged on October 25, 1898, during a heavy northeast gale, near Milwaukee Life-Saving Station, Eleventh District, and I take great pleasure in writing this to inform you of the timely and heroic service that was rendered us by Captain C. Carland and his gallant crew of the above-mentioned station. They were abreast the schooner with the lifeboat in twenty-five minutes. They did their work rapidly and bravely, in saving us from our our position, and landed us without any mishap.

I wish to tender my sincere thanks to Captain Carland and his able crew for this, and also for the kindness and care we received at their hands while at the station. They willingly did all in their power in helping to save what could be saved from the schooner, and should receive the credit which truly belongs to them. I am also thankful to Captain Caswell, of the tug *Simpson*, for his good service when saving the shipwrecked sailors from a watery grave. I am thankful to know that I belong to a nation that furnishes such men and houses of refuge for the benefit of seafaring men.

Very respectfully,

Captain ANDREW HANSEN,
Master of Schooner Barbarian.

SUPERINTENDENT ELEVENTH LIFE-SAVING DISTRICT,
Grand Haven, Michigan.

OGDENSBURG COAL AND TOWING COMPANY,
Ogdensburg, New York, November 19, 1898.

DEAR SIR: We desire to extend to yourself and crew our most sincere thanks for the active part you took in releasing our barge *H. B.*, which went ashore near Stony Point, Lake Ontario, in the terrible gale of the 15th instant, and trust that the life-saving station at Big Sandy will remain a fixture for many years to come.

Yours, truly,

OGDENSBURG COAL AND TOWING COMPANY.

Captain WILLIAM FISH,
Ellisburg, New York.

LOUISVILLE, KENTUCKY, *November 19, 1898.*

GENTLEMEN: We, the undersigned, of Cincinnati, Ohio, while on a jaunt down the river in the yacht *Six Sisters*, bound for New Orleans on a hunting and fishing trip, were unfortunate enough to take the advice of people living up the river that we could go over the falls. But they knew nothing about it, as we found out to our sorrow. While attempting to cross the falls, we almost sacrificed our lives and our boat, and would have done so, we think, if it had not been for the life-saving crew, who came to our rescue at the peril of their own lives. We therefore think that the life-saving station is a grand thing for the safety of life and property, and we wish to thank you for what you have done for us.

Respectfully,

JOHN VAN STYN.
MICHAEL KOLA.
HENRY HEISLER.

TO THE LIFE-SAVING CREW AT LOUISVILLE, KENTUCKY.

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JERRYS POINT LIFE-SAVING STATION, NEW HAMPSHIRE, *November 28, 1898.*

DEAR SIR: I wish to express my thanks to the keeper and crew of the Jerrys Point Life-Saving Station for their promptness and quick work in saving the lives of myself and crew from the schooner *Ivy Bell*, which stranded on Jerrys Point on the morning of November 27 in a northeast gale and blinding snowstorm. As the schooner broke up in twenty minutes after we were landed, I consider that we should all have been lost but for the prompt assistance rendered by the crew of the life-saving station.

Yours, truly,

ETHELBERT LOUD,
Master and Owner of Schooner Ivy Bell.

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

WOOD END LIFE-SAVING STATION, MASSACHUSETTS, *December 2, 1898.*

The captain and crew of the schooner *Jordan L. Mott* wish to express their thanks to the keeper and crew of the Wood End Life-Saving Station for their efforts in rescuing them during the gale of the 27th of November in Provincetown Harbor, and for their kind treatment at the station.

CHAS. E. DYER, *Master.*
HARRY MILLER, *Mate.*
WINFRED THILBROOK, *Seaman.*
PATRICK CAMBELL, *Seaman.*

BOIS BLANC ISLAND, MICHIGAN, *December 4, 1898.*

MY DEAR SIR: Permit me to express my thanks for, and high appreciation of, the heroic and valuable service rendered to me by Captain George S. Cleary and crew, of Bois Blanc Station, in releasing my sailing scow *White Foam.* In the recent high gales she was water-logged and capsized while lying at anchor some distance from the shore on the north side of Bois Blanc Island. I applied to Captain Cleary for aid. With his characteristic willingness he promptly responded, and after working continuously for many hours in the cold and wet—all night long—succeeded in righting her and landing her safely behind McRae's dock. I am satisfied that most men under the circumstances would have abandoned her as hopelessly lost, but not so with Captain Cleary. He is not made that way. One would have thought by the interest he manifested in the *White Foam* and the persistency and determination with which he worked, that some valuable vessel and thousands of dollars were at stake, and not a small craft like the *White Foam*, belonging to an humble citizen. He tugged and pulled at the lines with his own hands until they were swollen and blistered, and when appealed to by the late captain to knock off on account of the cold and the weariness of the men, he answered, "We'll knock off when this boat is behind that dock, and not before!" Captain Cleary is the right man in the right place—ever courteous, kind, and ready to render any service within his power. In the hands of such men, the Life-Saving Service can not fail to be of great value to the people.

Very respectfully,

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

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

ASSATEAGUE BEACH, VIRGINIA, *December 12, 1898.*

SIR: I desire to offer my testimony as to the efficiency and promptness of the Life-Saving Service.

I was caught in the recent gale that has been so destructive to shipping, my boat lost, sails split, vessel made to leak, and badly crippled myself. In this condition I was so fortunate as to reach this (Assateague) anchorage, and on the morning of December 7, hoisted a signal of distress. Shortly afterwards the life-saving crew was on board, and they have since done everything possible for me, calking my vessel, mending sails, obtaining provisions and medicines, so that now I am ready to sail at the first favorable wind. For all this I am under great obligations to Captain Rich and his crew at this place, as without their aid I should still be in a crippled and helpless condition.

Very respectfully,

GEO. W. SARGENT,
Master of Schooner Puritan.

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

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BOOTH BAY HARBOR, MAINE, *December 13, 1898.*

DEAR SIR: This is to let you know that last night while the weather was thick with vapor and snow, I ran ashore on Pond Island Bar, entrance to Kennebec River, Maine. We struck about 6 p. m., and about 8 p. m., the crew of life-saving station discovered us and promptly came to our rescue; and with great danger they succeeded in landing myself and crew (fourteen men) in safety. There are no words that I can use to sufficiently praise the bravery of these gallant life-savers and their kindness to my crew and myself. It was the Hunniwells Beach crew that came to our rescue. Hoping that you will remember these brave men, I remain,

Very truly, yours,

JOSEPH SIMMONS,
Master of Schooner Sheffeyld.

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

DENNISPORT, MASSACHUSETTS, *December 15, 1898.*

DEAR SIR: During the blizzard of November 27, my vessel, the schooner *Carrie Payson*, dragged ashore at Chatham and was in great danger of breaking up. Through the efforts of Captain Eldridge and crew, of Station 13 (Chatham), who came to my assistance, the vessel was placed in a position of safety. The vessel was valued at eight hundred dollars.

Too much can not be spoken in praise of these men, who work so untiringly in the interest of saving life and property.

Respectfully,

DANIEL H. NICKERSON,
Master of Schooner Carrie Payson.

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

[From the New York Herald.]

CARD OF THANKS.

I desire, through the Herald, to thank Captain A. Sooy and crew of the Cold Spring (New Jersey) Life-Saving Station, for their assistance to the schooner *Manie Saunders*, and kind attention to her crew while that vessel was recently ashore on Cold Spring Beach.

ANDREW STEELMAN, *Master.*

OCRACOKE, NORTH CAROLINA, *February 1, 1899.*

DEAR SIR: I am very thankful to you and your crew for your assistance in getting our vessel off the shoal and into a safe harbor.

Yours, truly,

J. T. BEVERIDGE,
Master of Schooner George A. Howes.

Captain F. G. TERRELL,
Portsmouth Life-Saving Station, North Carolina.

[Extract from a letter to the General Superintendent of the Life-Saving Service, from Captain John W. Shackford, marine superintendent of the International Navigation Company, dated at New York, February 10, 1899.]

During the time our steamer *Rhynland* was on the beach at Fenwicks Island, from the 1st to the 4th of February, this year, I have much pleasure in stating that the service rendered by the men of the life-saving department was everything that could be desired. Captain Long was almost constantly near the stranded vessel.

The ship stranded at 6.20 p. m., on the 31st of January, about 150 yards from the beach. She displayed distress rockets, which were shortly afterwards answered. At 1.50 on the morning of February 1, the first shot of the rocket apparatus was fired at the ship, which did not reach her; the second was fired shortly after with the same result. At 3.15 a. m., a line went over the ship and the life-saving apparatus was rigged, lines tautened and breeches buoy sent to the vessel. At daylight, a boat came off manned by life-saving crew, with wrecking agent from Cape Henlopen. Some of the crew were constantly near the vessel until she floated, and were of great assistance in carrying messages to and from the ship to the beach and stations.

Although this is only my second experience with your organization, I can not speak too highly of the magnificent service that in both instances has been rendered by your men, and I am glad to give my testimony as to the efficiency of your service, which is a credit alike to the Government and the officials at the head of it.

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ROCKAWAY POINT LIFE-SAVING STATION, NEW YORK, *February 10, 1899.*

We, the undersigned, master and crew of the American schooner *Robert A. Snow*, wrecked on Rockaway shoals on February 8, 1899, wish to express our thanks to the life-saving crew of Rockaway Point Station. We were in a perilous condition, and the life-savers saved us by endangering their own lives in a second and successful attempt.

We can not say enough for the bravery that was shown by Captain Abrams and his crew. After being taken off the wreck we were taken to the station, furnished with dry clothing, and made comfortable in every respect.

L. L. BROWN, *Master.*
GEORGE A. GREENLAW.
ANSEL A. FARNHAM.
ALLIE M. MALLETT.
JAMES HURTLE.

GREENBACKVILLE, VIRGINIA, *February 22, 1899.*

DEAR SIR: I herein report to you of the loss of the schooner *Annie M. Reynolds* and the rescue of all on board by life-saving crew. The crew consisted of William C. Pruitt, master, John Cropper, mate, Joshua Quillen, cook, and Richard Rowley, deck hand. We were bound to Chincoteague, Virginia, with a cargo of 2,127 bushels of oysters, having left the James River on Thursday morning, the 9th instant. When about 5 miles off Chincoteague Inlet we encountered a very heavy snowstorm, during which our sails were blown away and the schooner iced up so rapidly that she soon became unmanageable. I scudded her back as fast and as well as I could, and on the morning of the 10th instant was about 2 miles above Metomkin Inlet, where we anchored and hoisted a signal of distress. We were all soon rescued by that brave little band of life-savers, Captain Lynn Taylor and his crew. After we reached the life-saving station Captain Taylor and his men did all in their power to render us as comfortable as the circumstances would permit. Richard Rowley, the deck hand, and I were badly frosted, and Captain Taylor seemed to take especial pains in doctoring us.

Captain Taylor is the right man in the right place, and he will ever be kindly remembered by the undersigned and all the crew. The schooner went down soon after we were rescued, but, owing to the thickness of the falling snow, we could not tell the exact time when she sunk.

Yours, truly,

WILLIAM C. PRUITT,
Master of Schooner Annie M. Reynolds.

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

WEST DENNIS, MASSACHUSETTS, *April 22, 1899.*

SIR: Allow me to offer to your department my sincere thanks for the valuable services rendered by Captain Edward Haines and gallant crew of the Galveston Life-Saving Station, Eighth District, in coming to the rescue of the crew of the schooner *John S. Ames*, after stranding on Galveston Island on the morning of February 24, 1899.

I would respectfully request that my thanks be extended to the superintendent of that district for his earnest endeavors and prompt action in saving our lives and part of our personal effects.

Yours, very truly,

CHAS. O. OLSEN,
Master of the Schooner John S. Ames.

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

SAN FRANCISCO, CALIFORNIA, *February 26, 1899.*

DEAR SIR: I desire through you to express my thanks and admiration for the crew of the station at Fort Point under the command of Captain Hodgson for the splendid service they rendered me yesterday in saving my engine, etc., from my launch that went ashore under Point Diablo. Had it not been for their assistance it would have been a total loss, as I am confident that in no other way could the $400 worth of property have been saved.

Again thanking them and yourself, and hoping at some future date to be able to reciprocate in some small measure, I remain,

Yours sincerely,

F. D. SPAULDING.

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

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RODANTHE, NORTH CAROLINA, *February 28, 1899.*

DEAR SIR: I wish to thank Captain D. M. Pugh and crew of the Gull Shoal Life-Saving Station for the prompt assistance rendered in launching my little schooner, the *Maggie Etter.* She was taken from the harbor by drifting ice on the night of February 10, and carried on an outlying shoal where I could not launch her without assistance. The Service can not be spoken of too highly.

Yours, truly,

S. P. MIDGETT,
Master of Schooner Maggie Etter.

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

NORFOLK, VIRGINIA, *March 1, 1899.*

DEAR SIR: The schooner *George E. Dudley* stranded on Carters Bar, about 6 miles from Cobb Island Life-Saving Station, at 5 o'clock on the morning of February 8, 1899.

Regardless of the heavy surf, Captain J. R. Andrews and his crew were alongside in their lifeboat very shortly after daylight, ready to take us off the vessel or to render any other assistance that might be needed.

We remained aboard all day, trying to work the vessel off, and toward night Captain Andrews returned and took us to the station, where our tired crew got a good night's rest, and were treated with the greatest kindness by every member of the station crew.

I can not sufficiently express my gratitude to Captain Andrews and each and every one of his crew for their kindness and their manly conduct in assisting us in every way in their power throughout the whole time we remained in their vicinity.

Respectfully,

THOS. J. WILSON,
Master of Schooner George E. Dudley.

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

HOG ISLAND, VIRGINIA, *March 9, 1899.*

SIR: On this date about 2.30 p. m., I got the schooner *Helena E. Russell* on the south shoal, in a bad place, hard and fast, at about half-flood tide. At 4.15 Captain J. E. Johnson came on board with a full crew to render all the assistance in his power. He did all that was possible to be done, and on the 10th came on board again and remained until 5 p. m., but all to no avail. At 7.30 the schooner floated off into 2½ fathoms, and we let go an anchor as advised by Captain Johnson. On the 11th he came on board again with his crew and took the schooner to a safe anchorage in 5 fathoms of water. I mean to say here that if it had not been for Captain Johnson and his crew I would never have got off the reef. I consider him the right man in the right place. He keeps everything shipshape about him, and has a fine crew of men.

Very respectfully,

H. O. GILES, *Master.*

INSPECTOR FIFTH LIFE-SAVING DISTRICT.

WALLOPS BEACH, *March 5, 1899.*

SIR: We wish to extend our thanks to Captain Whealton and his crew for the gallant services rendered in saving the crew of the steamer *Tamesi*, wrecked on Williams Shoal March 5, 1899.

Yours, respectfully,

B. F. MCHORNEY, *Master.*
CALVIN C. SHENK, *Mate.*

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

OCRACOKE, NORTH CAROLINA, *March 10, 1899.*

DEAR SIRS: The owner of the *Charmer* was here and put everything in charge of Captain Bragg, and as I am leaving Ocracoke to-day for Philadelphia, I take this opportunity of thanking you for the prompt assistance rendered to myself and crew in our distress.

Yours, in debt,

CHARLES L. OLSEN,
Master of Schooner Charmer.

The CAPTAIN AND CREW OF THE LIFE-SAVING STATION,
Portsmouth, North Carolina.

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CAPE CHARLES, VIRGINIA, *March 12, 1899.*

DEAR SIR: I desire to express to you and the Department our high appreciation of the daring and skillful service rendered us by the crew of the Cobb Island Life-Saving Station in the late terrible blizzard. Our yacht, the *Dixie*, was frozen in the bay on February 9, short of wood and provisions. On the first day of the freeze I managed to make my way over the ice to the station, and thence to the mainland with the help of one of the crew. I informed the captain, John R. Andrews, of the condition of Mrs. Dixon and her guests and the crew in the yacht, and asked him if the ice lasted longer than Friday, the 17th instant, to attempt to take them off as their provisions would only last till then. On the 17th she was still frozen in but had no signals of distress set. In accordance with my request and the information I had given him, the captain ordered the crew to drag the surfboat 5 miles over the ice to the *Dixie* and take off the party. They broke through the ice again and again but sprang into the boat and to the oars until they could pull her up on the ice again. They succeeded after terrific exertions in reaching the yacht, took off our people and dragged the boat back to station, another 5 miles, in the same way.

It was the most difficult feat I have ever known accomplished in the Service. Such men are an honor to the nation whose uniform they wear and to the larger cause of humanity in which they so nobly serve.

Sincerely,

THOMAS DIXON, Jr.,
Pastor The People's Church, New York, New York.

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

NORFOLK, VIRGINIA, *March 22, 1899.*

DEAR SIR: I desire to express thanks to the keeper and crew of the Gull Shoal Life-Saving Station for the timely assistance rendered to the schooner *Alfred Brabrook* on March 7, when she was stranded 2 miles from their station, in landing all safely in the breeches buoy.

We were taken to the station and cared for with dry clothes and kind attention.

Very respectfully,

R. W. GARLAND, *Master.*

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

LAKE FOREST UNIVERSITY, LAKE FOREST, ILLINOIS, *March 25, 1899.*

MY DEAR SIR: No words can ever express to you and to your crew the gratitude of Lake Forest people for the heroic efforts put forth for the rescue of the young men who were in peril of death upon the night of February 12, 1899, upon the ice in Lake Michigan. Your response to the call for service was most energetic as well as unselfish. We recognize the bravery and devotion of yourself and of your associates, and we assure you of our true and lasting gratitude. From time to time as opportunity offers we hope to do our part for the world's relief and in that purpose and to that end your examples will be our inspiration.

I am sure that, in sending you and your associates these simple and inadequate words, I express the heartfelt gratitude of all the students and faculty of Lake Forest University, and of all the people of Lake Forest itself.

Hoping that all best blessings will abide with your life and with the lives of your associates, I am,

Most sincerely,

JAMES G. K. MCCLURE,
President Lake Forest University.

Captain L. O. LAWSON,
Keeper Evanston Life-Saving Station.

MILWAUKEE, WISCONSIN, *April 10, 1899.*

SIR: The owners of the fishing tug *A. A. C. Tessler* desire to thank Captain Carland and crew, of the Milwaukee Life-Saving Station, for saving their boat from burning and sinking at midnight on April 6, 1899.

The work of the life-saving crew on this occasion can not be too highly praised, and we wish to make this public acknowledgment to the life-savers.

Respectfully, yours,

CHARLES TESSLER, *Captain.*
ALBERT A. TESSLER.

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

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FIVE ISLANDS, MAINE, *April 15, 1899.*

DEAR SIR: I recommend Captain Spinney and crew of the Hunniwells Beach Life-Saving Station for being on hand and ready to get vessels out of trouble. Last Saturday my vessel went adrift and on to the rocks. If she had been allowed to lie there she would have been about ruined, but by Captain Spinney's quick work and good management we floated her without damage.

Yours, truly,

J. W. MOORE,
Master of Schooner Mary E. Olys.

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

CINCINNATI, OHIO, *April 14, 1899.*

DEAR CAPTAIN: In behalf of this company I wish to thank you for your efficient services at the sinking of the steamer *John K. Speed.* My information is that better work was never done than was done by your crew on that occasion, and it is largely due to your promptness, energy, and efficiency that there were no lives lost from steamer *John K. Speed.* My information is that you are also now doing everything possible to save the freight and steamer *John K. Speed.*

I take great pleasure in thus thanking you for your good work done at the sinking of the steamer *John K. Speed.*

Very truly, yours,

R. W. WISE,
General Superintendent, Memphis, New Orleans, and Cincinnati Packet Company.

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

LOUISVILLE, KENTUCKY, *April 15, 1899.*

DEAR CAPTAIN: I wish to express my thanks to you and your gallant crew for the efficient service rendered to the steamer *John K. Speed,* and her passengers and crew, when she sank on the falls at this place on Sunday, April 9; and also for your untiring efforts in assisting to save her cargo since that time.

When the boat struck the dam, you and your crew were alongside of her almost in a moment and before she had settled to the bottom, giving assurance to the panic-stricken passengers of their safety, all of whom you carried safely to the shore. There were no other means here by which they could have been reached, and had it not been for your prompt arrival, risking your own lives, the passengers and crew would have been in a very serious position.

Your action in this case, as in a number of other instances, deserves the highest commendation.

Yours, respectfully,

J. L. SHALLCROSS,
President Marine Board of Underwriters.

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

LOUISVILLE, KENTUCKY, *April 25, 1899.*

DEAR SIR: The prompt and effectual rescue of the passengers and crew of this steamer at the time of sinking, April 9, by your corps of life-savers, calls for and we herein desire to express the gratitude and admiration felt by all on board for your timely aid and assistance in rescuing them and their baggage.

As there were no other means available and owing to the hazardous position of the boat it would have been impossible to have succeeded in extricating her but for your invaluable assistance in taking laborers to and from her, laying out anchors, leading lines, etc.; for which we tender our most sincere thanks.

Very respectfully,

H. J. VINTON,
Master of Steamer John K. Speed.
H. O. PROCTER,
Clerk of Steamer John K. Speed.

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

MUSKALLONGE LAKE LIFE-SAVING STATION, MICHIGAN, *May 17, 1899.*

DEAR SIR: I wish to tender my thanks to Captain James McGaw, keeper of Muskallonge Lake Station, for his kindness and prompt assistance while I was at the station. He and his wife and crew did all in their power for my recovery, as I was almost exhausted when I reached the station. They gave me stimulants and clothing and put

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me to bed, and they were very prompt in patrolling the beach for any bodies that might come ashore. I can hardly express my thanks to them for what they have done for me.

Offering this as a recommendation and hoping it will be considered, I am,

Yours, respectfully,

ANDREW HAGANEY,
Master of Schooner Nelson.

Mr. JEROME G. KIAH,
Superintendent Tenth Life-Saving District, Sandbeach, Michigan.

MAY 25, 1899.

DEAR SIR: I wish to thank Captain Henderson, of the Sturgeon Point Station, and his gallant crew for their very prompt response to my call for their help. Having been caught at the Greenbush dock by a northeast wind, I could not get away, and consequently had to scuttle the vessel—the *J. M. Spaulding*—on the 16th instant. Captain Henderson arrived with his men on the morning of the 17th, and their training did me good service in building cofferdams around the hatches and making such other preliminaries as were necessary. They worked with a will, and by 11 p. m. had her afloat. Their promptness and zeal have merited my approbation, and for that promptness and zeal I wish, through you, to extend my sincere thanks.

Yours, respectfully,

ROBERT PARDY,
Master of Schooner J. M. Spaulding.

Captain JEROME G. KIAH,
Life-Saving Service, Sandbeach, Michigan.

PORT HURON, MICHIGAN, *May 30, 1899.*

DEAR SIR: Wishing to return thanks to the keeper and crew of the Life-Saving Station No. 12, of Grand Marias, Lake Superior (Muskallonge Lake Station), for services rendered in running lines on May 21 and 22, which was performed promptly and courteously, and rendering other services as reported by Captain J. Rathburn, master of the steamer *O. O. Carpenter*, and Captain C. W. Annis, master of the barge *Emma E. Tyson*, while they were trying to get away from the dock, I remain,

Respectfully, yours,

H. E. RUNNELS,
Managing Owner of Above Boats.

Captain JEROME G. KIAH,
Life-Saving Service, Sandbeach, Michigan.

WASHBURN, WISCONSIN, *June 5, 1899.*

DEAR SIR: I take pleasure in thanking the Department and Captain J. H. Frahm, keeper of the Pointe aux Barques Life-Saving Station, also the crew of that station, for their speedy response to my signals of distress while stranded off New River on the morning of May 28 and for the valuable services they rendered on that occasion.

Very sincerely, yours,

J. A. DOCK,
Master of Steamer Minnie E. Kelton.

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

NEW BEDFORD, MASSACHUSETTS, *June 8, 1899.*

DEAR SIR: I wish in behalf of Mrs. Crapo to thank you for the many courtesies extended before and since the recovery of Captain Crapo's body.

Should there be any expense attached to the affair in any way, will you kindly forward me the bill for payment? I also wish to thank you personally and on behalf of the city for the kindness shown me in this matter.

Yours, respectfully,

CHAS. S. ASHLEY,
Mayor of New Bedford.

W. F. SAUNDERS,
Keeper Quonochontaug Life-Saving Station.

SANDUSKY, OHIO, *July 9, 1899.*

SIR: I wish to thank the Life-Saving Service for the very valuable assistance, rendered to me as master of the steamer *Germanic*, in liberating said steamer from the beach between Two Heart River and Crisps stations on June 18, 1899, and through you the keepers and crews of the above-named stations.

I beg to remain, yours, respectfully,

M. H. PLACE,
Master of Steamer Germanic.

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

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MEDALS OF HONOR.

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

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
J. Schuyler Crosby	New York	Rescue of Miss Edith May, and efforts to rescue others from the yacht Mohawk, which capsized and sunk in New York Harbor during a squall, July 20, 1876. (An. Rpt., 1877.)	Gold medal	June 8, 1877
Carl Fosberg	do	do	do	Do.
Henry M. Lee	Milwaukee, Wis.	Rescue of nine of the crew of the bark Tanner, which stranded near the harbor of Milwaukee, Sept. 9, 1875. (An. Rpt., 1877.)	Silver medal	June 11, 1877
N. A. Petersen	do	do	do	Do.
Henry Spark	do	do	do	Do.
John McKenna	do	do	do	Do.
Barnt Oleson	do	do	do	Do.
Anton Oleson	do	do	do	Do.
Charles H. Smith	Master of U. S. lighthouse tender Rose.	Rescue from drowning of a small boy named Thomas Walsh, who had fallen into the Christiana River at Wilmington, Del., Sept. 17, 1877. (An. Rpt., 1878.)	do	Nov. 23, 1877
Edward Nordall	Seaman on U. S. revenue cutter Tench Coxe.	Rescue from drowning of a man who had fallen from a capsized yacht into the Delaware River, and assisting in the rescue of several others, June 3, 1877. (An. Rpt., 1878.)	do	Do.
Malachi Corbell	Keeper of life-saving station.	Rescue of two fishermen whose boat had capsized on the outer bar near Caffeys Inlet, North Carolina, Nov. 25, 1875. (An. Rpt., 1878.)	do	Do.
Philip C. Bleil	Metropolitan police, New York.	Rescue of eighteen persons from drowning at various times. (An. Rpt., 1878.)	Gold medal	Jan. 4, 1878
John Hussey	New York	Rescue of eighteen persons from drowning in and about the waters of New York Harbor. (An. Rpt., 1878.)	do	Mar. 28, 1878
H. C. T. Nye	Master, U. S. Navy.	Rescue from drowning of Lieut. J. James Franklin, U. S. Navy, off Monomoy Point, Cape Cod, Sept. 1, 1875. (An. Rpt., 1878.)	Silver medal	Apr. 5, 1878
J. L. Hunsicker	do	do	do	Do.
Thomas McBride	Metropolitan police, New York.	Rescue of eighteen persons from drowning along his beat on the water front of the East River. (An. Rpt., 1878.)	Gold medal	Do.
John Carey	Jersey City, N. J.	Rescue from drowning of Adolph Gabriel, who had fallen from a 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 8, 1878
Lucien Young	Ensign, U.S. Navy	Rescuing and attempting to rescue his shipmates from the U. S. S. Huron, wrecked on the coast of North Carolina, Nov. 23 and 24, 1877. (An. Rpt., 1878.)	Gold medal	June 12, 1878

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Michael Gorman	Metropolitan police, New York.	Rescue of Fannie Starkley from drowning in the East River, Sept. 7, 1878, and attempting to rescue a boy, July 8, 1878.	Gold medal	Jan. 31, 1879
Timothy C. Murphy	Norwich, Conn.	Rescue of a number of persons from drowning in the Thames River, at Norwich, Conn., at various times between 1874 and 1879. (An. Rpt., 1879.)	Silver medal	Mar. 4, 1879
Antoine Williams	Seaman, U. S. Navy.	Rescuing and attempting to rescue his shipmates from the U. S. S. Huron, wrecked on the coast of North Carolina, Nov. 23 and 24, 1877. (An. Rpt., 1879.)	Gold medal	Mar. 13, 1879
William Burke	Chicago, Ill.	Rescue of the crew of the wrecked schooner Jo. Vilas, on Lake Michigan, Oct. 9, 1876. (An. Rpt., 1879.)	Silver medal	Apr. 2, 1879
Patrick Langan	Buffalo, N. Y.	Rescue of Maurice Langan, who was swept overboard from the schooner Chandler J. Wells, during a gale on Lake Erie, Oct. 6, 1876. (An. Rpt., 1879.)	Gold medal	Apr. 25, 1879
Frank M. McQuirk	do	do	do	Do.
William McGee	do	do	do	Do.
Garret J. Benson	Albany, N. Y	Rescue of a number of persons from drowning in the Hudson River during the several years prior to 1879. (An. Rpt., 1879.)	Silver medal	May 10, 1879
Thomas F. Sandsbury	Nantucket, Mass.	Rescue of the crew of the stranded schooner John W. Hall, and the survivors of the crew of the wrecked schooner Emma G. Edwards off Nantucket during the gale of Apr. 1, 1879. (An. Rpt., 1879.)	Gold medal	Do.
James C. Sandsbury	do	do	Silver medal	Do.
Henry C. Coffin	do	do	do	Do.
Marcus W. Dunham	do	do	do	Do.
John B. Dunham	do	do	do	Do.
Andrew Brooks	do	do	do	Do.
Edwin R. Smith	do	do	do	Do.
George E. Coffin	do	do	do	Do.
Frederick Kendrick	Ludington, Mich.	Rescue of a number of persons from the rigging of the sunken grain barge J. H. Rutter, at Ludington, in the face of a raging storm, Nov. 1, 1878. (An. Rpt., 1879.)	Gold medal	May 12, 1879
William Cousins	Fireman on U. S. revenue cutter Hartley.	Rescuing, at various times, three persons from drowning in the harbor of San Francisco, Cal. (An. Rpt., 1879.)	Silver medal	Do.
Alex. Lobre	New York	Rescuing in a heroic manner several persons from drowning in the East River, New York, during the years 1875 to 1878. (An. Rpt., 1879.)	Gold medal	July 1, 1879
John H. Rapp	New York	Rescue from drowning in the East River, New York, of two persons; one in August, 1877, and the other in September, 1878. (An. Rpt., 1879.) A gold medal was subsequently, on the 4th of March, 1882, awarded Mr. Rapp for saving life.	Silver medal	July 2, 1879

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Joseph O. Doyle	Keeper of life-saving station.	Rescuing the crews of the stranded schooners E. P. Dorr (September, 1878), and Star (October, 1878), under specially hazardous circumstances. (An. Rpt., 1879.)	Gold medal	Aug. 2, 1879
William Devan	Louisville, Ky.	Rescuing from drowning in the Ohio River, at the falls at Louisville, at various times since 1875, of no less than forty-five persons. (An. Rpt., 1879.)	do	Sept. 3, 1879
John Gillooly	do	do	do	Do.
John Tully	do	do	do	Do.
Isaac F. Mayo	Provincetown, Mass.	Rescuing several of the crew of the schooner Sarah J. Fort, wrecked on Cape Cod, Feb. 26, 1879. (An. Rpt., 1879.)	do	Nov. 10, 1879
Morris Dowd	Private, U. S. Army.	Rescue of a fellow soldier, named Charles Lock, from drowning in Frenchmans Creek, Mont., July 20, 1879. (An. Rpt., 1880.)	Silver medal	Feb. 4, 1880
John Delaney	Metropolitan police, New York.	Rescue of George McFadden from drowning in the East River, Dec. 4, 1879. (An. 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 during the terrible gale of Feb. 3, 1880. (An. Rpt., 1880.)	do	June 18, 1880
Garret H. White	Surfman	do	do	Do.
Nelson Lockwood	do	do	do	Do.
Benjamin C. Potter	do	do	do	Do.
William H. Ferguson	do	do	do	Do.
John Van Brunt	do	do	do	Do.

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Jerome G. Kiah	Keeper of life-saving station.	Gallant attempt to reach the distressed scow J. H. Magruder, Apr. 23, 1880, in which the life-boat was capsized and all but the keeper drowned. (An. Rpt., 1880.)	Gold medal	Nov. 8, 1880
Richard Stockton	Trenton, N. J	Rescue from drowning of a gentleman, who, while bathing at Long Branch, N. J., got beyond his depth and was being carried seaward by the current, July 31, 1879. (An. Rpt., 1880.)	do	Nov. 9, 1880
Edith Morgan	Hamlin, Mich	Rescuing and assisting to rescue two fishermen whose boat had capsized (Mar. 23, 1878), and the crew of the wrecked steamer City of Toledo (Dec. 21, 1879), near Grande Pointe au Sable, Mich. (An. Rpt., 1880.)	Silver medal	Do.
Charles Gnewuch	Manistee, Mich	Rescuing from drowning twenty-four persons at various times between November, 1874, and October, 1880. (An. Rpt., 1881.)	Gold medal	Apr. 18, 1881
William P. Chadwick	Keeper of life-saving station.	Rescue of the crew of the schooner George Taulane, wrecked on the coast of New Jersey in the terrible storm of Feb. 3, 1880. (An. Rpt., 1881.)	do	June 10, 1881
Peter Sutfin	Surfman	do	do	Do.
Tylee C. Pearce	do	do	do	Do.
Benjamin Truex	do	do	do	Do.
William Vannote	do	do	do	Do.
Charles Seaman	do	do	do	Do.
John Flemming	do	do	do	Do.
William H. Brower	do	do	do	Do.
Lewis Truex	do	do	do	Do.
Abram J. Jones	do	do	do	Do.
Charles W. Flemming	do	do	do	Do.
Demerest T. Herbert	do	do	do	Do.
William L. Chadwick	Volunteer	do	do	Do.
Isaac Osborn	do	do	do	Do.
David B. Fisher	do	do	do	Do.
David B. Clayton	do	do	do	Do.
Abner R. Clayton	do	do	do	Do.
Abner Herbert	do	do	do	Do.
Charles P. Smith	Queens County, N. Y.	Heroic conduct at the time of the burning of the steamer Seawanaka, of which he was captain, June 28, 1880, whereby nearly all of the three hundred persons on board were saved. (An. Rpt., 1881.)	do	June 25, 1881
Ida Lewis-Wilson	Keeper of Lime Rock light-house, Newport, R. I.	Rescuing from drowning at various times at least thirteen persons, and particularly for the rescue of two soldiers who had broken through the ice near Lime Rock on the afternoon of Feb. 4, 1881. (An. Rpt., 1881.)	do	July 16, 1881
Isaac H. Grant	Keeper of White Head light-house, Maine.	Rescue of two men from drowning, Aug. 7, 1881. (An. Rpt., 1882.)	Silver medal	Jan. 31, 1882
John H. Rapp	New York	Rescuing a number of persons from drowning in the East River since the silver medal of the Service was awarded him in July, 1879. (An. Rpt. 1882.	Gold medal	Mar. 4, 1882

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
William Ross	Seaman on U. S. revenue cutter Commodore Perry.	Rescue from drowning of one of his shipmates, Charles Bates, on the 9th of June, 1877. (An. Rpt., 1882.)	Silver medal	Mar. 14, 1882
Samuel S. Cox	Metropolitan police, New York.	Rescuing from drowning at various times during the years 1878–81 four persons. (An. Rpt., 1882.)	do	Mar. 15, 1882
C. A. J. Queckberner	New York	Rescuing from drowning some thirty-five persons between the years 1876 and 1881. (An. Rpt., 1883.) A silver bar was awarded Mr. Queckberner June 14, 1886, for saving life in July and August, 1882.	do	May 17, 1882
William H. Daily	Santa Cruz, Cal.	Rescue of some twenty-eight persons from drowning at various times, and notably the saving of Mr. J. W. De Woolfe, at Santa Cruz, July 5, 1881. (An. Rpt., 1883.)	Gold medal	Nov. 1, 1882
Dominick J. Ryder	New York	Rescue from drowning of eleven persons at Rockaway Beach, Long Island, between the years 1876 and 1881. (An. Rpt., 1883.)	do	Do.
Charles R. Rosevear	do	Rescue of James Haggerty from drowning, he having fallen overboard from a tug in the harbor of New York, June 10, 1882. (An. Rpt., 1883.)	Silver medal	Do.
John H. Theis	do	do	do	Do.
Julius W. Rohn	Milwaukee, Wis.	Rescuing some thirty-nine persons from drowning at various times, and particularly for saving a party of eight excursionists in the harbor of Milwaukee, June 20, 1880. (An. Rpt., 1883.)	do	Mar. 16, 1883
Joseph Cardran	Mackinac Island, Michigan.	Rescuing from drowning, after heroic and persistent effort and at the imminent risk of his own life, the keeper of the Spectacle Reef lighthouse, Lake Huron, and two of his assistants, April 15, 1883. (An. Rpt., 1883.)	Gold medal	June 7, 1883
Alfred Cardran	do	do	do	Do.
Alfred M. Palmer	Second lieutenant, U. S. Army.	Rescue of two persons, father and son, from drowning at Angel Island, Cal., Aug. 19, 1878. (An. Rpt., 1884.)	Silver medal	Mar. 15, 1884
William E. Bowman	Shawneetown, Ill.	Rescue of a boy named Herbert Martin from drowning, Feb. 22, 1883. (An. Rpt., 1884.)	do	Do.
William Wilson	Sergeant, U. S. Army.	Rescue from drowning at Angel Island, San Francisco Bay, Cal., of a twelve-year-old lad, Oct. 22, 1882. (An. Rpt., 1884.)	do	Mar. 31, 1884
F. C. Bartholomew	Stony Creek, Conn.	Rescuing eight persons from the yacht Prodigal, capsized in Long Island Sound, Aug. 11, 1883. (An. Rpt., 1884.)	do	June 19, 1884
C. A. Harrison	do	do	do	Do.

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
John Sanders	Metropolitan police, New York.	Rescuing from drowning in the East River, N. Y., at great personal risk, 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.)	do	Apr. 24, 1885
Benjamin B. Dailey	Keeper of life-saving station.	Rescuing the crew of nine men from the rigging of the wrecked barkentine Ephraim Williams, off Cape Hatteras, Dec. 22, 1884. To accomplish the rescue they pulled 5 miles offshore during a gale and through a tremendous sea. (An. Rpt., 1885.)	Gold medal	Do.
Patrick H. Etheridge	do	do	do	Do.
Isaac L. Jennett	Surfman	do	do	Do.
Thomas Gray	do	do	do	Do.
John H. Midgett	do	do	do	Do.
Jabez B. Jennett	do	do	do	Do.
Charles Fulcher	do	do	do	Do.

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Awards of medals—Continued.

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

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Awards of medals—Continued.

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

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Thomas Finn	Goderich, Ontario, Canada.	Rescuing the entire crew—seven people—of the American schooner A. C. Maxwell, stranded near Goderich on the morning of Dec. 9, 1885, during a fierce gale. (An. Rpt., 1888.)	Silver medal	Nov. 12, 1887
Daniel McIver	do	do	do	Do.
Malcolm McDonald	do	do	do	Do.
John McDonald	do	do	do	Do.
Neil McIver	do	do	do	Do.
John McLean	do	do	do	Do.
Henry H. Everett	Chicago, Ill.	Rescue of several persons from drowning in Lake Michigan at different times in the years 1883-85. (An. Rpt., 1888.)	do	Do.
William B. Everett	do	do	do	Do.
John F. Kilty	Boston, Mass.	Rescue of ten persons from drowning on various occasions during the years 1874-86. (An. Rpt., 1888.)	do	Do.
Frederick A. Walker	Schenevus, N. Y.	Rescuing from drowning two boys who had broken through the ice while skating Mar 4, 1887. (An Rpt., 1888.)	do	Jan. 21, 1888
James Huston	Bayfield, Ontario, Canada.	Rescuing the crew of eight men of the American schooner George W. Davis, wrecked near Bayfield, Dec. 1, 1886, during a heavy gale and snowstorm. (An. Rpt., 1888.)	do	Do.
Cornelius W. Johnston	Winneconne, Wis.	Rescuing four persons from drowning during the years 1883-86. (An. Rpt., 1888.)	do	Do.
Marie D. Parsons	Fireplace Point, Long Island, N. Y.	Rescuing a young man and a little girl from drowning, July 7, 1883. At that time the rescuer was but ten years old. (An. Rpt., 1888.)	do	Feb. 7, 1888
James Behan	Metropolitan police, New York.	Rescue from drowning of a lad who had fallen from a dock into the East River, and was being swept away by the strong tide, Aug. 18, 1887. (An. Rpt., 1888.)	do	Do.
Thomas Sampson	New York	Rescue from drowning of five boys, three near Fort Hamilton, N. Y., June, 1854; and two in Hell Gate, East River, June, 1856. These rescues were effected in so heroic and gallant a manner that a medal was awarded Mr. Sampson by special act of Congress. (An. Rpt., 1888.)	Gold medal	May 14, 1888, by an act of Congress, approved that date.
Henry F. Paige	Schenevus, N. Y.	Rescuing a companion from drowning in a deep pond near Schenevus, Aug. 8, 1887. (An. Rpt., 1888.)	Silver medal	May 31, 1888
Charles Gibbons, Jr.	Philadelphia, Pa.	Rescue from drowning, at great personal risk, of a man at Beach Haven, N. J., July 28, 1883. (An. Rpt., 1889.)	Gold medal	July 7, 1888
William J. Venable	New York	Rescuing from drowning at Coney Island, New York, at various times between 1879 and 1888, some thirty persons. (An. Rpt., 1889.)	Silver medal	Do.

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Charles Mollhagen	St. Joseph, Mich.	Rescuing four men, the survivors of the crew of seven of the schooner Havana, wrecked and sunk during the severe gale of Oct. 3, 1887. (An. Rpt., 1889.)	Gold medal	July 7, 1888
August Kuehn	do	do	do	Do.
John H. Langley	do	do	Silver medal	Do.
John Carrow	do	do	do	Do.
August Habel	do	do	do	Do.
George Schneider	do	do	do	Do.
Louis Mollhagen	do	do	do	Do.
Robert Mollhagen	do	do	do	Do.
Alexander Cran	do	do	do	Do.
Augustus S. Heckler	New York	Rescue of two persons from drowning in the surf at Asbury Park, New Jersey, Aug. 11, 1885. (An. Rpt., 1889.)	do	Do.
William A. Harris	San Bernardino, Cal.	Rescue from drowning of a lad who was caught by the undertow while seining for fish and swept offshore beyond the line of breakers, Aug. 2, 1886. (An. Rpt., 1889.)	Gold medal	Nov. 17, 1888
Mary Whiteley	Charleston, S. C.	Rescuing three men whose boat was capsized in the harbor of Charleston by the heavy wind prevailing on Aug. 21, 1888. (An. Rpt., 1889.)	Silver medal	Do.
Maud King	do	do	do	Do.
Dennis O'Hara	Metropolitan police, New York.	Rescue from drowning of a woman who fell from a pier into the North River early in the morning of Dec. 2, 1885. (An. Rpt., 1889.)	do	Do.
Walter Claus	Ontario, Canada.	Rescuing, on Oct. 15, 1886, during a severe storm, four men from the rigging of the American schooner O. M. Bond, wrecked near Rondeau, Canada. (An. Rpt., 1889.)	do	Do.
Christopher Ludlam	Keeper of life-saving station.	Rescuing, on the night of Dec. 4, 1886, during a heavy northeast gale and snowstorm, the entire crew, five men, of the schooner D. H. Ingraham, afire and stranded amongst the breakers on the bar at Hereford Inlet, N. J. (An. Rpt., 1889.)	Gold medal	Do.
Jason Buck	Surfman	do	Silver medal	Do.
Henry W. Hildreth	do	do	do	Do.
Willard F. Ware	do	do	do	Do.
Somers C. Godfrey	do	do	do	Do.
Smith S. Hand	do	do	do	Do.
Providence S. Ludlam	do	do	do	Do.
Harry A. George	Charlottesville, Va.	Rescuing from drowning a companion who had broken through the ice while skating, Jan. 28, 1888. (An. Rpt., 1889.)	do	Do.
James Manning	Private, Co. B., 6th U. S. Infantry.	Rescue of a fellow-soldier from drowning while crossing the Grand River, Utah, June 6, 1886. (An. Rpt., 1889.)	do	Do.
John Coyle	Co. B., 22d U. S. Infantry.	Rescuing a lady who but for his gallant action would have lost her life in the "Old Faithful Geyser," Yellowstone Park, Aug. 9, 1888. (An. Rpt., 1889.)	do	Do.

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
John F. Condon	New York	Rescuing from drowning two persons, one a boy who had broken through the ice, the other a man who had ventured too far from shore while swimming. (An. Rpt., 1890.)	Silver medal	Nov. 17, 1888
John T. De Liesseline	Charleston, S. C	Rescuing from drowning an insane woman who had escaped from her keepers and jumped into the Ashley River, Aug. 13, 1888. (An. Rpt., 1889.)	do	Dec. 4, 1888
Silas H. Harding	Keeper of life-saving station.	Rescuing, on June 26, 1888, during a severe storm and heavy sea, four men from the schooner Oliver Dyer, wrecked on the rocks near the Jerrys Point Station, N. H. (An. Rpt., 1889.)	Gold medal	Jan. 10, 1889
George W. Randall	Surfman	do	do	Do.
Winslow A. Amazeen	do	do	do	Do.
Ephraim S. Hall	do	do	do	Do.
Selden F. Wells	do	do	do	Do.
Ernest Robinson	do	do	do	Do.
John Smith	do	do	do	Do.
Joshua James	Volunteer of the Massachusetts Humane Society.	Rescuing the crew of eight men of the schooner Gertrude Abbott, wrecked on the rocks at Nantasket Roads by the furious gale early in the evening of Nov. 25, 1888. The heavy sea, together with the darkness and driving snowstorm, rendered the service extremely hazardous. Capt. Joshua James had charge of the rescuing boat. (An. Rpt., 1889.)	do	Do.
Osceola F. James	do	do	do	Do.
Alonzo L. Mitchell	do	do	do	Do.
H. Webster Mitchell	do	do	do	Do.
Ambrose B. Mitchell	do	do	do	Do.
John L. Mitchell	do	do	do	Do.
Eben T. Pope	do	do	do	Do.
George F. Pope	do	do	do	Do.
Joseph T. Galiano	do	do	do	Do.
Louis F. Galiano	do	do	do	Do.
Frederick Smith	do	do	do	Do.
Eugene Mitchell	do	Rescue of the survivors, five men, of the schooner H. C. Higginson, stranded on Nantasket Beach, Nov. 26, 1888. Two of the schooner's crew were washed overboard and lost, and one was frozen to death in the rigging before succor arrived. Capt. Joshua James, who figured so conspicuously in the preceding case, had charge of the boat on this occasion, and, besides the five men here named, was accompanied by several of his crew of the previous day. (An. Rpt., 1889.)	Silver medal	Do.
Eugene Mitchell, Jr	do	do	do	Do.
William B. Mitchell	do	do	do	Do.
Alfred Galiano	do	do	do	Do.
George Augustus	do	do	do	Do.

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
John H. Hanley	New York	Rescue of several persons from drowning at Rockaway Beach, Long Island, during the years 1887–88. (An. Rpt., 1890.)	Silver medal	July 2, 1889
James Quigley	Metropolitan police, New York.	Rescue of two persons from drowning in the East River. (An. Rpt., 1890.)	do	Do.
William B. Miller	Elkton, Md.	Rescue from drowning of a lad who, together with several companions, of whom young Miller was one, was swimming in Big Elk Creek, Md., June 28, 1888. (An. Rpt., 1890.)	do	Do.
James S. Kintz	Surfman of life-saving station.	Rescuing two men from the yacht Collingwood, capsized at the mouth of the Genesee River, N. Y., Aug. 13, 1888. (An. Rpt., 1890.)	do	Do.
Thomas J. Truxton	Keeper of life-saving station.	Rescue from drowning of a bather at Rehoboth Beach, Del., July 23, 1888. (An. Rpt., 1890.)	do	Do.
C. Allen Maull	Lewes, Del.	Rescue of a woman from drowning in the surf at Rehoboth Beach, Del., July 23, 1888. (An. Rpt., 1890.)	do	Do.
James Macdonald	Gloucester, Mass.	Rescuing, on Jan. 2, 1882, during a northeast gale and snowstorm, the crew of three men of the small schooner Dorado. (An. Rpt., 1890.)	do	Do.
Patrick G. McInnis	do	do	do	Do.
Alexander Brimmer	do	do	do	Do.
Fugi Hachitaro	Cabin steward of U. S. S. Trenton.	Rescue from drowning at great personal risk of Lieut. John C. Wilson, navigating officer of U. S. S. Vandalia, in Apia Harbor, Samoan Islands, during the great hurricane of Mar. 16, 1889. (An. Rpt., 1890.)	Gold medal	Nov. 5, 1889
Albert K. Pike	Glens Falls, N. Y.	Rescuing a child from drowning in Glen Lake, Sept. 20, 1889. (An. Rpt., 1890.)	Silver medal	Dec. 9, 1889
Jonas Johns	Indian of the Quiniault Agency, Wash.	Rescuing the entire crew (fourteen men) of the schooner Lilly Grace, wrecked near Grays Harbor, January, 1887, and, about a year later, rescuing three of the crew of the British ship Abercorn, wrecked not far from the same place. (An. Rpt., 1890.)	do	Do.
Sampson Johns	do	do	do	Do.
Richard F. Warren	Wilmington, N. C.	Rescuing from drowning, at great hazard to himself, a young lady who, while bathing at Wrightsville Beach, N. C., was carried out beyond the breakers by the strong current, June 15, 1889. (An. Rpt., 1890.)	Gold medal	Apr. 23, 1890
John Boyne	South Haven, Mich.	Rescue from drowning of a child that had fallen from a wharf into the harbor of South Haven, Aug. 10, 1889. (An. Rpt., 1890.)	Silver medal	Do.

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Andrew M. Taylor	Rondout, N. Y.	Rescuing several persons from drowning during the years 1882–83. (An. Rpt., 1890.)	Silver medal	Apr. 23, 1890
Joseph B. Sears	Brooklyn, N. Y.	Rescuing the crews—forty-one persons—of the steamers Cleopatra and Crystal Wave, wrecked in a collision off the capes of the Delaware early in the morning of Oct. 29, 1889. (An. Rpt., 1890.)	do	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 1875–89. (An. Rpt., 1890.)	do	May 20, 1890
James McMahon	New York	Rescue of a man from drowning in the surf off Normandie, N. J., at the imminent risk of his life, July 26, 1890.	Gold medal	Aug. 20, 1890
Jesse Howland	Seabright, N. J	do	do	Do.
Arthur L. Finch	Lackawaxen, Pa.	Rescue from drowning of a lad who had fallen into Lackawaxen Creek, which at the time was much swollen by recent heavy rains, July 27, 1890.	Silver medal	Sept. 11, 1890
Harry H. Moore	Brooklyn, N. Y	Rescuing a girl from drowning near Coscob, Conn., Aug. 6, 1890.	do	Sept. 30, 1890
Lawrence O. Lawson	Keeper of life-saving station.	Rescue of the crew of the steamer Calumet, wrecked some fifteen miles from the Evanston Life-Saving Station, Ill., Nov. 28, 1889. The service was particularly hazardous and the rescue was effected only after the display of extraordinary courage and heroism by the boat's crew.	Gold medal	Oct. 17, 1890
George Crosby	Surfman	do	do	Do.
William M. Ewing	do	do	do	Do.
Jacob Loining	do	do	do	Do.
Edson B. Fowler	do	do	do	Do.
William L. Wilson	do	do	do	Do.
Frank M. Kindig	do	do	do	Do.
Thomas M. Webb	Wilmington, N.C.	Rescue from drowning in the surf off Wrightsville, N.C., of two ladies who had been carried beyond their depth by the tide, Aug. 30, 1890.	do	Do.
Daniel J. Reagan	South Boston, Mass.	Rescue of a man from drowning in the harbor at South Boston, July 4, 1890.	Silver medal	Dec. 22, 1890
Thomas F. Freel	New York	Rescuing several persons from drowning in the harbor of New York at various times during the years 1884–89.	do	Jan. 9, 1891

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Awards of medals—Continued.

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

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Awards of medals—Continued.

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

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Frank Lasley	Mackinac Island, Mich.	Rescuing, with great skill and heroism, three soldiers whose boat had been capsized in Mackinac Strait in the heavy wind and sea prevailing Nov. 23, 1891.	Gold medal	Apr. 2, 1892
Nicholas Shomin	do	do	do	Do.
Walter N. Chase	Keeper of life-saving station.	Rescuing, during heavy gale and sea, the crew of seven men from the rigging of the Canadian schooner H. P. Kirkham, wrecked on Rose and Crown Shoal, fifteen miles seaward from Coskata Station, Nantucket, Mass., Jan. 21, 1892. The men were saved only by the utmost skill and bravery, and were brought to land after battling for twenty-three hours against wind and sea. (An. Rpt., 1892.)	do	Do.
Jesse H. Eldridge	Surfman	do	Silver medal	Do.
Roland H. Perkins	do	do	do	Do.
Charles B. Cathcart	do	do	do	Do.
John Nyman	do	do	do	Do.
Josiah B. Gould	Temporary surfman.	do	do	Do.
George J. Flood	do	do	do	Do.
Mrs. Edward White	Copalis, Wash	Rescuing from drowning in the breakers, at the imminent peril of her life, three sailors from the British bark Ferndale, wrecked on the coast of Washington, Jan. 29, 1892.	Gold medal	Apr. 18, 1892
Frank D. Ring	Chicago, Ill	Rescuing, during a period of six or seven years, several persons from drowning, and particularly for marked heroism in saving the lives of a girl (May 1, 1889) and an old man, (Sept. 12, 1890,) both of whom had fallen into North River.	do	Apr. 25, 1892
Elias S. Wingate	Charleston, S.C.	Rescuing from drowning a young woman who had fallen overboard in Charleston Harbor, Nov. 7, 1877.	Silver medal	Do.
Herman C. Schumm	Second lieutenant, U.S Army.	Rescuing, under circumstances which imperiled his own life, two men clinging to a capsized boat off Fort Schuyler, N. Y., June 16, 1891.	do	June 4, 1892
William Jones	Sergeant, Battery K, Second Artillery.	do	do	Do.
Harry Kenrick	Sergeant, Battery M, Second Artillery.	do	do	Do.
Waldo B. Carpenter	Corporal, Battery K, Second Artillery.	do	do	Do.
William A. Monck	Private, Battery M, Second Artillery.	do	do	Do.
James Ryan	Private, Battery K, Second Artillery.	do	do	Do.
James Quinlisk	Private, Battery K, Second Artillery.	do	do	Do.

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Cyrus S. Van Amringe..	Wilmington, N.C..	Rescue from drowning, after a hard struggle, of a man who had become exhausted and was being carried out to sea by the tide, at Wrightsville, N. C., Sept. 3, 1891.	Silver medal...	June 4, 1892
Benjamin U. Jackson...	Bathing master, Spring Lake, N. J.	Rescue from drowning of two men carried out to sea by the current at Spring Lake, N. J., and recovering the bodies of a young man and a young woman drowned at the same time, Aug. 14, 1890.	.....do.....	June 10, 1892
Bertie O. Burr.....	Lincoln, Nebr.....	Rescuing from drowning, with heroic bravery, two young women with whom she was bathing in Blue River, Nebr., July 23, 1891.	Gold medal....	June 14, 1892
Samuel Arundale.....	Charlottesville, Va.	Rescue from drowning of a young man who had become exhausted and had sunk while attempting to swim across the Rivanna River, June 13, 1891.	Silver medal...	June 20, 1892
William N. Blow, Jr.....	First lieutenant, U. S. Army.	Rescuing, with an unseaworthy craft, a man clinging to a boat that had capsized in the rough sea, about a mile from Fort Sheridan, Ill., Oct. 10, 1891.	.....do.....	Do.
Michael Kynan	Private, Company H, Fifteenth Infantry.	.....do.....	.....do.....	Do.
Daniel H. Cleaveland...	U. S. Fish Commission steamlaunch Petrel.	Rescue from drowning of a small boy who had fallen into the water at Gloucester City, N. J., Apr. 22, 1892.	.....do.....	Do.
John McCloy.....	Niagara Falls, N. Y.	Rescued a man from the rocks at the foot of Horseshoe Falls, Oct. 5, 1886; and on Nov. 15, 1887, after many trials and with great personal risk, rescued a man from a rock just above the American Falls.	.....do	July 21, 1892
George Nobles.....	Seaman on U. S. revenue cutter Morrill.	Rescuing in a meritorious and heroic manner, by swimming and diving several times, a boy who had fallen into the water and become entangled at the bottom of the custom-house slip, Charleston, S. C., Aug. 1, 1892.	.....do	Sept. 14, 1892
John Nelson.....	.....do	.....do	.....do	Do.
Massie Milne.....	Newark, N. J.....	Rescued by swimming to her assistance and bringing her ashore at Avon, N. J., Aug. 23, 1892, a woman who was going out to sea with the tide and who became unconscious. She was resuscitated after considerable effort.	.....do	Sept. 19, 1892
John J. Hayes.....	Wilmington, N.C..	Rescued, on Aug. 19, 1892, at Wrightsville Beach, N. C., Jacob Eron from the surf, where he was in danger of drowning.	.....do	Sept. 28, 1892

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Awards of medals—Continued.

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

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Awards of medals—Continued.

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

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Awards of medals—Continued.

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

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Awards of medals—Continued.

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

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
E. H. Gault	Cleveland, Ohio	Rescued from drowning, by swimming to their relief and conveying each one to a boat near by, three ladies who unexpectedly got into deep water, where they sank several times, while bathing in Lake Erie, July 28, 1893.	Silver medal	Dec. 26, 1893
William E. Wingate	Charleston, S. C.	Rescued from drowning in the harbor of Charleston, S. C., on Sept. 14, 1893, a lad who had fallen into the Cooper River. Wingate, a youth only 14 years old, sprang into the water without removing his clothing and rescued the boy, who was drifting away with the tide, and had gone under the third time.	do	Jan. 8, 1894
Alfred Sorensen	Captain of steamer Charles L. Mather.	Rescued with extraordinary effort and courage, by jumping into the sea and swimming to his relief, a man who fell from the steamer Charles L. Mather in Boston Bay, Aug. 21, 1892.	Gold medal	Feb. 28, 1894.
Dennis F. Ward	Patrolman, New York City Police.	Rescued, by jumping from a wharf at the foot of 120th street, New York City, March 24, 1892, a boy who was drifting outward with the tide. After a hard struggle in the freezing water the officer brought the benumbed and helpless lad to the shore.	Silver medal	Do.
Alfred Graeber	Belleville, Ill	Rescuing, on Aug. 4, 1893, by prompt action, superior skill, and with considerable risk, four ladies who where endangered while bathing in the Okaw River, near Venedy, Ill.	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, February 24, 1894. The heroic example of Dr. Graham and his boatman inspired others to persist, in the face of adverse conditions, in efforts which were finally successful, to rescue seven men remaining on board the imperiled vessel.	Gold medal	Aug. 4, 1894.
Peter Dodge	do	do	Silver medal	Do.

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Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
James Russell.....	Quartermaster, U. S. revenue cutter Forward.	Bravely rescuing April 2, 1894, a ship's boy who had fallen overboard and was drifting with the tide into deep water. Russell sprang from the deck, encumbered by his clothing and shoes, dived for the lad, who had sunk beneath the surface, recovered and swam with him toward the vessel until aid therefrom reached them.	Silver medal..	Sept. 26, 1894.
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
Benjamin G. Cameron...	Keeper of life-saving station.	Rescuing and assisting to rescue 108 persons from shipwreck on various occasions from 1875 to 1897.	Silver medal..	Feb. 20, 1899
Michael F. Barry.....	Brooklyn, N. Y.....	Heroic services in rescuing from drowning, at the peril of his life, several people under the most trying difficulties on several occasions between the years 1887 and 1897.	Gold medal....	April 25, 1899 by joint resolution of Congress, approved February 27, 1899.

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TABLE OF CASUALTIES

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

Season of 1898–1899.

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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.					
July 23	Two and three-quarters miles north-northwest of station.	Damariscove Island.	Sc. George E. Lane, jr., Gloucester, Mass.	Hayes	74
Aug. 17	Four and one-half miles east-northeast of st'n.	Crumple Island	Sc. Decorra, Machias, Me.	Berry	182
Aug. 30	One-third mile north by west of station.	Hunniwells Beach.	Scow Dewey, Boston, Mass.		
Sept. 14	do	do	Sc. Willie D., Parrsboro, Nova Scotia.	Ogilvie	99
Sept. 24	Near Hart Island Bar	Burnt Island	Sc. Mabel Hall*, Rockland, Me.	Bartlett	161
Sept. 24	Southwest side of Odiornes Point.	Wallis Sands and Jerrys Point.	Sc. Unison, Bath, Me.	Barter	86
Oct. 6	Old Man Island	Cross Island.	Slp. Annie G., Lubec, Me.		
Oct. 14	Ledge at Bass Harbor	Cranberry Isles	Str. Cimbria, Bangor, Me.	Barber	289
Oct. 14	One mile north of station.	Fletchers Neck	Sc. Queen of the West, Bucksport, Me.	Greenlaw	52
Oct. 14	Two miles north by west of station.	Jerrys Point	Sc. Cyrus Chamberlain, Thomaston, Me.	Hart	138
Oct. 16	Four miles north-northeast of station.	Burnt Island	Sc. Annie L. Wilder, Rockport, Me.	Greenlaw	119
Nov. 2	Placentia Island	Cranberry Isles	Sc. Addie E. Snow, Rockland, Me.	Brown	163
Nov. 2	Pond Ledge	White Head	Sc. Carrie E. Look, Rockland, Me.	Veazie	530
Nov. 8	Seven miles southwest of station.	Cross Island	Sc. Francis A. Rice, Weymouth, Nova Scotia.	Marshall	331
Nov. 10	Gangway Ledge	White Head	Sc. Harriet, Calais, Me.	Dysart	94
Nov. 10	Negro Island	Fletchers Neck	Sc. Pavilion, Calais, Me.	Clark	99
Nov. 14	Two miles west-northwest of station.	Cranberry Isles	Boat belonging to sc. Fannie May, Addison, Me.		
Nov. 14	Hay Ledge	Burnt Island	Sc. Modoc, Machias, Me.	Smith	190
Nov. 14	Upper Sugar Loaf	Hunniwells Beach.	Sc. Fannie Hodgkins, Wiscasset, Me.	Merry	88
Nov. 24	Two hundred yards north of station.	Burnt Island	Sloop, South Cushing, Me.		
Nov. 27	One and one-half miles northeast of station.	Quoddy Head	Sc. Charles J. Willard, Portland, Me.	Drink-water.	253
Nov. 27	One mile east-northeast of station.	do	Bg. Champion, Digby, Nova Scotia.	Anthony	149
Nov. 27	Two miles west of station.	Cranberry Isles	Sc. Wild Rose, Southwest Harbor, Me.	Sperling	28
Nov. 27	Spruce Head Island	White Head	Sc. Georgietta, Mt. Desert Ferry, Me.	Peterson	142
Nov. 27	Southern Island	do	Sc. Anna W. Barker, Castine, Me.	Scott	246
Nov. 27	Lobster Cove	do	Sc. Alida, Bangor, Me.	Roberts	59
Nov. 27	One-half mile east of station.	do	Sloop, St. George, Me.		
Nov. 27	Three-quarters of a mile north of station.	Fletchers Neck	Sc. Queen of the West, Bucksport, Me.	Greenlaw	52
Nov. 27	One-quarter mile southeast of station.	Jerrys Point	Sc. Ivy Belle, Damariscotta, Me.	Loud	123
Dec. 2	Upper Sugar Loaf	Hunniwells Beach.	Sc. Junietta, Machias, Me.	Rietta	86
Dec. 5	Three and three-quarters miles north-northeast of station.	Burnt Island	Sc. Thomas Booz, Richmond, Va.	Day	310
Dec. 9	One and one-quarter miles north of station.	White Head	Sc. Three Sisters,* Boston, Mass.	Price	303

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

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casualties, season of 1898–99.

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.
Gloucester, Mass., to Georges Bank.	Fish	$8,000	$350	$8,350	$8,350	.....	12	12	.....	.....	.....
Boston, Mass., to Machias, Me.	.....	3,500	.....	3,500	3,000	$500	5	5	.....	.....	.....
Boston, Mass., to Popham Beach, Me.	Ordnance	3,500	11,000	14,500	14,500	.....	4	4	.....	.....	.....
Parrsboro, Nova Scotia, to Bath, Me.	Coal	4,000	400	4,400	4,400	.....	4	4	.....	.....	.....
New York City to Rockland, Me.	.....do.....	6,000	1,000	7,000	7,000	.....	5	5	.....	.....	.....
Boston, Mass., to Bath, Me.	....	400	.....	400	.....	400	5	5	....	5	15
Roque Bluff to Lubec, Me.	Miscellaneous.	150	25	175	150	25	2	2	....	2	2
Bar Harbor to Bangor, Me.	General ...	15,000	500	15,500	13,500	2,000	26	26	....	.....	.....
Boston, Mass., to Bangor, Me.	.....	500	.....	500	500	.....	2	2	.....	.....	.....
Thomaston, Me., to New York City.	Lime	5,000	1,200	6,200	.....	6,200	5	5	.....	1	1
Boston, Mass., to Port Clyde, Me.	.....	2,000	.....	2,000	2,000	.....	3	3	.....	.....	.....
Rockland, to Black Island, Me.	.....	3,000	.....	3,000	2,500	500	5	5	.....	.....	.....
Rockland, Me., to Fernandina, Fla.	.....	20,000	.....	20,000	19,600	400	8	8	.....	.....	.....
Fajardo, Porto Rico, to St. John, New Brunswick.	Molasses..	3,000	4,000	7,000	6,000	1,000	6	6	.....	1	2
Lubec, Me., to Boston, Mass.	Lumber ...	1,300	1,200	2,500	2,465	35	4	4	.....	.....	.....
Perth Amboy, N. J., to Saco, Me.	C al.....	800	900	1,700	1,700	.....	5	5	.....	.....	.....
Sunk in harbor...	... .	50	.....	50	40	10	....	.....	.....	.....	.....
Machias, Me., to New York City.	Laths.....	2,000	2,000	4,000	2,900	1,100	6	6	.....	...	.....
Boston, Mass., to Bath, Me.	.....	1,000	.....	1,000	1,000	.....	2	2	.....	.....	.....
Allens Island, Me., to lobster traps.	.....	75	.....	75	75	.....	1	1	.....	.....	.....
Portland to Red Beach, Me.	.....	6,000	.....	6,000	5,000	1,000	6	6	.....	6	6
Boston, Mass., to Bear River, Nova Scotia.	.....	1,600	....	1,600	200	1,400	6	6	.....	6	12
Parted moorings and stranded.	.....	400	....	400	200	200	.....	.....	.....	.....	.....
Boston, Mass., to Sullivan, Me.	Flour and feed.	4,000	500	4,500	4,000	500	5	5	.....	...	.....
Bangor, Me., to New York City.	Ice.....	3,500	1,000	4,500	.....	4,500	5	5	.....	.....	.....
Bangor to North Haven, Me.	Lumber ...	100	900	1,000	900	100	3	3	.....	...	.....
Sunk at moorings.....	.....	50	.....	50	45	5	1	1	....	...	.....
Boston, Mass., to Bangor, Me.	.....	500	....	500	.....	500	2	2	.....	2	8
Boston, Mass., to Bristol, Me.	.....	2,000	....	2,000	.....	2,000	4	4	.....	4	8
Boston, Mass., to Bath, Me.	.....	600	.....	600	600	.....	3	3	.....	.....	.....
Hillsboro, New Brunswick, to New York City.	Plaster rock.	3,000	400	3,400	.....	3,400	6	6	.....	...	.....
St. John, New Brunswick, to Boston, Mass.	Piling	4,000	2,000	6,000	5,930	70	7	7	.....	.....	.....

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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.					
Dec. 10	Nortons Island	White Head	Sc. Little Lizzie, Boston, Mass.	Stone	60
Dec. 12	Port Clyde Harbor	Burnt Island	Sc. Mopang, Machias, Me.	Fickett	78
Dec. 12	..do	..do	Sc. J. H. Butler, Ellsworth, Me.	Clawson	43
Dec. 12	Pond Island Bar	Hunniwells Beach.	Sc. Sheffeyld, Gloucester, Mass.	Simmons	64
Dec. 15	Otter Island Ledge	White Head	Sc. S. M. Bird, Rockland, Me.	Merrill	517
1899.					
Jan. 4	Three miles north-northeast of station.	Quoddy Head	Sc. Sallie E. Ludlam, Boston, Mass.	Kelson	237
Jan. 9	Three miles northeast of station.	Cross Island	Slp. Annie May, Eastport, Me.	Walton	13
Jan. 10	Hart Island Bar	Burnt Island	Sc. Marcus Edwards, Philadelphia, Pa.	Rogers	227
Jan. 24	Three miles east of station.	Cross Island	Sc. Village Maid, Lubec, Me.	Toft	23
Jan. 26	Three-quarters of a mile east of station.	White Head	Slp. Mary F., Rockland, Me.		
Feb. 10	One and one-half miles north by east of station.	Jerrys Point	Sc. T. W. Allan, Eastport, Me.	Pottle	113
Mar. 2	Four miles north-northeast of station.	Burnt Island	Sc. Frank W., St. John, New Brunswick.	Cole	99
Mar. 2	One-eighth mile north by east of station.	Hunniwells Beach.	Slp. Nellie B., Bath, Me.	Cressey	23
Mar. 18	Three-quarters of a mile south of station.	..do	Sc. Young America,* Portland, Me.	Webber	6
Apr. 8	One mile north by west of station.	..do	Sc. Mary E. Olys, Bath, Me.	Moore	224
Apr. 8	One mile north of station.	Fletchers Neck	Sc. James A. Gray,* Saco, Me.	Garland	130
May 7	South West Harbor	Cranberry Isles	Sc. Wild Pigeon, South West Harbor, Me.	Carter	46
May 9	Three-quarters of a mile north of station.	Fletchers Neck	Sc. Clara Rankin, Rockland, Me.	Melancon	151
June 6	Lark Ledges	White Head	Sc. James L. Maloy, Rockland, Me.	Bernet	174
June 10	One and one-quarter miles northeast of station.	..do	Sc. Julia A. Berkele,† Bridgeport, Conn.	Hubbs	168
June 11	Two miles northwest by west of station.	Burnt Island	Sc. George E. Lane, jr., Gloucester, Mass.	Hayes	73
June 22	Two hundred yards southwest of station.	..do	Sc. Genevieve, Waldoboro, Me.	Willie	9
June 24	One-half mile east-northeast of station.	Fletchers Neck	Sailboat, Biddeford Pool, Me.		
June 30	One and three-quarters miles east-northeast of station.	White Head	Sc. Harvest Home, Lamoine, Me.		78
	Total				

DISTRICT NO. 2—EMBRACING

1898.					
July 3	One and one-quarter miles south of station.	City Point	Rowboat, Dorchester, Mass.		
July 10	Three-quarters of a mile west-northwest of station.	..do	Rowboat, Boston, Mass.		

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

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

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casualties, season of 1898–99—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.
Wheelers Bay to Rockland, Me.	Granite	$200	$50	$250	.....	$250	2	2	.....	2	6
Machias, Me., to Boston, Mass.	Lumber ...	1,200	800	2,000	$2,000	.....	3	3	.....	.....	.....
Ellsworth to Portland, Me.	.....	800	.....	800	800	.....	3	3	.....	.....	.....
Fishing grounds to Boothbay, Me.	Fish	4,000	50	4,050	3,850	200	14	14	.....	14	14
Boston, Mass., to Rockland, Me.	.....	16,000	.....	16,000	15,200	800	8	8	.....	.....	.....
New York City to Eastport, Me.	Coal	2,500	1,900	4,400	4,250	150	6	6	.....	.....	.....
Dragged anchor and stranded.	....	500	.....	500	50	450	.....	.....	.....	.....	.....
St. John, New Brunswick, to New York City.	Lumber ...	3,000	2,500	5,500	5,500	.....	5	5	.....	.....	.....
Little Machias Bay to Cutler Harbor, Me.	.....	1,200	.....	1,200	.....	1,200	2	2	.....	.....	.....
Rockland to Tennants Harbor, Me.	....	150	.....	150	145	5	3	3	.....	3	3
New York City to Calais, Me.	.....	4,000	.....	4,000	4,000	.....	4	4	.....	.....	.....
St. John, New Brunswick, to New York City.	Lumber ...	2,000	2,000	4,000	4,000	.....	5	5	.....	.....	.....
Georgetown to Bath, Me.	Sand.....	800	35	835	835	.....	2	2	.....	.....	.....
Portland to Southport, Me.	.....	100	.....	100	100	.....	3	3	.....	.....	.....
Georgetown to Bath, Me.	Rock.....	10,000	1,000	11,000	11,000	.....	5	5	.....	.....	.....
Boston, Mass., to Saco, Me.	.....	4,500	.....	4,500	4,500	.....	5	5	.....	.....	.....
Gloucester, Mass., to South West Harbor, Me.	Fishing outfit.	400	150	550	500	50	10	10	.....	.....	.....
Bangor, Me., to Boston, Mass.	Wood.....	1,200	500	1,700	1,700	.....	8	8	.....	.....	.....
Rockland, Me., to New York City.	Lime.....	4,000	2,000	6,000	5,950	50	7	7	.....	.....	.....
Bangor, Me., to Vineyard Haven, Mass.	Lumber ...	3,000	2,100	5,100	5,065	35	5	5	.....	.....	.....
Gloucester, Mass., to Black Island, Me.	.....	6,000	.....	6,000	5,800	200	14	14	.....	.....	.....
Bremen, Me., to fishing ground.	.....	300	.....	300	300	.....	3	3	.....	.....	.....
Capsized	.....	25	.....	25	25	.....	3	3	.....	.....	.....
Boston, Mass., to Bar Harbor, Me.	Straw.....	1,500	60	1,560	1,460	100	4	4	.....	.....	.....
.....	....	172,700	40,220	212,920	183,585	29,335	282	282	.....	46	77

COAST OF MASSACHUSETTS.

Capsized.....	....	**$25**	.....	**$25**	**$25**	.....	**1**	**1**	.....	**1**	**1**
.....do.....	.....	**30**	.....	**30**	**30**	.....	**1**	**1**	.....	.....	.....

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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.					
July 13	One-quarter mile west-northwest of station.	City Point	Slp. Maggie, Perth Amboy, N. J.	Smith	6
July 13	Three and one-half miles southwest by south of station.	Gurnet	Sc. Emma M. Fox, Bangor, Me.	Hopkins	195
July 14	Two miles east-southeast of station.	City Point	Launch Gleam, Boston, Mass.		
July 18	One-half mile southeast of station.	do	Small boat, Boston, Mass.		
July 21	One and one-quarter miles east southeast of station.	do	Sailboat, Boston, Mass.		
July 21	One and one-half miles east of station.	do	Slp. Josie, Boston, Mass.		
July 22	One and one-half miles south of station.	Salisbury Beach	Slp. yt. Zulu, Ipswich, Mass.		
July 25	Two miles east of station.	Great Neck	Sc. Lizzie M. Center, Gloucester, Mass.	Smith	82
July 29	One and one-eighth miles west of station.	Race Point	Sc. Addison Center, Provincetown, Mass.	Caton	75
July 29	Two miles south of station.	Orleans	Sc. Zenobia, Gloucester, Mass.	McAllep	79
July 30	Three-quarters of a mile northeast of station.	Old Harbor	Sc. Sea Bird, Boston, Mass.	Bunker	188
July 30	Two miles south of station.	Chatham	Sc. Wesley Abbott,* Ellsworth, Me.	Pederson	144
July 30	Sow and Pigs Ledge	Cuttyhunk	Sc. William L. Elkins, Philadelphia, Pa.	Smith	241
Aug. 1	Three-quarters of a mile north of station.	High Head	Sc. Lucia Porter, Belfast, Me.	Farrow	333
Aug. 5	Two miles east northeast of station.	City Point	Rowboat, Boston, Mass.		
Aug. 5	Three-quarters of a mile east-southeast of station.	Brant Rock	Sc. Bonita,* Boston, Mass.	McCarthy	21
Aug. 7	Three-quarters of a mile north of station.	City Point	Rowboat, Dorchester, Mass.		
Aug. 9	Three-quarters of a mile north of station.	do	Rowboat, Boston, Mass.		
Aug. 11	One mile east of Plum Island Station.	Plum Island and Knobbs Beach.	Slp. Wayward, Boston, Mass.	Fleming	20
Aug. 14	One mile north of station.	City Point	Rowboat, Boston, Mass.		
Aug. 14	One-third mile north-northeast of station.	Gurnet	Sailboat, Brant Rock, Mass.		
Aug. 17	One mile northeast of station.	City Point	Small boat, Boston, Mass.		
Aug. 17	Three-quarters of a mile northwest of station.	Point Allerton	Slp. Madeline,* Boston, Mass.		
Aug. 24	Two miles east-northeast of station.	City Point	Rowboat, Boston, Mass.		
Aug. 24	Two miles east-southeast of station.	do	Catboat Racine, Boston, Mass.		
Aug. 24	One mile east-northeast of station.	do	Catboat Annie, Boston, Mass.		
Aug. 24	Two and one-half miles southeast of station.	do	Slp. Carol,† Lynn, Mass.		
Aug. 24	One and one-half miles west by north of station.	Chatham	Sc. Eva Lendall, Dennis, Mass.	Long	12
Aug. 27	One mile northeast of station.	City Point	Rowboat, Boston, Mass.		
Aug. 28	Two and one-half miles east-northeast of station.	do	Rowboat, Boston, Mass.		
Aug. 28	One-quarter mile north of station.	North Scituate	Slp. Gladys, North Scituate, Mass.		

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

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casualties, season of 1898–99—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	$700						
Bangor, Me., to New York City.	Lumber	4,000	$3,000	7,000	3,000	$4,000	5	5			
Adrift		1,500		1,500	1,500		3	3			
do		10		10	10		1	1		1	1
Pleasure trip		30		30	30		2	2			
do		35		35	30	5	2	2			
Portsmouth, N. H., to Ipswich, Mass.		900		900	900		2	2			
Fishing trip	Fish	6,000	50	6,050	6,050		16	16		16	32
Fishing grounds to Provincetown, Mass	do	1,200	1,000	2,200	2,200		15	15			
Grand Manan, New Brunswick, to New York City.	do	1,500	2,000	3,500	1,665	1,835	3	3		3	3
Plymouth, Mass., to New York City.	Lumber	4,000	2,500	6,500	6,500		7	7			
Ellsworth, Me., to Rondout, N. Y.	do	2,500	1,500	4,000	4,000		5	5			
Rappahanock River, Va., to Boston, Mass.	Railroad ties.	6,000	2,500	8,500	2,000	6,500	6	6		5	5
Pemaquid, Me., to New York City.	Fish oil	6,000	24,000	30,000	30,000		8	8			
Adrift		15		15	15		1	1			
Cruising		1,000		1,000	1,000		4	4			
Capsized		10		10	10		2	1	1	1	1
do		10		10	10		3	3		3	3
Portsmouth, N. H., to Boston, Mass.		3,000		3,000	2,500	500	11	11		3	3
Capsized		25		25	25		2	2			
Pleasure trip		50		50	50		6	6			
do		10		10	10		2	2			
do		250		250	250		6	6			
Adrift		25		25	25		2	2			
Pleasure trip		75		75	75		4	4			
do		70		70	70		6	6			
Lynn to Fall River, Mass.		125		125	100	25	3	3			
Dennis to Chatham, Mass.	Fish	500	100	600	350	250	2	2			
Capsized		20		20	20		1	1			
do		25		25	25		3	3		3	3
Dragged anchor and stranded.		200		200	200		(‡)				

‡ No one on board.

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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.					
Aug. 31	One mile east by north of station.	Point Allerton.....	Slp. Vision, Quincy, Mass.	.....	.....
Sept. 5	One and one-half miles northeast of station.	City Point.....	Launch Greyhound, Boston, Mass.	.....	.....
Sept. 6	One mile northeast of station.	.....do.....	Rowboat, Boston, Mass..	.....	.....
Sept. 7	One-half mile northwest of station.	.....do.....	Slp. yt. Cynthia, Boston, Mass.	.....	.....
Sept. 7	Three-quarters of a mile northeast of station.	.....do.....	Slp. yt. Alsace, Boston, Mass.	.....	.....
Sept. 7	Three-quarters of a mile northwest of station.	.....do.....	Slp. yt. Elida, Boston, Mass.	.....	.....
Sept. 7	Three-quarters of a mile north of station.	.....do.....	Slp. yt Bobby Shaftoe, Boston, Mass.	.....	.....
Sept. 7	One and one-half miles east of station.	.....do.....	Sailboat, Boston, Mass...	.....	.....
Sept. 7	One-half mile northwest of station.	.....do.....	Slp. yt. When, Boston, Mass.	.....	.....
Sept. 10	One and one half miles northeast of station.	.....do.....	Slp. Hattie, Boston, Mass.	.....	.....
Sep. 18	One-quarter mile south of station.	.....do.....	Rowboat, Boston, Mass..	.....	.....
Sept. 19	One-half mile southwest of station.	Plum Island.....	Small boat, Newburyport, Mass.	.....	.....
Sept. 20	Three-eighths of a mile east-southeast of station.	Monomoy.....	Bkn. Harriet S. Jackson, New York City.	Veazie.....	497
Sept. 22	One mile northeast of station.	Plum Island.....	Sc. Eastern Light, Machias, Me.	Tangson....	75
Sept. 22	Four and one-half miles north-northeast of station.	.....do.....	Slp. yt. Cuyahoga, Newburyport, Mass.	.....	.....
Sept. 24	One-half mile northeast of station.	City Point.....	Launch Veery, Boston, Mass.	.....	.....
Sept. 24	One mile north-northeast of station.	.....do.....	Slp. yt. Thea, Boston, Mass.	.....	.....
Sept. 24	One and one-quarter miles southwest of station.	Davis Neck.....	Sailboat, Newburyport, Mass.	.....	.....
Sept. 24	One mile north-northeast of station.	City Point.....	Slp. Cinex, Boston, Mass.	.....	.....
Sept. 27	One-quarter mile east of station.	.....do.....	Rowboat, Boston, Mass..	.....	.....
Sept. 27	One-half mile north-northwest of station.	.....do.....	Sloop, Boston, Mass.....	.....	.....
Sept. 27	One-half mile east of station.	.....do.....	Rowboat, Boston, Mass..	.....	.....
Sept. 27	One and one-quarter miles north-northeast of station.	.....do.....	Catboat Gamecock, Boston, Mass.	.....	.....
Sept. 28	One-half mile north of station.	....do.....	Launch Agate, Boston, Mass.	.....	.....
Oct. 3	Great Point.....	Coskata.....	Catboat Violet, Nantucket, Mass.	.....	.....
Oct. 6	One mile north-northeast of station.	City Point.....	Catboat Hector, Boston, Mass.	.....	.....
Oct. 6	One and three-quarters miles north-northeast of station.	.....do.....	Catboat Violet, Boston, Mass.	.....	.....
Oct. 9	One and one-quarter miles west of station.	.....do.....	Sloop, Boston, Mass	.....	.....
Oct. 9	Hardings Beach.....	Monomoy	Catboat, Harwich, Mass..	.....	.....
Oct. 16	One and one-quarter miles south of station.	City Point.....	Rowboat, Boston, Mass..	.....	.....
Oct. 23	One and three-quarters miles east of station.	.....do.....	Slp. Alert, Boston, Mass..	.....	.....
Oct. 26	Six miles northwest of station.	Race Point.....	†Sc. Zephyr, Provincetown, Mass.	Sears	49

* No one on board.
† In distress, requiring assistance.

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casualties, season of 1898–99—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.
Pleasure trip		$400		$400	$400		9	9			
do		1,500		1,500	1,500		3	3			
do		30		30	30		2	2			
do		400		400	400		3	3			
do		200		200	200		4	4			
Dragged anchor		300		300	300						
do		500		500	500						
Adrift		10		10	10		2	2			
Lying in harbor		50		50	50						
Pleasure trip		50		50	50		2	2			
Adrift		20		20	20		1	1			
Capsized		50		50	50		2	2			
New York City, to Chatham, New-Brunswick.	Sulphur	12,000	$10,000	22,000		$22,000	8	8		8	9
Boston to Plum Island Point, Mass.		1,000		1,000	1,000		3	3			
Adrift		300		300	300		(*)				
Dragged anchor		2,600		2,600	2,600		1	1			
do		350		350	350		4	4			
Parted lines and stranded.		100		100	50	50	2	2			
Dragged anchor		100		100	100		1	1			
Adrift		25		25	25		4	4			
do		40		40	40						
Fishing trip		50		50	50		2	2			
Adrift		300		300	300						
Pleasure trip		1,700		1,700	1,650	50	2	2			
Fishing trip		150		150	140	10	1	1			
Adrift		75		75	75						
Dragged anchor		50		50	45	5					
Capsized		50		50	50		1	1			
do		30		30	25	5	4	1	3	1	1
Fishing trip		15		15	15		2	2		2	2
do		200		200	195	5	12	12			
Fishing grounds to Provincetown, Mass.	Fish	1,500	150	1,650	1,350	300	11	11			

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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.					
Nov. 2	Three-quarters of a mile north of station.	City Point	Slp. Addie, Boston, Mass.		
Nov. 2	One and one-quarter miles southwest of station.	do	Slp. M. S., Dorchester, Mass.		
Nov. 2	One mile north-northeast of station.	do	Sloop, Boston, Mass.		
Nov. 2	Three-quarters of a mile west-northwest of station.	do	Sc. yt. American Eagle, Boston, Mass.		
Nov. 5	Three miles south of station.	Salisbury Beach	Small boat, Amesbury, Mass.		
Nov. 6	Three-quarters of a mile north-northwest of station.	City Point	Slp. Frances, Boston, Mass.		
Nov. 14	Two miles south of station.	Old Harbor	Catboat Charlie C., Chatham River, Mass.		
Nov. 22	Four miles south of station.	Knobbs Beach	Sc. Aquopimoquk, Wiscasset, Me.	Tarr	13
Nov. 26	One mile north by west of station.	Chatham	Sc. Carrie L. Payson, Dennis, Mass.	Nickerson	11
Nov. 26	One and five-eighths miles east of station.	Gay Head	Sc. Amelia G. Ireland, New York City.	Knapp	285
Nov. 26	Three-eighths of a mile west-northwest of station.	Cuttyhunk	Catboat Onita, Fairhaven, Mass.		
Nov. 26	One-half mile west-northwest of station.	do	Catboat Three Friends, New Bedford, Mass.		
Nov. 27	One mile northwest of station.	Plum Island	Sc. Newell B. Hawes, Boston, Mass.	Littlefield	89
Nov. 27	Two and three-quarters miles south-southwest of station.	Knobbs Beach	Sc. Julia A. Decker,* Rockland, Me.	Romer	96
Nov. 27	One-quarter mile east-southeast of station.	Davis Neck	Sc. Idella Small, Rockport, Me.	Johnson	63
Nov. 27	Toddy Rocks	Point Allerton	Sc. Henry R. Tilton, Belfast, Me.	Cobb	492
Nov. 27	do	do	Barge No. 1		877
Nov. 27	do	do	Barge No. 4, Baltimore, Md.		920
Nov. 27	Little Brewster	do	Sc. Calvin F. Baker, Dennis, Mass.	Megathlin	567
Nov. 27	Three-quarters of a mile northwest of station.	do	Sc. Abel E. Babcock, Somers Point, N. J.	Babcock	812
Nov. 27	Two and one-half miles south of station.	North Scituate	Sc. Columbia, Boston, Mass.	Cooper	89
Nov. 27	Two miles north-northwest of station.	Brant Rock	Sc. Mertis H. Perry, Boston, Mass.	Pike	62
Nov. 27	One-half mile south-southeast of station.	do	Sc. Edgar S. Foster, Bucksport, Me.	McInnis	100
Nov. 27	One and one-quarter miles northeast of station.	Wood End	Sc. Lester A. Lewis, Bangor, Me.	Kimball	250
Nov. 27	do	do	Sc. Jordan L. Mott, Rockland, Me.	Dyer	138
Nov. 27	One mile east-southeast of Peaked Hill Bars Station.	Peaked Hill Bars and High Head.	Sc. Albert L. Butler, Boston, Mass.	Leland	344
Nov. 27	One and five-eighths miles east of station.	Gay Head	Sc. Clara Leavitt, Portland, Me.	Lambord	456
Nov. 27	One-half mile west-northwest of station.	Cuttyhunk	Sailboat, Cuttyhunk, Mass.		
Nov. 27	Three-quarters of a mile west northwest of station.	do	Str. Friend, Boston, Mass.	Veeder	12
Nov. 27	Three-quarters of a mile west by north one-half north of station.	do	Catboat Earl, Cuttyhunk, Mass.		

* No assistance required of life-saving crew.

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casualties, season of 1898–99—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 and stranded.	.....	$50	.....	$50	$50	.....	.....	.....	.....	.....	.....
Fishing ground to Dorchester, Mass.	.....	50	.....	50	50	.....	2	2	.....	.....	.....
Adrift	.....	100	.....	100	100	.....	4	4	.....	4	4
Dragged anchor.....	.....	500	.....	500	500	.....	.....	.....	.....	.....	.....
Pleasure trip.....	.....	5	.....	5	5	.....	2	2	.....	.....	.....
Adrift	.....	400	.....	400	400	.....	.....	.....	.....	.....	.....
Fishing grounds to Chatham, Mass.	Fish.....	300	$10	310	310	.....	2	2	.....	.....	.....
Ipswich to Gloucester, Mass.	.....do	400	60	460	460	.....	6	6	.....	.....	.....
Parted chains and stranded.	.....	600	.....	600	525	$75	.....	.....	.....	.....	.....
Dragged anchors and stranded.	Oil.....	7,000	6,000	13,000	.....	13,000	7	6	1	6	24
Fishing grounds to Cuttyhunk, Mass.	.....	200	.....	200	200	.....	2	2	.....	.....	.....
.....do	.....	700	.....	700	695	5	2	2	.....	.....	.....
Dragged anchors and stranded.	Sand.....	2,500	150	2,650	2,250	400	5	5	.....	5	7
Parted moorings and stranded.	.....	1,500	.....	1,500	1,000	500	5	5	.....	.....	.....
.....do	.....	1,000	.....	1,000	.....	1,000	3	3	.....	3	6
.....do	Lumber ...	7,000	10,000	17,000	13,000	4,000	7	7	.....	7	28
Baltimore, Md., to Boston, Mass.	Coal	25,000	2,540	27,540	.....	27,540	5	5	.....	5	10
.....do.....	.....do	27,000	2,800	29,800	.....	29,800	5	2	3	2	6
.....do.....	.....do	12,000	2,700	14,700	.....	14,700	8	5	3	5	15
Philadelphia, Pa., to Boston, Mass.	.....do	20,000	5,000	25,000	.....	25,000	8	.....	8	.....	.....
Parted chains and stranded.	.....	12,000	.....	12,000	.....	12,000	5	.....	5	.....	.....
Provincetown to Boston, Mass.	Fish	5,000	1,000	6,000	.....	6,000	14	9	5	2	4
Newfoundland to Gloucester, Mass.	.....do	3,000	3,500	6,500	.....	6,500	8	8	.....	8	24
Elizabethport, N. J., to Bangor, Me.	Phosphate	2,000	7,000	9,000	1,000	8,000	5	.....	5	.....	.....
Perth Amboy, N. J., to Rockland, Me.	Coal	4,000	700	4,700	.....	4,700	5	4	1	4	24
Jamaica, West Indies, to Boston, Mass.	Logwood..	4,000	7,440	11,440	500	10,940	8	5	3	5	10
Perth Amboy, N. J., to Portland, Me.	Molding clay.	8,000	1,000	9,000	.....	9,000	7	1	6	1	2
Sunk in harbor	.....	125	.....	125	125	.....	.....	.....	.....	.....	.....
Dragged anchors and collided.	.....	1,000	.....	1,000	995	5	.....	.....	.....	.....	.....
Broke from moorings and stranded.	.....	150	.....	150	140	10	.....	.....	.....	.....	.....

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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.					
Nov. 27	Seven-eighths of a mile west by north three-quarters north of station.	Cuttyhunk	Catboat Edith, Cuttyhunk, Mass.		
Nov. 27	....do....	....do....	Catboat, Cuttyhunk, Mass.		
Nov. 27	Three-quarters of a mile west-northwest of station.	....do....	Catboat Mascot, Cuttyhunk, Mass.		
Nov. 27	....do....	....do....	Catboat, Cuttyhunk, Mass.		
Nov. 27	Three-quarters of a mile west by north of st'n.	....do....	Catboat Sport, Cuttyhunk, Mass.		
Nov. 27	Three-quarters of a mile west by north one-half north of station.	....do....	Catboat Secret, Cuttyhunk, Mass.		
Nov. 27	Three-quarters of a mile west-northwest of station.	....do....	Catboat Neverbridge, Cuttyhunk, Mass.		
Nov. 27	Sow and Pigs Ledge	....do....	Str. Fairfax, Baltimore, Md.	Johnson	2,551
1899.					
Jan. 11	Three miles west-southwest of station.	Orleans	Rowboat, Orleans, Mass.		
Jan. 25	Three-quarters of a mile northwest of station.	Wood End	Sc. Joseph Warren, Boston, Mass.	Harding	52
Jan. 29	One-third of a mile north-northwest of station.	Peaked Hill Bars	Sc. Cathie C. Berry, Eastport, Me.	Gayton	319
Feb. 7	Two and one half miles south of station.	North Scituate	Sc. Emma W. Brown, Boston, Mass.	Black	77
Feb. 9	One and two-thirds miles north of station.	Orleans	Sc. Richard S. Leaming, Philadelphia, Pa.	Lloyd	487
Feb. 12	Three-quarters of a mile west-northwest of station.	Point Allerton	Sc. Glendower, Philadelphia, Pa.	Burtley	855
Feb. 12	One and one-half miles southeast of station.	Coskata	Sc. E. L. Dow, Boothbay, Me.	Pinkham	401
Feb. 13	One and three-quarters miles east by north of station.	Muskeget	Sc. Winnegance, Bath, Me.	Parris	264
Feb. 14	One-half mile east of Ipswich Light-House.	Knobbs Beach	Sc. G. M. Hopkins, Boston, Mass.	Spittenber	73
Feb. 14	Two and three-quarters miles south-southwest of station.	....do....	Sc. Albert H. Harding, Boston, Mass.	Leighton	64
Feb. 15	One-seventh mile south of station.	Cuttyhunk	Str. Admiral Dewey, Perth Amboy, N. J.	McGrath	2,104
Mar. 3	Eight miles east-southeast of station.	Brant Rock	Sc. Ronald H. C.,* St. Lawrence, Newfoundland.	Keefe	56
Mar. 12	Three-quarters of a mile northwest by west of station.	Wood End	Slp. Startle, Boston, Mass.	Silva	19
Mar. 13	Four miles west by south of station.	Muskeget	Str. Simon J. Murphy,† Milwaukee, Wis.	Garlick	1,880
Mar. 14	One and one-half miles northwest of station.	Plum Island	Sc. Charles F. Atwood, Marblehead, Mass.	Shaw	69
Mar. 24	Two and one-half miles east of station.	Gay Head	Sc. Rebecca A. Taulane,* Boston, Mass.	Robbins	449
Mar. 26	One-quarter mile east of station.	Cuttyhunk	Catboat,‡ New Bedford, Mass.		
Apr. 9	Three and one-half miles southwest by south of station.	Monomoy	Sailboat		
Apr. 29	One-quarter mile east-northeast of station.	Cuttyhunk	Sc. Jennie, New London, Conn.	Kruse	31
May 8	One and one-half miles west-southwest of station.	Race Point	Sc. Robert Byron, Rockport, Me.	Hart	96

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

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casualties, season of 1898–99—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.
Broke from moorings and stranded.	.....	$500	.....	$500	$490	$10	.....	.....	.....	.....	.....
.....do.....	.....	400	.....	400	395	5	.....	.....	.....	.....	.....
Saved from going adrift.	.....	200	.....	200	200	.....	.....	.....	.....	.....	.....
.....do.....	.....	500	.....	500	500	.....	.....	.....	.....	.....	.....
Broke from moorings and capsized.	.....	150	.....	150	110	40	.....	.....	.....	.....	.....
Broke from moorings and stranded.	.....	400	.....	400	395	5	.....	.....	.....	.....	.....
.....	.....	125	.....	125	115	10	.....	.....	.....	.....	.....
Baltimore, Md., to Boston, Mass.	Cotton and merchandise.	200,000	$150,000	350,000	75,000	275,000	48	48	.....	.....	.....
.....	.....	50	.....	50	50	.....	1	1	.....	.....	.....
Boston, Mass., to Georges Bank.	.....	3,000	.....	3,000	3,000	.....	14	14	.....	.....	.....
Edgartown to Boston, Mass.	.....	2,000	.....	2,000	2,000	.....	6	6	.....	6	18
Georges Bank to Boston, Mass.	Fish	8,000	1,200	9,200	9,200	.....	16	16	.....	.....	.....
Boothbay, Me., to Philadelphia, Pa.	Ice.....	6,000	2,400	8,400	7,700	700	7	7	.....	.....	.....
Philadelphia, Pa., to Boston, Mass.	Coal.....	25,000	5,000	30,000	23,000	7,000	4	4	.....	.....	.....
Gloucester, Mass., to Suffolk, Va.	Ice.....	10,000	500	10,500	.....	10,500	6	6	.....	6	18
Rockland, Me., to New York City.	Lime	8,000	3,000	11,000	6,000	5,000	6	6	.....	6	9
Ipswich to Boston, Mass.	.....	1,800	.....	1,800	1,775	25	5	5	.....	5	10
.....do	.....	2,000	.....	2,000	1,950	50	5	5	.....	.....	.....
Port Antonio, Jamaica, to Boston, Mass.	Fruit.....	300,000	20,000	320,000	230,000	90,000	68	68	.....	35	35
St. Lawrence, Newfoundland, to Gloucester, Mass.	Fish	2,200	1,500	3,700	3,300	400	6	6	.....	.....	.....
Provincetown, Mass., on fishing trip.	.....do.....	1,500	100	1,600	1,100	500	7	7	.....	7	7
Boston, Mass., to Newport News, Va.	.....	80,000	.....	80,000	80,000	.....	20	20	.....	.....	.....
Newburyport to Boston, Mass.	Sand.....	1,000	140	1,140	970	170	6	6	.....	.....	.....
Baltimore, Md., to Salem, Mass.	Coal	18,000	2,800	20,800	19,800	1,000	8	8	.....	.....	.....
Fishing trip to New Bedford, Mass.	.....	300	.....	300	295	5	3	3	.....	.....	.....
Harwich, Mass., to Shovelful Light Ship.	.....	250	.....	250	250	.....	.....	.....	.....	.....	.....
Cruising	.....	800	.....	800	800	.....	3	3	.....	.....	.....
Rockport, Me., to Providence, R. I.	Lime	5,000	1,000	6,000	.....	6,000	4	4	.....	4	6

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

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United States Life-Saving Service.—Table of

DISTRICT NO. 2.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1899.					
May 3	One-sixth mile northwest of station.	Race Point.....	Sc. Alice B. Phillips, New Haven, Conn.	Crossley.....	621
May 3	One and three-quarters miles west-northwest of station.	Peaked Hill Bars..	Sc. Helena, Bangor, Me.	Eaton.....	184
May 8	Shovelful Shoal.....	Monomoy.....	Sc. Thomas Brundage,* Boston, Mass.	Brundage..	72
May 11	One-half mile north-northwest of station.	City Point.....	Launch Veery, Boston, Mass.	.....	.....
May 11	One-half mile north of station.	.....do.....	Str. Cornelia, Boston, Mass.	Walker.....	41
May 12	One and one-half miles west of station.	.....do.....	Sloop, Boston, Mass.....	.....	.....
May 14	Two and one-half miles east of station.	.....do.....	.....do.....	.....	.....
May 14	One mile south by east of station.	.....do.....	Sloop, Dorchester, Mass.	.....	.....
May 14	One-quarter mile east-northeast of station.	Brant Rock.....	Small boat.....	.....	.....
May 14	Shovelful Shoal.....	Monomoy.....	Sc. Clarence H. Venner,* Dennis, Mass.	Baker.....	984
May 16	One-quarter mile west by south of station.	Gurnet.....	Slp. yt. Restless, Boston, Mass.	Bates.....	6
May 17	Two miles southeast of station.	City Point.....	Slp. Nina, Boston, Mass..	.....	.....
May 21	One and one-half miles west of station.	.....do.....	Small boat, Boston, Mass	.....	.....
May 25	Shovelful Shoal.....	Monomoy.....	Sc. Florence Pearl, Provincetown, Mass.	Daggett.....	10
May 28	Two and one-half miles east-northeast of station.	City Point.....	Slp. Pilgrim, Boston, Mass.	.....	.....
May 30	One and one-half miles east of station.	.....do.....	Catboat Stag, Boston, Mass.	.....	.....
May 30	Three-quarters of a mile south of station.	.....do.....	Yawl Jeannette, Boston, Mass.	.....	.....
May 30	One and one-half miles northeast of station.	.....do.....	Slp. Circe, Boston, Mass.	.....	.....
May 30	One-quarter mile south of station.	.....do.....	Slp. Elfrida, Boston, Mass.	.....	.....
June 1	One and three-quarters miles west-southwest of station.	.....do.....	Slp. Tyrant, Boston, Mass.	.....	.....
June 5	Three-quarters of a mile southwest of station.	.....do.....	Sloop, Boston, Mass.....	.....	.....
June 5	One-half mile east-southeast of station.	.....do.....	Slp. Rose, Boston, Mass....	.....	.....
June 6	One-quarter mile northwest of station.	.....do.....	Slp. May, Boston, Mass...	.....	.....
June 6	Three-quarters of a mile west of station.	.....do.....	Catboat Live Wire, Boston, Mass.	.....	.....
June 7	Four and one-quarter miles south of station	Knobbs Beach.....	Catboat, Boston, Mass.....	.....	.....
June 7	Seven-eighths of a mile north by west of station.	Cuttyhunk.....	Catboat Topsy, Cuttyhunk, Mass.	.....	.....
June 12	One and one-quarter miles east-northeast of station.	City Point.....	Slp. yt. Mary Clifford, Boston, Mass.	.....	.....
June 13	One-half mile northwest of station.	.....do.....	Slp. yt. Kate M., Boston, Mass	.....	.....
June 16	One-half mile west-northwest of station.	.....do.....	Launch Lottie, Boston, Mass.	.....	.....
June 17	One-half mile west-southwest of station.	.....do.....	Launch Edith, Boston, Mass.	.....	.....
June 17	One and one-half miles east-northeast of station.	.....do.....	Slp Alicia, Boston, Mass..	.....	.....

*No assistance required of life-saving crew.

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casualties, season of 1898–99—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.
Portsmouth, N. H., to Satilla River, Ga.	.....	$20,000	.....	$20,000	$18,000	$2,000	8	8	.....	8	8
Linekin, Me., to Elizabethport, N.J.	Fish scrap	8,000	$3,100	11,100	10,100	1,000	6	6	.....	6	12
Boston to Monomoy, Mass.	Fishing outfit.	4,000	500	4,500	4,270	230	16	16	.....	.....	.....
Dragged anchors and stranded.	.....	2,600	....	2,600	2,600	.....	.....	.....	.....	.....	.....
Point Allerton to Boston, Mass.	.....	3,000	.....	3,000	3,000	.....	17	17	.....	.....	.....
Pleasure trip.....	.....	150	.....	150	145	5	3	3	.....	.....	.....
Peddocks Island to Boston, Mass.	.....	15	.....	15	10	5	4	4	.....	.....	.....
Winthrop to Dorchester, Mass.	.....	50	.....	50	50	.....	3	3	.....	.....	.....
Capsized	.....	15	.....	15	15	.....	2	2	.....	.....	.....
Kennebec River, Me., to Washington, D.C.	Ice.....	20,000	2,000	22,000	21,935	65	9	9	.....	.....	.....
Boston to Saquish Cove, Mass.	.....	400	.....	400	400	.....	2	2	.....	.....	.....
Pleasure trip.....	.....	80	.....	80	80	.....	3	3	.....	.....	.....
Adrift	.....	5	.....	5	5	.....	1	1	.....	.....	.....
Fishing grounds to Provincetown, Mass.	Fish and fishing outfit.	600	400	1,000	400	600	3	3	....	2	2
Pleasure trip.....	.....	150	.....	150	150	.....	6	6	.....	.....	.....
.....do	.....	500	.....	500	450	50	4	4	.....	.....	.....
.....do	.....	2,000	.....	2,000	1,950	50	6	6	.....	.....	.....
.....do	....	450	.....	450	425	25	4	4	.....	.....	.....
.....do	.....	2,000	.....	2,000	1,950	50	7	7	.....	.....	.....
.....do	.....	150	.....	150	150	.....	1	1	.....	.....	.....
.....do	.....	300	.....	300	290	10	6	6	.....	6	6
.....do	.....	2,500	.....	2,500	2,500	.....	2	2	.....	.....	.....
.....do	.....	50	.....	50	50	.....	3	3	.....	.....	.....
Capsized.....	.....	200	.....	200	200	.....	2	2	.....	2	2
Portsmouth, N. H., to Boston, Mass.	....	25	.....	25	25	.....	3	3	.....	.....	.....
Fishing trip.....	Fish	100	500	600	600	.....	1	1	.....	.....	.....
Pleasure trip.....	.....	300	.....	300	300	.....	6	6	.....	.....	.....
Adrift	.....	200	.....	200	200	.....	.....	.....	....	.....	.....
.....do.....	.....	400	.....	400	400	.....	2	2	....	.....	.....
.....do	.....	1,200	.....	1,200	1,200	.....	6	6	.....	.....	.....
Pleasure trip.....	.....	1,000	.....	1,000	1,000	.....	5	5	.....	.....	.....

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United States Life-Saving Service.—Table of

DISTRICT NO. 2.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1899.					
June 21	One and one-half miles east-northeast of station.	City Point	Slp. Omar, Boston, Mass.		
June 22	One mile northeast of station.	do	Rowboat, Boston, Mass.		
June 22	One-half mile northeast of station.	Gurnet	Sc. Florence, Boston, Mass.	Driscoll	63
June 23	Two and one-half miles southwest of station.	City Point	Sloop, Dorchester, Mass.		
June 24	Three-quarters of a mile north of station.	do	Slp. Satanic, Boston, Mass.		
June 27	Two and one-half miles southwest of station.	do	Sloop, Dorchester, Mass.		
June 27	One-quarter mile west of station.	do	Sailboat, Boston, Mass.		
June 28	Three-quarters of a mile north-northeast of station.	do	Slp. Sally C., Boston, Mass.		
June 28	One-half mile northwest of station.	do	Slp. Little Peter, Boston, Mass.		
	Total				

DISTRICT NO. 3.—EMBRACING COASTS

1898.					
July 4	Two and one-half miles west of station.	Long Beach	Catboat Gracie, Woodsburg, N. Y.		
July 8	One-quarter mile west of station.	Rocky Point	Str. Sterling, New York City.	Edwards	61
July 18	Five-eighths of a mile west-northwest of station.	Coney Island	Slp. Josephine, Patchogue, N. Y.	Case	9
Aug. 5	One mile northeast of station.	Narragansett Pier	Rowboat, Pettaquamscutt River.		
Aug. 5	One-eighth mile northeast of station.	Potunk	Slp. Triton, Patchogue, N. Y.	Goodman	8
Aug. 16	Two miles south of Oak Island Station.	Oak Island and Fire Island.	Sc. Addie Sawyer, Calais, Me.	Norwood	132
Aug. 19	One mile northwest of station.	Shinnecock	Slp. Mystery, Quogue, N. Y.		
Aug. 25	Three miles east by north of Amagansett Station.	Amagansett, Napeague, and Georgia.	Str. Prairie, U. S. Government.	Train	4,522
Aug. 26	Three and one-half miles south by west of station.	Brenton Point	Dories (5) belonging to Sc. Actress.		
Aug. 30	Seven miles southeast of station.	New Shoreham	Str. Wrestler, † New Bedford, Mass.	Kelley	199
Sept. 5	One and one-quarter miles southwest of station.	Point Judith	Str. Lewiston, Boston, Mass.	Lyman	1,127
Sept. 11	Four miles west of Fire Island Station.	Fire Island and Oak Island.	Sc. Carrie C. Ware, Jonesport, Me.	Bagley	186
Sept. 21	One and three-quarters miles northwest of station.	Watch Hill	Sc. Irene, St. John, New Brunswick.	Wilcox	90
Oct. 3	One-half mile east-southeast of station.	Quonochontaug	Slp. yt. Crocodile, New York City.	Beck	17
Nov. 1	Fire Island Bar	Oak Island and Fire Island.	Sc. J. S. Terry, Patchogue, N. Y.	Benjamin	134
Nov. 7	Two miles southeast of station.	Rockaway	Slp. Pastime, † Bayside, N. Y.		
Nov. 11	One-quarter mile northwest of station.	Point of Woods	Slp. South Side, Patchogue, N. Y.	Price	6
Nov. 27	One and one-quarter miles west of station.	Point Judith	Sc. Agnes Smith, New Bedford, Mass.		

* No one on board. † In distress, requiring assistance.

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casualties, season of 1898–99—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.
Pleasure trip		$250		$250	$250		3	3			
Adrift		30		30	30						
Boston to Plymouth, Mass.	Gravel	1,000	$40	1,040		$1,040	5	5			
Adrift		25		25	25						
Pleasure trip		400		400	400		2	2		1	1
do		35		35	35		1	1			
do		75		75	75		2	2			
do		300		300	300		3	3			
Broke from moorings and stranded.		800		800	800		1	1			
		960,095	290,880	1,250,975	640,710	610,265	747	703	44	198	362

OF RHODE ISLAND AND LONG ISLAND.

Capsized		$400		$400	$400		5	5			
Glen Cove to Promised Land, N. Y.	Fish	14,000	$400	14,400	14,400		23	23			
Sheepshead Bay to Rockaway Point, N. Y.		600		600	600		2	2			
Capsized		25		25	25		1	1			
Parted moorings and stranded.		1,000		1,000	1,000		(*)				
Bangor, Me., to Patchogue, N. Y.	Lumber	3,000	3,000	6,000	3,700	$2,300	5	5			
Pleasure Trip		150		150	150		2	2			
Santiago, Cuba, to Montauk Point, N. Y.		300,000		300,000	300,000		446	446		1	1
From sunken vessel		50		50	50		9	9		9	9
Philadelphia, Pa., to Boston, Mass.		25,000		25,000	25,000		11	11			
Montauk Point, N. Y., to Boston, Mass.		30,000		30,000	27,000	3,000	201	201			
Calais, Me., to Patchogue, N. Y.	Lumber	6,000	2,500	8,500	8,140	360	5	5			
St. John, New Brunswick, to Stonington, Conn.	do	1,500	1,200	2,700	2,650	50	4	4			
Newport, R. I., to Port Jefferson, N. Y.		1,500		1,500		1,500	2	2		2	25
New York City to Sayville, N. Y.	Coal	2,000	900	2,900	2,900		3	3			
Brooklyn, N. Y., on fishing trip.		300		300	270	30	3	3			
Babylon to Point of Woods, N. Y.		800		800	800		3	3			
Parted cables and sunk.	Fish	200	150	350		350	2	2		2	10

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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.					
Nov. 27	One and one-quarter miles west of station.	Point Judith.....	Bge. John Harvey, Newburyport, Mass.	Dill.....	700
Nov. 27	Two and one-half miles west southwest of station.	New Shoreham ...	Sc. Edward H. Smeed, Newport, R. I.	Willis.....	27
Nov. 27	.....do.....	.....do.....	Sc. yt. Aloha, Newport, R. I.	Rider	12
Nov. 27	.....do.....	.....do.....	Sc. Rose Brothers, Newport, R. I.	Crossman ..	18
Nov. 27	.....do.....	.....do.....	Slp. Nellie B., New London, Conn.	Hough	9
Nov. 27	One-quarter mile southeast of station.	.....do.....	Slp. Valkyrie, Plymouth, Mass.	Littlefield..	6
Nov. 27	.....do.....	.....do.....	Str. G. W. Danielson, Providence, R. I.	Dodge.....	131
Nov. 27	.....do.....	.....do.....	Sc. Percy, Gloucester, Mass.	Thompson	7
Nov. 27	Four and one-half miles north-northeast of station.	.....do.....	Sc. Lexington, Machias, Me.	Thompson..	185
Nov. 27	Three miles northeast of station.	Block Island.....	Sc. Ira and Abbey, New London, Conn.	Fuller.....	12
Nov. 27	Three and one-half miles northeast of station.	.....do.....	Sc. Arabell, Newport, R. I.	Dunn.....	18
Nov. 27	One-half mile west-northwest of station.	Lone Hill.....	Catboat Ida G. Broere, Patchogue, N. Y.	.....	6
Nov. 27	One and one-quarter miles east of station.	Point of Woods...	Catboat Reliance, Sayville, N. Y.	.....	6
Nov. 27	Three-quarters of a mile east of station.	.....do.....	Slp. Brunhilde, Patchogue, N. Y.	.....	7
Nov. 27	One and one-half miles north of station.	Hither Plain.....	Slp. Adalaide T., Greenport, N. Y.	Tuttle.....	9
Dec. 5	Four miles north-northeast of station.	New Shoreham ...	Sc. Vamoose, St. John, New Brunswick.	Knowlton..	387
Dec. 10	Four and one-half miles west-southwest of station.	Rockaway Point.	Str. Governor, New York City.	Wilson	84
Dec. 10	.....do..	.....do.....	Str. Peter Cahill, New York City.	Deming.....	100
Dec. 19	Near Napatree Point.....	Watch Hill.....	Sc. Jonathan Cone, Newburyport, Mass.	Lunt.....	122
Dec. 25	Three miles west of station.	Long Beach.....	Sc. Sarah Ann Carpenter, New York City.	Cook.....	65
1899.					
Jan. 10	One-quarter mile southeast of station.	New Shoreham ...	Sc. Percy, Gloucester, Mass.	Thompson	6
Jan. 19	Near Napatree Point.....	Watch Hill.....	Sc. J. G. Fell, Perth Amboy, N. J.	Crowley.....	165
Feb. 8	Four and one-half miles southwest of station.	Rockaway Point..	Sc. Robert A. Snow, Rockland, Me.	Brown.....	174
Feb. 10	Two miles west of Moriches Station.	Moriches, Potunk, and Forge River.	Bkn. Brazil, Windsor, Nova Scotia.	McNamara	359
Feb. 10	Two and one-quarter miles west of station.	Point Lookout.....	Str. Red Jacket, Cardiff Wales.	Davies.....	2,068
Feb. 27	One mile west of Long Beach Station.	Long Beach and Point Lookout.	Sc. May McFarland, New Bedford, Mass.	Sanders.....	480
Mar. 7	One mile east of station..	Lone Hill.....	Sc. Homer D. Alverson, Sandusky, Ohio.	McMahon..	760
Apr. 10	One-half mile north of station.	Fire Island.....	Sc. Three Sisters, Greenport, N. Y.	Davis.....	80
Apr. 16	One and one-half miles southwest of station.	Zachs Inlet.....	Slp. James Morrissey,† Patchogue, N. Y.	Burr.....	17
Apr. 17	One mile northwest of station.	Fire Island.....	Slp. Mary A. Sisson, Greenport, N. Y.	Cotton.....	20
May 3	One-quarter mile southeast of station.	Short Beach.....	Catboat Hendricks, Baldwin, N. Y.	.....	.....

*No one on board. †In distress, requiring assistance.

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casualties, season of 1898–99—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.
Parted cables and struck breakwater.	.....	$400	.....	$400	$200	$200	25	25	.....	.....	.....
Dragged anchor and stranded.	.....	3,000	.....	3,000	2,800	200	4	4	.....	.....	.....
Sunk at moorings.....	Fish	800	$100	900	.....	900	4	4	.....	4	20
Parted cables and stranded.	.....	800	.....	800	50	750	5	5	.....	5	25
New London, Conn., on fishing trip.	.....	250	.....	250	.....	250	3	3	.....	3	3
Dragged anchor and collided.	.....	900	.....	900	825	75	3	3	.....	.....	.....
Lying at dock.....	.....	8,000	.....	8,000	8,000	.....	8	8	.....	.....	.....
Dragged anchor and collided.	.....	350	.....	350	250	100	3	3	.....	.....	.....
Apple River, Nova Scotia, to New York City.	Piling.....	5,000	1,200	6,200	1,200	5,000	6	6	.....	4	8
New London, Conn., to Block Island, R.I.	.....	600	.....	600	400	200	3	3	.....	3	9
Parted cables and stranded.	.....	1,500	.....	1,500	1,000	500	4	4	.....	.....	.....
.....do	.....	450	.....	450	450	.....	(*)	.....	.....	.....	.....
.....do	.....	600	.....	600	600	.....	(*)	.....	.....	.....	.....
.....do	Oysters.....	1,000	60	1,060	1,060	.....	(*)	.....	.....	2	4
.....do	.....	500	.....	500	500	.....	3	3	.....	.....	.....
Sydney, Cape Breton, to St. John, New Brunswick.	Coal.....	26,000	1,500	27,500	200	27,300	8	6	2	6	7
Towing in harbor.....	.....	18,000	.....	18,000	.....	18,000	7	7	.....	.....	.....
.....do	.....	20,000	.....	20,000	15,000	5,000	8	8	.....	.....	.....
New York City to Edgartown, Mass.	Coal.....	2,000	1,200	3,200	3,100	100	4	4	.....	4	4
Long Beach, N. Y., to New York City.	Sand.....	2,500	115	2,615	2,615	.....	7	7	.....	.....	.....
Gloucester, Mass., on fishing trip.	.....	370	.....	370	370	.....	3	3	.....	.....	.....
Newport, R. I., to New York City.	.....	1,000	.....	1,000	950	50	4	4	.....	.....	.....
Barren Island, N. Y., to Maine.	Fertilizer..	10,000	6,000	16,000	.....	16,000	5	5	.....	4	8
Savanala Mar, Jamaica, to New York City.	Logwood..	8,000	5,000	13,000	1,000	12,000	8	8	.....	8	40
Smyrna, Asia Minor, to New York City.	General ...	75,000	75,200	150,200	150,200	.....	22	22	.....	.....	.....
New Bedford, Mass., to New York City.	.....	3,000	.....	3,000	.....	3,000	7	7	.....	7	14
Boston, Mass., to Newport News, Va.	....	20,000	.....	20,000	.....	20,000	6	6	.....	6	108
Bridgeport, Conn., to Sayville, N. Y.	Oysters.....	1,500	900	2,400	2,400	.....	3	3	.....	.....	.....
New York City to Fire Island, N. Y.	....do	1,300	650	1,950	1,850	100	2	2	.....	.....	.....
Sag Harbor to Sayville, N. Y.	.....do	1,500	400	1,900	1,900	.....	2	2	.....	.....	.....
Fishing trip	....	50	.....	50	50	.....	2	2	.....	2	2

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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.
1899.					
May 8	One and one-half miles southwest of Zachs Inlet Station.	Zachs Inlet, Jones Beach and Short Beach.	Sc. Scottish Prince,* Newcastle, England.	Dobson	1,958
June 6	One-half mile south of station.	Zachs Inlet	Sc. Young Brothers, Newport, R. I.	Crowley	897
June 28	Two miles west of station.	Point Lookout	Launch Atlantic, Port Monmouth, N. J.		
	Total				

DISTRICT NO. 4—EMBRACING

1898.					
July 4	One and one-half miles from station.	Cape May	Sc. yt. Mascotte, Philadelphia, Pa.	Olson	24
July 8	One and one-half miles east of Cedar Creek Station,	Cedar Creek and Forked River.	Str. Delaware, Philadelphia, Pa.	Ingram	1,646
July 12	One-quarter mile north by east of station.	Hereford Inlet	Sc. B. T. Riggin, Cape Charles, Va.	Johnson	13
July 13	One and one-half miles northwest of station.	Cape May	Catboat Louie S. Allen, Somers Point, N. J.	Ducasse	8
Aug. 4	Two and one-half miles south of station.	Corson Inlet	Slp. yt. Ethelyn, Philadelphia, Pa.		
Aug. 7	One-third mile east of station.	Atlantic City	Yt. Haynes, Absecon, N. J.		
Aug. 24	Two miles southwest of station.	Loveladies Island.	Yt. Teal, Bayhead, N. J.		
Aug. 26	One-third mile north of station.	Atlantic City	Sc. A. L. Lee, Somers Point, N. J.	Gaskill	87
Aug. 31	Three-quarters of a mile west of station.	Great Egg	Slp. Mary Ann, Mays Landing, N. J.		
Sept. 4	One-half mile northnortheast of station.	do	Rowboat		
Sept. 5	One mile southwest of Turtle Gut Station.	Turtle Gut and Cold Spring.	Yt. Emily, Cape May City, N. J.		
Sept. 12	Five miles south of station.	Avalon	Sc. yt. Mascotte, Philadelphia, Pa.		24
Sept. 19	Two miles southwest of station.	Great Egg	Sc. Claudia V., Somers Point, N. J.	Conover	22
Sept. 23	One-half mile southwest of station.	Little Beach	Yacht, Leeds Point, N. J.		
Sept. 27	Three-quarters of a mile west-southwest of station.	Great Egg	Slp. Emily B., Morristown, N. J.	Cremer	9
Oct. 2	Point of Sandy Hook	Sandy Hook	Sc. Stephen Bennett, Boston, Mass.	Douglas	244
Oct. 3	One-half mile north of station.	Atlantic City	Slp. Kitty C., Perth Amboy, N. J.	Holm	8
Oct. 15	Romer Shoals	Sandy Hook	Sc. Florence and Lillian, Bridgeton, N. J.	Smith	252
Oct. 16	One mile east of Ocean City Station.	Ocean City and Great Egg.	Sc. Susan Jane, Somers Point, N. J.	Swift	49
Oct. 18	One mile south of Forked River Station.	Forked River, Cedar Creek, and Barnegat.	Slp. yt. Maropa, Brooklyn, N. Y.		
Nov. 9	Two miles west-southwest of station.	Great Egg	Slp. Jordan, Somers Point, N. J.	Leeds	26
Nov. 20	Three-quarters of a mile west-southwest of station.	do	Sc. C. P. Hoffman, Somers Point, N. J.	Hilton	42
Nov. 27	One and three-quarters miles north-northeast of station.	do	Sc. Edna and Etta, Somers Point, N. J.	Robinson	7

*No assistance required of life-saving crew.

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casualties, season of 1898–99—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.
Santos, Brazil, to New York City.	Coffee	$40,000	$293,150	$333,150	$333,150		29	29			
Pascagoula, Miss., to New York City.	Lumber	15,000	8,400	23,400	23,400		11	11			
Port Monmouth, N. J., to Babylon, N. Y.		550		550	550		2	2			
		656,445	402,025	1,058,470	$117,315	$11,315	938	936	2	72	297

COAST OF NEW JERSEY.

Dragged anchors and stranded.		$2,000		$2,000	$1,300	$700	4	4			
New York City to Charleston, S. C.	General	100,000	$150,000	250,000		250,000	70	70			
Fouled anchor and stranded.		1,000		1,000	1,000		2	2			
Fishing trip	Fish	900	10	910	800	110	2	2		2	2
Atlantic City, N J., to Philadelphia, Pa.		500		500		500	5	5		5	10
Pleasure trip		300		300	300		7	7			
Bayhead to Beachhaven, N. J.		500		500	500		3	3			
Haverstraw, N. Y., to Atlantic City, N. J.	Brick	3,000	500	3,500	3,500		6	6			
Mays Landing to Atlantic City, N. J.	Melons	150	60	210	210		3	3			
Adrift		15		15	15		2	2			
Pleasure trip		600		600	600		16	16			
Atlantic City, N. J., to Philadelphia, Pa.		3,000		3,000	2,800	200	2	2			
Fishing trip		1,800		1,800	1,800		7	7			
do		100		100	100		1	1			
Tuckahoe to Atlantic City, N. J.	Produce	125	300	425	425		3	3			
Philadelphia, Pa., to Portsmouth, N. H.	Coal	5,000	2,000	7,000	7,000		7	7			
Atlantic City to Barnegat, N. J.		500		500	475	25	2	2			
Norfolk, Va., to New York City.	Lumber	4,000	5,000	9,000	9,000		7	7			
Haverstraw, N. Y., to Ocean City, N. J.	Brick	700	250	950	950		4	4			
Pleasure trip		1,000		1,000	950	50	2	2			
James River, Va., to Pleasantville, N. J.	Oysters	1,000	230	1,230	1,230		2	2			
do	do	1,500	400	1,900	1,900		3	3			
Dragged anchors and stranded.		300		300	300		1	1			

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United States Life-Saving Service.—Table of

DISTRICT NO. 4.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1898.					
Dec. 22	One and one-half miles south-southwest of Harvey Cedars Station.	Harvey Cedars, Ship Bottom, and Loveladies Island.	Bk. Auburndale, Boston, Mass.	Dow.....	664
1899.					
Jan. 7	One-half mile south of station.	Spermaceti Cove..	Small boat.....	.....	.....
Jan. 24	Three miles east of Cold Spring Station.	Cold Spring and Turtle Gut.	Sc. Manie Saunders, Richmond, Va.	Steelman...	279
Jan. 30	Three miles northeast of station.	Shark River.....	Skiff.....	.....	.....
Feb. 22	One-quarter mile north of station,	Ship Bottom.....	Str. Hildur, Bergen, Norway.	Kusaus.....	594
Mar. 20	Three and one-half miles south-southwest of station.	Cape May.....	Sc. Sarah and Ellen, Portland, Me.	York	582
Mar. 26	One mile north of station.	Atlantic City.....	Sc. S. J. Delan, Chincoteague, Va.	Mofford	86
Mar. 31	One mile northeast of station.	Barnegat	Sc. Mattie W. Porter, Tuckerton, N. J.	Porter.....	28
Apr. 1	One and one-quarter miles south of station.	Little Egg.....	Slp. Kestrel,* New Haven, Conn.	Wright	11
Apr. 3	One and one-half miles north of station.	Bonds	Sc. Samuel Wood, New York City.	Brink	51
Apr. 25	One mile east of Ocean City Station.	Ocean City and Great Egg.	Sc. Julia A. Berkele, Bridgeport, Conn.	Hubbs.....	168
May 1	Point of Sandy Hook.....	Sandy Hook	Slp. Bertha, Perth Amboy, N. J.	Thompson	9
May 1	.....do.....	.....do.....	Slp. Exchange, Perth Amboy, N. J.	Roberts.....	5
May 3	Two hundred yards north of station.	Island Beach.....	Launch Alga, New York City.	.....	.....
May 12	Three-quarters of a mile west of station.	Great Egg.....	Sc. General J. L. Selfridge, Somers Point, N. J.	Willits.....	20
June 22	Three miles east of station.	Cold Spring.....	Yt. Nahma, Riverton, N. J.	.....	.....
June 25	One and one-quarter miles southeast of station.	Townsend Inlet...	Yt. Alice, Stone Harbor, N. J.	.....	.....
	Total.....	.....	.....	.....	.....

DISTRICT NO. 5.—EMBRACING COAST BETWEEN

1898.					
Aug. 3	One and one-quarter miles west-southwest of station.	Rehoboth Beach ..	Sailboat, Rehoboth, Del.	.....	.....
Aug. 5	One and one-half miles east of Lewes Station.	Lewes and Cape Henlopen.	Str. Arctic, U. S. Government.	Stout	655
Aug. 5	One mile east of station...	Lewes	Sc. Mary and Carrie, New York City.	Mokeler.....	34
Aug. 24	One mile south one-half east of station.	Indian River Inlet.	Sc. Emily Belle, Wilmington, Del.	Jestis.....	26
Sept. 7	One and one-half miles north of station.	Cape Henlopen ...	Sc. Defender, Cape May, N. J.	.....	.....
Sept. 21	Four and one-half miles north-northeast of station.	Lewes	Sc. yt. Rebecca,† Philadelphia, Pa.	Platt.....	39

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

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casualties, season of 1898–99—Continued.

OF NEW JERSEY—*Continued.*

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Bonaire, West Indies, to New York City.	Salt.....	$8,000	$1,600	$9,600	$6,900	$2,700	11	11	.....	7	14
Adrift	.....	5	.....	5	.....	5	1	1	.....	.....	.....
West Point, Va., to Newark, N. J.	Railroad ties.	2,500	2,400	4,900	3,900	1,000	6	6	.....	.....	.....
Pleasure trip.....	.....	50	.....	50	50	.....	2	1	1	1	1
Curacoa, West Indies, to New York City.	Coffee, hides, and lumber.	60,000	100,000	160,000	160,000	.....	14	14	.....	.....	.....
New Orleans, La., to Philadelphia, Pa.	Molasses..	7,000	18,000	25,000	24,500	500	9	9	.....	.....	.....
Hampton, Va., to Atlantic City, N. J.	Oysters.....	1,200	600	1,800	1,800	.....	3	3	.....	.....	.....
Cobb Island, Va., to Barnegat Bay, N.J.	.....do.....	4,000	200	4,200	4,200	.....	4	4	.....	.....	.....
New Haven, Conn., to Little Egg Harbor, N. J.	.....	1,000	.....	1,000	990	10	3	3	.....	.....	.....
Sand Shoals, Va., to West Creek, N. J.	Oysters	3,000	300	3,300	3,300	.....	5	5	.....	.....	.....
New York City to Norfolk, Va.	.....	2,500	.....	2,500	2,500	.....	5	5	.....	.....	.....
Sailing in New York Bay.	.....	500	....	500	500	.....	2	2	.....	.....	.....
.....do.....	.....	300	.....	300	300	.....	2	2	.....	.....	.....
Dragged anchors and stranded.	.....	3,000	.....	3,000	2,500	500	.....	.....	.....	.....	.....
Pleasantville, N. J., to Hampton, Va.	.....	1,200	.....	1,200	1,200	.....	2	2	.....	.....	.....
Riverton to Cape May City, N. J.	.....	500	.....	500	500	.....	3	3	.....	.....	.....
Atlantic City to Stone Harbor, N. J.	.....	1,000	.....	1,000	1,000	.....	2	2	.....	.....	.....
.....	.....	223,745	281,850	505,595	249,295	256,300	235	234	1	15	27

CAPE HENLOPEN AND CAPE CHARLES.

Capsized	.....	$75	.....	$75	$75	.....	5	5	.....	.....	.....
Dragged anchors and stranded.	Stores and ammunition.	40,000	.....	40,000	40,000	.....	70	70	.....	.....	.....
Philadelphia, Pa., on fishing cruise.	.....	1,500	.....	1,500	1,500	....	7	7	.....	7	7
Indian River, Del., to Philadelphia, Pa.	Lumber ...	1,500	$200	1,700	1,700	.....	2	2	.....	.....	.....
Cape May, N. J., to Delaware Breakwater.	.....	300	.....	300	250	$50	2	2	.....	2	4
Pleasure trip.....	.....	5,000	.....	5,000	.....	5,000	11	11	.....	.....	.....

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United States Life-Saving Service.—Table of

DISTRICT NO. 5.—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1898.					
Nov. 4	Two miles northeast of station.	Wallops Beach.....	Sc. Janie, Chincoteague, Va.	Collona.....	10
Nov. 7	Three miles east-southeast of station.	Wachapreague.....	Sc. Daisy, New York City.	Johnson.....	51
Nov. 27	Four miles south of Metomkin Inlet Station.	Metomkin Inlet and Wachapreague.	Sc. William M. Wilson, Tuckerton, N. J.	Bragg.....	252
Dec. 1	One mile south one-half east of station.	Indian River Inlet.	Sc. J. W. Somers, Wilmington, Del.	Lathbury...	18
Dec. 7	One and one-half miles south of station.	Assateague Beach.	Sc. Puritan, * Belfast, Me.	Sargent.....	116
Dec. 9	One-quarter mile north of station.	Cobb Island.....	Small boat.....	.....	.....
Dec. 19	One-seventh mile west of station.	.....do.....	Sc. D. J. Whealton, Chincoteague, Va.	Whealton..	48
1899.					
Jan. 10	One-half mile south of station.	Hog Island.....	Skiff, Red Bank, Va.....	.....	.....
Jan. 17	Two miles south of station.	Assateague Beach	Sc. James M. Hall, Perth Amboy, N. J.	Lewis	87
Jan. 27	Five miles southwest of station.	Smith Island.....	Sc. Harry Prescott, New Haven, Conn.	Gray.....	433
Jan. 31	Three miles north of Fenwick Island Station.	Fenwick Island, Isle of Wight, and Indian River Inlet.	Str. Rhynland, Antwerp, Belgium.	Hannah.....	3,692
Feb. 8	Six miles south of station.	Cobb Island.....	Sc. George E. Dudley, New Haven, Conn.	Wilson	407
Feb. 9	Four miles southwest of station.	Smith Island.....	Sc. Melvin R. Drew, Norfolk, Va.	Amory	48
Feb. 10	Two and one-half miles east-northeast of st'n.	Metomkin Inlet...	Sc. Annie M. Reynolds, Chincoteague, Va.	Pruitt.....	60
Feb. 10	One-half mile east-southeast of station.	Smith Island.....	Str. C. R. Bennett†, Chincoteague, Va.	Merritt.....	32
Feb. 12	One and one-third miles northwest of station.	.....do.....	Sc. Melvin R. Drew, Norfolk, Va.	Amory	28
Feb. 14	Three miles northwest of station.	Cape Henlopen....	Sc. Electa Bailey, Bangor, Me.	Clay.....	31
Feb. 15	Round Shoal.....	Lewes and Cape Henlopen.	Sc. Mary F. Godfrey, Somers Point, N. J.	Weeks.	17
Feb. 18	Three miles north of station.	Cobb Island.....	Sc. yt. Dixie, New York City.	Isdell.....	55
Mar. 5	Three miles east of station.	Wallops Beach.....	Str. Tamesi, Norfolk, Va.	McHenry...	178
Mar. 7	Two miles north-northeast of station.	Lewes.....	Sc. William B. Steelman, Perth Amboy, N. J.	Caswell... ..	441
Mar. 7	One and one-quarter miles south-southeast of station.	Assateague Beach.	Slp. Mascott, Somers Point, N. J.	Parker	13
Mar. 7	Three miles northeast of station.	....do	Slp. Belle, Bridgeton, N. J.	Johnson.....	16
Mar. 7	One-half mile southwest of station.	Metomkin Inlet...	Slp. Annie Crocus.....	.....	.....
Mar. 8	One and one-half miles south of station.	Assateague Beach	Sc. Mary Gaillard,* Somers Point, N. J.	Willis.....	45
Mar. 9	Four miles south-southeast of station.	Hog Island.....	Sc. Helena E. Russell, Gloucester, Mass	Giles	171
Mar. 17	Fox Shoal.....	Wallops Beach and Assateague Beach.	Sc. Maggie E. Davis, Chincoteague, Va.	Whealton .	44
Mar. 21	Isaac Shoals.....	Smith Island.....	Sc. William G. Gillett, Norfolk, Va.	Scott.....	10
May 16	One mile southwest of station.	North Beach.....	Slp. Vigilant, Chincoteague, Va.	.....	.....
May 22	One mile south one-half east of station.	Indian River Inlet.	Sc. Addie, Wilmington, Del.	Lathbury...	16
	Total.....	.....	.....	.....	.....

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

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casualties, season of 1898–99—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.
Wachapreague to Chincoteague, Va.	Oysters.....	$200	$75	$275	$225	$50	6	6	.....	4	4
New York City on fishing trip.	.....	2,000	.....	2,000	2,000	.....	14	14	.....	.....	.....
Philadelphia, Pa., to Norfolk, Va.	Coal.....	3,000	1,000	4,000	.....	4,000	6	6	.....	6	12
Blackwater, Del., to Millville, N. J.	Lumber ...	600	300	900	895	5	2	2	.....	.....	.....
Charleston, S. C., to New York City.	.....do	3,000	2,000	5,000	5,000	.....	4	4	.....	.....	.....
Cobb Island, Va., to a schooner.	Oysters.....	10	10	20	.....	20	1	1	.....	.....	.....
Norfolk to Cobb Island, Va.	.....	1,600	.....	1,600	1,600	.....	3	3	.....	.....	.....
Red Bank to Hog Island, Va.	.....	75	.....	75	75	.....	1	1	.....	1	2
Philadelphia, Pa., to Chincoteague, Va.	Coal.....	2,000	350	2,350	2,350	.....	4	4	.....	.....	.....
New London, Conn., to Norfolk, Va.	.....	20,000	.....	20,000	20,000	.....	7	7	.....	.....	.....
Liverpool, England, to Philadelphia, Pa.	General ...	180,000	125,000	305,000	305,000	.....	121	121	.....	.....	.....
New Haven, Conn., to Norfolk, Va.	.....	15,000	.....	15,000	15,000	.....	7	7	.....	6	11
Cobbs Inlet to Norfolk, Va.	Oysters ...	1,000	120	1,120	1,000	120	3	3	.....	3	12
Hampton Roads to Chincoteague, Va.	.....do	1,500	375	1,875	.....	1,875	4	4	.....	4	20
Norfolk to Chincoteague, Va.	Shingles...	1,400	1,500	2,900	2,890	10	3	3	.....	.....	.....
Adrift	Oysters.....	1,000	100	1,100	1,100	.....	3	3	.....	3	12
Fall River, Mass., to Philadelphia, Pa.	Iron	2,000	3,000	5,000	5,000	.....	6	6	.....	.....	.....
Savannah, Ga., to Philadelphia, Pa.	Lumber ...	3,000	3,000	6,000	6,000	.....	7	7	.....	.....	.....
Ice bound	.....	5,000	.....	5,000	5,000	.....	7	7	.....	5	5
Norfolk, Va., to Westerly, R. I.	....	6,000	.....	6,000	.....	6,000	9	9	.....	9	9
Norfolk, Va., to Hoboken, N. J.	Iron	8,000	9,000	17,000	2,250	14,750	7	7	.....	7	7
James River to Chincoteague, Va.	Oysters.....	1,000	125	1,125	1,000	125	2	2	.....	2	4
Hereford Inlet, N. J., to Hog Island, Va.	.....	500	.....	500	400	100	2	2	.....	2	4
Dragged anchor.....	.....	125	.....	125	125	.....	2	2	.....	.....	.....
James River, Va., to Little Egg Harbor, N. J.	Oysters.....	2,000	350	2,350	2,250	100	4	4	.....	.....	.....
Rhode Island to Norfolk, Va.	.....	3,000	.....	3,000	2,800	200	8	8	.....	.....	.....
Chincoteague to James River, Va.	.....	1,800	.....	1,800	1,800	.....	4	4	.....	.....	.....
Brighton to Norfolk, Va.	Oysters.....	500	100	600	570	30	2	2	.....	.....	.....
Chincoteague, Va., to North Beach, Md.	.....	400	.....	400	400	.....	3	3	.....	.....	.....
Blackwater, Del., to Millville, N. J.	Lumber....	500	200	700	590	110	2	2	.....	.....	.....
.....	.....	314,585	146,805	461,390	428,845	32,545	351	351	.....	61	113

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

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United States Life-Saving Service.—Table of

DISTRICT NO. 6.—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1898.					
July 2	Three miles west-southwest of station.	Little Kinnakeet..	Sc. Avoset, Avon, N. C....	.....	.....
Aug. 10	Three-quarters of a mile northeast of Little Kinnakeet Station.	Little Kinnakeet, Big Kinnakeet, and Gull Shoal.	Sc. S. G. Hart, St. George, Me.	Sawyer.....	532
Sept. 21	Two and one-quarter miles southeast of station.	False Cape.....	Str. Hibernia, Whitby, England.	Cameron...	2,371
Sept. 23	One and one-half miles north of station.	Core Bank	Sc. Gertie Lord,* Beaufort, N. C.	Mason.....	6
Oct. 28	Seven miles north-northwest of station.	Portsmouth	Sc. Dart, Salem, Mass.....	Johnson....	10
Nov. 19	Two miles west-southwest of station.	Chicamacomico...	Sc. M. G. Walstein, Edenton, N. C.	Midgett.....	17
Dec. 5	Two miles west-southwest of Wash Woods Station.	Wash Woods and False Cape.	Slp. Harp, Norfolk, Va...	O'Neal.....	5
Dec. 9	Six miles northwest of station.	Durants	Sc. Enterprise, Edenton, N. C.	Hamon.....	34
Dec. 11	Five miles north-northwest of station.	.....do	Sc. Lorena, Newbern, N. C.	Quidley	17
Dec. 14	.....do	.....do	Sc. Edith, Newbern, N. C.	Fulcher	24
Dec. 29	Four miles northwest of station.	Ocracoke.....	Sc. Vennor, Newbern, N. C.	Midgett	10
1899.					
Jan. 3	One and one-half miles west of station.	Core Bank	Sc. Etta, Crisfield, Md	Beovehough.	45
Jan. 6	One mile northwest of Big Kinnakeet Station.	Big Kinnakeet and Little Kinnakeet.	Sc. Anaconda, Newbern, N. C.	Scarborough.	14
Jan. 8	Five miles northwest of station.	Durants	Sc. Gilt Edge, Newbern, N. C.	Styran.....	11
Jan. 15	One mile north by east of station.	Cape Lookout.....	Sc. Silver Heels, Rockland, Me.	Quinlan.....	134
Jan. 22	Two miles south of station.	Oak Island.....	Sc. yt. Wing-it, New York City.	Newman ...	14
Jan. 28	Six miles north-northwest of station.	Durants	Sc. Mattie May,† Newbern, N. C.	Gaskill.....	7
Jan. 28	Three miles northwest by north of station.	Portsmouth	Sc. George A. Howes, Philadelphia, Pa.	Beveridge..	151
Feb. 10	Two miles northwest of Gull Shoal Station.	Gull Shoal, Chicamacomico, and Little Kinnakeet.	Sc. Maggie Etter, Newbern, N. C.	Midgett	8
Mar. 4	Four miles east of station.	Portsmouth	Sc. Charmer, Savannah, Ga.	Olson.....	395
Mar. 7	Two miles north-northeast of Gull Shoal Station.	Gull Shoal, Chicamacomico, and Little Kinnakeet.	Sc. Alfred Brabrook, Fall River, Mass.	Garland.....	562
Mar. 7	Three-quarters of a mile west of Big Kinnakeet Station.	Big Kinnakeet and Little Kinnakeet.	Sc. Willie T., Newbern, N. C.	O'Neal.....	5
Mar. 7	One mile north-northwest of Big Kinnakeet Station.	.....do	Sc. Henrietta, Hatteras, N. C.	.....	.....
Mar. 15	One mile east of station..	Cape Henry.....	Str. Brator, London, England.	Hood.....	1,829
Mar. 19	One mile southwest of station.	Core Bank.....	Slp. Ada Foster, Beaufort, N. C.	Taylor.....	7
Mar. 21	Two miles west of station.	.....do	Sc. Charles Le Roy, Beaufort, N. C.	Hill.....	17
Mar. 22	One and one-half miles northwest of station.	.....do	Sc. George T. Garrison, Baltimore, Md.	Hill.....	41
Mar. 26	One and one-half miles west of Chicamacomico station.	Chicamacomico and Gull Shoal.	Fishboat, Manteo, N. C...	.....	.....

* Dismasted, requiring assistance.

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casualties, season of 1898–99—Continued.

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 Avon, N. C.	Wood.....	$100	$5	$105	$105	.....	2	2	.....	.....	.....
Baltimore, Md., to Fernandina, Fla.	Coal	15,000	2,000	17,000	.....	$17,000	8	8	.....	8	50
Galveston, Tex., to Norfolk, Va.	General....	100,000	61,565	161,565	161,565	.....	24	24	.....	.....	.....
Neuse River to Atlantic, N. C.	.....	200	.....	200	175	25	4	4	.....	.....	.....
Philadelphia, Pa., to Charleston, S. C.	.....	300	.....	300	300	.....	2	2	.....	.....	.....
Chicamacomico to Elizabeth City, N. C.	.....	1,000	.....	1,000	1,000	.....	4	4	.....	.....	.....
Edenton to False Cape, N. C.	Fish.....	500	50	550	550	.....	2	2	.....	2	4
Elizabeth City to Portsmouth, N. C.	Hay and grain.	500	300	800	800	.....	4	4	.....	2	2
Elizabeth City to Hatteras, N. C.	General ...	700	200	900	900	.....	3	3	.....	.....	.....
Hatteras to Elizabeth City, N. C.	Fish	400	300	700	700	.....	2	2	.....	.....	.....
Cape Hatteras to Ocracoke, N. C.	Wood.....	300	25	325	325	.....	.....	.....	.....	.....	.....
Norfolk, Va., to Marshallburg, N. C.	Coal	2,000	320	2,320	2,320	.....	4	4	.....	.....	.....
Parted chains and stranded.	.....	500	.....	500	500	.....	.....	.....	.....	.....	.....
Elizabeth City to Hatteras, N. C.	General ...	300	100	400	400	.....	2	2	.....	.....	.....
Charleston, S. C., to New York City.	Lumber ...	5,000	1,200	6,200	6,200	.....	5	5	.....	.....	.....
New York City to Wilmington, N. C.	.....	5,500	.....	5,500	5,500	.....	4	4	.....	.....	.....
Elizabeth City to Hatteras, N. C.	General ...	300	75	375	375	.....	3	3	.....	3	3
Newbern, N. C., to West Indies.	Lumber ...	7,000	1,000	8,000	8,000	.....	8	8	.....	.....	.....
From Rodanthe, N. C	.....	300	.....	300	290	10	.....	.....	.....	.....	.....
Philadelphia, Pa., to Savannah, Ga.	Coal	6,000	2,100	8,100	.....	8,100	7	7	.....	.....	.....
Boothbay, Me., to Charleston, S. C.	Ice.....	8,000	800	8,800	.....	8,800	8	8	.....	8	27
Dragged anchor and stranded.	.....	500	.....	500	500	.....	2	2	.....	.....	.....
.....do	.....	300	.....	300	300	.....	2	2	.....	.....	.....
Daiquiri, Cuba, to Baltimore, Md.	Iron ore...	125,000	9,000	134,000	134,000	.....	26	26	.....	.....	.....
Parted moorings and stranded.	.....	300	.....	300	300	.....	3	3	.....	.....	.....
Pamlico Sound to Beaufort, N. C.	Oysters.....	500	70	570	560	10	4	4	.....	.....	.....
Elizabeth City to Beaufort, N. C.	Corn	2,000	900	2,900	2,900	.....	5	5	.....	.....	.....
Chicamacomico to Manteo, N. C.	.....	100	.....	100	100	.....	2	2	.....	.....	.....

† In distress, requiring assistance.

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United States Life-Saving Service.—Table of

DISTRICT NO. 6.—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1899.					
Mar. 29	One mile south of station.	Paul Gamiels Hill	Sailboat, Kitty Hawk, N. C.	.....	.....
Apr. 5	Two miles west of station.	Core Bank.....	Sc. George T. Garrison, Baltimore, Md.	Hill.....	41
Apr. 8	One-half mile east of Durants station.	Durants and Creeds Hill.	Sc. J. C. McNaughton, Philadelphia, Pa.	Garwood...	153
Apr. 12	One and three-quarters miles north by east of station.	Oak Island.....	Sailboat, Fort Caswell, N. C.	.....	.....
Apr. 20	Five miles west-southwest of station.	Big Kinnakeet.....	Sc. Ella Crosby,* Edenton, N. C.	Fulcher	16
Apr. 24	One mile south-south-east of station.	Whales Head.....	Small boat.....	.....	.....
	Total.....	.....	.....	.....	.....

DISTRICT NO. 7.—EMBRACING COASTS OF SOUTH

1898.					
Sept. 25	Five miles from station..	Fort Lauderdale..	Sharpie Amy, Miami, Fla.	.....	.....
Sept. 26	Six miles north of station.	.....do	Str. Uto, Christiania, Norway.	Bryde.....	1,422
Dec. 11	One mile southwest of station.	Chester Shoal	Slp. Golden Rule, St. Augustine, Fla.	Cook	12
1899.					
Feb. 13	One hundred yards south of station.	Gilberts Bar.....	Launch Sweetheart, Daytona, Fla.	.....	.....
May 26	Three miles south-southeast of station.	Sullivans Island ..	Scow, Charleston, S. C.....	.....	.....
	Total	.....	.....	.....	.....

DISTRICT NO. 8.—EMBRACING GULF

1898.					
Aug. 19	One-half mile west of station.	Galveston	Slp. Jennie, Galveston, Tex.	.....	.....
Aug. 22	Four miles north by west of station.	Santa Rosa.....	Sc. Vandalia, Tampa, Fla.	Fogarty.....	41
Aug. 24	Three miles east-northeast of station.	Galveston	Sc. Dave Freeman, Galveston, Tex.	Cleaber	24
Sept. 3	Thirteen miles southwest of station.	Velasco.....	Str. Orlina, Velasco, Tex..	.....	.....
Sept. 8	Four miles northeast of station.	Santa Rosa.....	Sc. Viola, Pensacola, Fla.	Allen.....	8
Sept. 10	Off Aransas Bar.....	Aransas	Sc. Rosina, Galveston, Tex.	Coales.....	88
Oct. 7	Ten miles south of station.	Sabine Pass	Sc. Leman No. 3,* Brashear, La.	Armstrong	57
Oct. 14	Five miles southwest of station.	Velasco.....	Sc. Tidal Wave,† Galveston, Tex.	Daniels.....	17
Oct. 16	One-sixth mile northwest of station.	Aransas	Sc. Two Brothers, Corpus Christi, Tex.	Hull	20
Nov. 21	Four miles west-southwest of station.	San Luis.....	Slp. Annie C., Galveston, Tex.	.....	.....
Nov. 21	One-quarter mile north of station.	Aransas	Skiff, Tarpon, Tex.....	.....	.....
Nov. 22	Two miles east of station.	Velasco.....	Sc. Mystery,† Brashear, La.	Lundwall ..	23
Nov. 29	Four miles west-southwest of station.	San Luis.....	Sc. Rosalie, Galveston, Tex.	Loftus	28

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

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casualties, season of 1898–99—Continued.

CAPE HENRY AND CAPE FEAR—*Continued.*

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Fishing trip	Fish and nets.	$50	$80	$130	$120	$10	2	2	.....	.....	.....
Beaufort to Elizabeth City, N. C.	Shells	2,000	75	2,075	2,070	5	4	4	.....	.....	.....
Newbern, N. C., to Atlantic City, N. J.	Lumber	8,000	1,750	9,750	875	8,875	5	5	.....	5	25
Capsized	.....	30	.....	30	30	.....	4	4	.....	.....	.....
Elizabeth City to Hatteras, N. C.	General	1,000	1,500	2,500	2,475	25	8	8	.....	.....	.....
Capsized	Fish	5	55	60	40	20	2	2	.....	.....	.....
.....	.....	293,685	83,470	377,155	334,275	42,880	167	167	.....	28	111

CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Miami to New River, Fla.	.....	$1,000	.....	$1,000	$950	$50	2	2	.....	2	2
Philadelphia, Pa., to Cardenas, Cuba.	Coal	300,000	$5,000	305,000	302,500	2,500	21	21	.....	1	1
Titusville to Chester Shoal, Fla.	Merchandise.	500	60	560	560	.....	2	2	.....	.....	.....
Dragged anchors and stranded.	.....	20,000	.....	20,000	19,950	50	5	5	.....	.....	.....
Dragged anchor	Wood	150	75	225	225	.....	1	1	.....	1	1
.....	.....	321,650	5,135	326,785	324,185	2,600	31	31	.....	4	4

COAST OF THE UNITED STATES.

Capsized	Personal property.	$1,000	$200	$1,200	$1,185	$15	4	4	.....	.....	.....
Mobile, Ala., to Apalachicola, Fla.	General	7,000	3,500	10,500	10,500	.....	4	4	.....	.....	.....
Fishing trip to Galveston, Tex.	.....	400	.....	400	400	.....	6	6	.....	...	.....
Velasco to San Bernard River, Tex.	.....	1,100	.....	1,100	.....	1,100	5	5	.....	.....	.....
Choctawhatchie Bay to Pensacola, Fla.	Wood	1,000	30	1,030	1,030	.....	2	2	.....	.....	.....
Point Isabel to Galveston, Tex.	Hides and general.	6,000	1,500	7,500	7,425	75	2	2	.....	.....	.....
Galveston, Tex., to Lake Charles, La.	.....	1,000	.....	1,000	1,000	.....	2	2	.....	.....	.....
San Bernard River to Galveston, Tex.	Cotton	400	1,600	2,000	1,975	25	2	2	.....	.....	.....
Corpus Christi to Tarpon, Tex.	.....	1,200	.....	1,200	1,200	.....	2	2	.....	.....	.....
Galveston to Oyster Lake, Tex.	.....	200	.....	200	200	.....	3	3	.....	3	3
Capsized	.....	20	.....	20	20	.....	1	1	.....	.....	.....
Corpus Christi to Galveston, Tex.	.....	1,000	.....	1,000	900	100	2	2	.....	.....	.....
Galveston to Velasco, Tex.	General	1,000	600	1,600	1,600	.....	3	3	.....	.....	.....

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

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United States Life-Saving Service.—Table of

DISTRICT NO. 8.—EMBRACING GULF COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1898.					
Dec. 14	One mile northwest of station.	Galveston	Str. New Brunswick, Galveston, Tex.	Lawton	42
Dec. 14	do	do	Bge. Jefferson, Galveston, Tex.	Lawton	272
Dec. 15	One and one-half miles north of station.	San Luis	Sc. Mary Jane C., Galveston, Tex.		
Dec. 24	One and one-half miles east-northeast of station.	Santa Rosa	Str. M. A. Cornell, Shelburne, Nova Scotia.	McArthur	85
Dec. 28	Twelve miles northeast of station.	San Luis	Sc. Rosina, Galveston, Tex.	Cole	88
1899.					
Jan. 1	Four miles west-southwest of station.	Santa Rosa	Bk. Iside, Genoa, Italy	Schiaffino	761
Jan. 1	do	do	Ship Alabama,* Christiania, Norway.	Pederson	1,452
Jan. 25	Nine miles south of station.	Sabine Pass	Sc. W. H. Edelman, Galveston, Tex.	Dyson	16
Feb. 1	Twenty-four miles east of station.	Santa Rosa	Sc. James Baird, Philadelphia, Pa.	Booye	391
Feb. 12	One-eighth mile north-northwest of station.	Sabine Pass	Catboat Alice, Port Arthur, Tex.		
Feb. 14	Eight miles north-northwest of station.	do	Sc. St. George, Galveston, Tex.	Nelson	14
Feb. 24	Fifteen miles south-southwest of station.	Galveston	Sc. John S. Ames, Dennis, Mass.	Olsen	963
Feb. 26	Two miles southwest of station.	Velasco	Sc. Rosalie, Galveston, Tex.	Loftus	28
Mar. 14	Three and one-half miles northwest by north of station.	Santa Rosa	Str. E. W. Menefee, Pensacola, Fla.	Houghtmand.	80
Mar. 19	Five miles north of station.	do	Fish boat, Pensacola, Fla		
Mar. 28	One and one-half miles east of station.	do	Slp. Winnie H., Pensacola, Fla.		
Apr. 10	Three miles north-northeast of station.	Saluria	Sc. Mary Lorena, Galveston, Tex.	Laughton	28
May 15	Three miles southeast of station.	Sabine Pass	Sc. Sidonia, Brashear, La.	Anderson	20
May 21	Three-quarters of a mile northeast of station.	Brazos	Sc. Olga, Brownsville, Tex.	Woodhouse	82
May 26	Four miles southwest of station.	San Luis	Sc. Amelia, Galveston, Tex.	Specht	18
May 31	Four miles east-northeast of station.	Galveston	Barge Tyler, Galveston, Tex.	Johnson	144
June 16	Four miles west of station.	San Luis	Sc. Susie, Galveston, Tex.	Wilcox	21
	Total				

DISTRICT No. 9.—EMBRACING

1898.					
July 3	One seventh mile north of station.	Charlotte	Yt. Priscilla, Charlotte, N. Y.		
July 3	Two and one-half miles east of station.	do	Skiffs (2) Charlotte, N. Y.		
July 5	Six miles southeast of station.	Point Marblehead.	Slp. yt. Anne, Cleveland, Ohio.		
July 10	Three miles west-southwest of station.	Buffalo	Sailboat, Buffalo, N. Y.		
July 13	One mile south of station.	do	Sailboat, Buffalo, N. Y.		
July 18	Three-quarters of a mile west of station.	Fort Niagara	Catboat, Niagara, Ontario.		

* No assistance required of life-saving crew

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casualties, season of 1898–99—Continued.

OF THE UNITED STATES—*Continued.*

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Bolivar to Galveston, Tex.	Cars	$6,000	$3,000	$9,000	$8,800	$200	4	4	.....	.....	.....
.....do.....	Merchandise.	5,000	2,500	7,500	7,500	.....	2	2	.....	.....	.....
Galveston to Shell Island, Tex.	Shells.	200	20	220	220	.....	.....	.....	.....	.....	.....
Kingston, Jamaica, to Pensacola, Fla.	Fruit	3,000	600	3,600	3,600	.....	1	1	.....	.....	.....
Galveston to Corpus Christi, Tex.	General	1,500	4,000	5,500	5,500	.....	2	2	.....	.....	.....
Pensacola, Fla., to Naples, Italy.	Lumber	3,000	3,075	6,075	6,075	.....	13	13	.....	.....	.....
Pensacola, Fla., to Rotterdam, Holland.	.....do	14,000	12,000	26,000	26,000	.....	18	18	.....	.....	.....
Orange to Galveston, Tex.	.....do	500	300	800	650	150	2	2	.....	.....	.....
Charleston, S. C., to Pensacola, Fla.	Fertilizer	25,000	5,000	30,000	.....	30,000	7	7	.....	.....	.....
Port Arthur to Sabine Pass, Tex.	Oysters	300	10	310	310	.....	1	1	.....	1	1
Orange to Sabine Pass, Tex.	.....	700	.....	700	550	150	2	2	.....	.....	.....
Baltimore, Md., to Galveston, Tex.	Coal	30,000	2,500	32,500	.....	32,500	11	11	.....	7	21
Galveston to Velasco, Tex.	General	600	1,200	1,800	1,800	.....	3	3	.....	.....	.....
Pensacola to Fort McRae, Fla.	.....	5,000	....	5,000	4,000	1,000	4	4	.....	.....	.....
Pensacola, Fla., on fishing trip.	.....	175	....	175	175	....	4	4	.....	.....	.....
Santa Rosa Island to Pensacola, Fla.	.....	60	.....	60	55	5	3	3	.....	3	3
Galveston to Corpus Christi, Tex.	General	1,000	3,000	4,000	4,000	.....	2	2	.....	.....	.....
Galveston, Tex., to Morgan City, La.	Miscellaneous.	1,000	300	1,300	1,250	50	2	2	.....	.....	.....
Eau Gallie, Fla., to Isabel, Tex.	General	5,000	2,000	7,000	7,000	.....	6	6	.....	.....	.....
Velasco to Galveston, Tex	.....do	800	200	1,000	.....	1,000	7	7	.....	7	21
Broke from moorings and stranded.	.....	2,000	.....	2,000	1,850	150	1	1	.....	.....	.....
Galveston to Velasco, Tex.	General	1,200	1,000	2,200	2,200	....	3	3	.....	.....	.....
.....	.....	127,355	48,135	175,490	108,970	66,520	136	136	.....	21	49

LAKES ERIE AND ONTARIO.

Pleasure trip	.....	$100	.....	$100	$100	....	3	3	.....	.....	.....
.....do	.....	25	.....	25	25	....	1	1	.....	.....	.....
Cleveland to Put-in-Bay, Ohio.	.....	700	.....	700	700	....	2	2	.....	.....	.....
Capsized	.....	35	.....	35	35	....	1	1	.....	1	1
.....do	.....	30	.....	30	30	....	2	2	.....	.....	.....
.....do	.....	30	.....	30	30	....	1	1	.....	.....	.....

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United States Life-Saving Service.—Table of

DISTRICT NO. 9.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1898.					
July 20	One hundred and fifty yards northwest of station.	Cleveland	Yt. Jane, Cleveland, Ohio.		
July 21	One-half mile northwest of station.	Charlotte	Yt. Emma, Charlotte, N. Y.		
July 23	One mile west of station.	Cleveland	Sc. H. D. Root, Cleveland, Ohio.		117
July 28	One-quarter mile southwest of station.	Erie	Yawl, Erie, Pa.		
July 28	Two hundred and fifty yards south of station.	do	Yt. Albert, Erie, Pa.		
July 31	One-quarter mile west of station.	Big Sandy	Str. Water Lily, Picton, Ontario.	Hicks	60
July 31	Indiana chute, Falls of the Ohio.	Louisville	Flat, Louisville, Ky.		
Aug. 8	One-quarter mile northeast of station.	Charlotte	Sailboat, Charlotte, N.Y.		
Aug. 11	Above cross dam, Falls of the Ohio.	Louisville	Skiff		
Aug. 15	Two miles southwest of station.	Erie	Fish boat, Erie, Pa.		
Aug. 18	Three-quarters of a mile north of station.	Louisville	Flat, Cincinnati, Ohio.		
Aug. 20	Two miles northeast of station.	Charlotte	Slp. yt. Chic, Charlotte, N.Y.		
Aug. 21	do	do	Sloop yacht, Charlotte, N. Y.		
Aug. 21	Above cross dam, Falls of the Ohio.	Louisville	Flat, Louisville, Ky.		
Aug. 26	Four miles southeast of station.	Charlotte	Yt. Genasago, Charlotte, N. Y.		
Aug. 26	Above cross dam, Falls of the Ohio.	Louisville	Flat, Louisville, Ky.		
Sept. 4	One-eighth mile northwest of station.	Ashtabula	Canoe, Ashtabula, Ohio.		
Sept. 4	One and one-quarter miles east of station.	do	Rowboat, Ashtabula, Ohio.		
Sept. 5	Two miles north-northwest of station.	Buffalo	Yt. Faugh-a-Ballagh, Buffalo, N. Y.		
Sept. 5	Two and one-half miles northwest of station.	do	Skiff, Buffalo, N. Y.		
Sept. 5	Five miles north-northwest of station.	Cleveland	Slp. yt. Jane, Cleveland, Ohio.		
Sept. 13	Mouse Island Reef.	Point Marblehead.	Str. Business, Detroit, Mich.	Maitland	986
Sept. 18	One mile southeast of station.	Fort Niagara	Str. Venetta, Toronto, Canada.	Adams	
Sept. 19	One mile west-southwest of station.	Buffalo	Sc. John T. Mott, Detroit, Mich.	May	325
Sept. 21	Middle chute, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky.		
Sept. 24	Two hundred and sixty yards north-northwest of station.	Cleveland	Yawl belonging to sc. M. E. Perew.		
Oct. 7	Fifty yards west of station.	Charlotte	Str. Windsor, Rochester, N. Y.		
Oct. 10	One hundred and thirty yards northwest of station.	Ashtabula	Launch Mangrove, Ashtabula, Ohio.		194
Oct. 13	Mouse Island Reef.	Point Marblehead.	Str. Simon Langell, Duluth, Minn.	Black	845
Oct. 16	Middle chute, Falls of the Ohio.	Louisville	Flat, Louisville, Ky.		
Oct. 20	One mile north-northwest of station.	Cleveland	Str. L. P. Smith, Cleveland, Ohio.	Cottrel	74
Nov. 2	Three-quarters of a mile north of station.	Louisville	Flat, Louisville, Ky		
Nov. 3	One mile west by south of station.	Buffalo	Str. Starucca, Buffalo, N. Y.	Robinson	3114

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casualties, season of 1898–99—Continued.

ERIE AND ONTARIO—*Continued.*

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Dragged anchors		$2,000		$2,000	$2,000						
Capsized		75		75	75		4	4			
Lying at pier		2,000		2,000	2,000		1	1			
Capsized		50		50	50		1	1			
Pleasure trip		600		600	600		6	6			
Woodville to Henderson, N. Y.	Cheese	6,000	$4,000	10,000	10,000		8	8			
Pleasure trip		5		5	5		2	2			
Capsized		25		25	25		2	2			
Pittsburg, Pa., to Cairo, Ill.	Tools	5	400	405	405		1	1			
Capsized		25		25	25		1	1			
Cincinnati, Ohio, to Hannibal, Mo.		5		5	5		2	2			
Capsized		150		150	150		3	3			
Sea Breeze to Charlotte, N. Y.		25		25	25		2	2			
Pleasure trip		5		5	5		2	2			
Sea Breeze to Charlotte, N. Y.		200		200	190	$10	3	3			
Fishing trip		10		10	10		3	3			
Capsized		20		20	20		2	2			
Adrift		5		5	5		1	1			
Capsized		400		400	400		6	6			
do		40		40	40		2	2		2	2
Pleasure trip		2,000		2,000	1,850	150	6	6			
Marquette, Mich., to Ashtabula, Ohio.	Iron ore	35,000	6,500	41,500	41,450	50	14	14			
Toronto, Canada, to Youngstown, N. Y.		6,000		6,000	6,000		11	11			
Kelleys Island, Ohio, to Tonawanda, N. Y.	Stone	3,000	600	3,600	3,600		6	6			
Employed in harbor		20		20	20		11	11			
Capsized		10		10	10		2	2			
Adrift		8,000		8,000	8,000		5	5			
Pleasure trip		500		500	500		4	4			
Buffalo, N. Y., to Duluth, Minn.	Salt	44,000	4,800	48,800	845	47,955	15	15			
Fishing trip		10		10	10		2	2			
Cruising for a tow		15,000		15,000		15,000	3	2	1		
Fishing trip		5		5	5		1	1			
Buffalo, N. Y., to Chicago, Ill.	Coal	225,000	12,000	237,000	225,000	12,000	21	21			

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United States Life-Saving Service.—Table of

DISTRICT NO. 9.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1898.					
Nov. 6	Twelve miles west-southwest of station.	Buffalo	Sc. M. P. Barkalow,* Detroit, Mich.	Kirschner..	122
Nov. 10	One-half mile north-west of station.	Cleveland	Bge. No. 104, Buffalo, N. Y.	Saveland ...	1,295
Nov. 11	One-half mile west of station.	....do	Bge. H. P. Baldwin,† Cleveland, Ohio.	McCarty....	495
Nov. 11	Twelve miles north-northeast of station.	....do	Sc. Ishpeming,‡ Oswego, N. Y.	Ripson	418
Nov. 12	Cross dam, Falls of the Ohio.	Louisville	Yawl, Cincinnati, Ohio.	.....	.....
Nov. 14	One-half mile west of station.	Cleveland	Sc. George W. Wesley, Saginaw, Mich.	Shultz	280
Nov. 15	Thirteen miles north of station.	Big Sandy	Bge. H. B., Prescott, Ontario.	Rodrigue...	541
Nov. 19	Indiana chute, Falls of the Ohio.	Louisville	Yt. Six Sisters, Cincinnati, Ohio.	.....	.....
Nov. 26	One and one-quarter miles southeast of station.	Erie	Scow McConnell, Oswego, N. Y.	.....	.....
Dec. 6	One-half mile east of station.	Ashtabula	Sc. Geo. B. Owen, Chicago, Ill.	Moore	744
Dec. 13	Two miles north of station.	Cleveland	Sc. Middlesex, Marquette, Mich.	Weiman	618
Dec. 26	Falls of the Ohio	Louisville	Shanty boat, Louisville, Ky.	.....	.....
Dec. 26	Wing dam, Falls of the Ohio.	....do	Str. Alice Brown, Pittsburg, Pa.	Keim	551
Dec. 26	....do	....do	Barges (2), Pittsburg, Pa	.....	.....
1899.					
Jan. 9	Falls of the Ohio	....do	Barge, Louisville, Ky....	.....	.....
Jan. 29	....do	....do	Flat, Louisville, Ky.....	.....	.....
Mar. 3	....do	....do	Flat, Louisville, Ky.....	.....	.....
Apr. 9	Above cross dam, Falls of the Ohio.	....do	Str. John K. Speed, Cincinnati, Ohio.	Vinton	1,090
Apr. 10	Below cross dam, Falls of the Ohio.	....do	Str. Fulton, Louisville, Ky.	Hurst.....	53
Apr. 16	Abreast of station.....	Erie	Rowboat, Erie, Pa	.....	.....
Apr. 20	Above cross dam, Falls of the Ohio.	Louisville	Flat, Louisville, Ky	.....	.....
Apr. 21	Seven miles southeast of station.	Point Marblehead	Sc. Typo, Buffalo, N. Y ...	Henderson	335
Apr. 30	Above cross dam, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky.....	.....	.....
May 1	Below cross dam, Falls of the Ohio.	....do	Skiff, Louisville, Ky.....	.....	.....
May 10	One-half mile northeast of station.	Ashtabula	Sharpie, Ashtabula, Ohio.	.....	.....
May 17	One and one-half miles east-northeast of station.	Erie	Yawl belonging to slp. yt. Miriam, Erie, Pa.	.....	.....
May 18	Wing dam, Falls of the Ohio.	Louisville	Sailboat, Louisville, Ky..	.....	.....
May 21	One-half mile west of station.	Oswego	Slp. May, Oswego, N. Y...	.....	.....
May 22	One-half mile west of station.	Erie	Small boat, Erie, Pa.....	.....	.....
May 24	Wing dam, Falls of the Ohio.	Louisville	Str. Major Mackenzie, U. S. Government.	McCulough.	80
May 25	Fifty yards north of station	Buffalo	Yawl.....	.....	.....
May 26	One-half mile north of station.	Louisville	Flat, Aurora, Ind.....	.....	.....
May 29	One-third mile west-southwest of station.	Erie	Sailboat, Erie, Pa.....	.....	.....
May 30	One-half mile west-northwest of station.	Cleveland	Rowboat, Rocky River, Ohio.	.....	.....
June 5	Cross dam, Falls of the Ohio.	Louisville	Flat, Jeffersonville, Ind.	.....	.....
June 10	Two and one-half miles northwest of station.	Buffalo	St. yt. Gertrude, Buffalo, N. Y.	.....	.....

* In distress, requiring assistance.
† Saved from stranding by the assistance of the life-saving crew.

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casualties, season of 1898–99—Continued.

ERIE AND ONTARIO—*Continued.*

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Detroit, Mich., to Chicago, Ill.	Wheat	$2,500	$1,200	$3,700	$3,400	$300	4	4			
Cleveland, Ohio, to Duluth, Minn.		65,000		65,000		65,000	6	6			
Kelleys Island to Cleveland, Ohio.	Limestone	10,000	500	10,500	10,500		2	2			
Buffalo, N. Y., to Toledo, Ohio.	Coal	9,000	2,400	11,400	10,400	1,000	6	6			
Adrift		100		100	100		1	1			
Cleveland, Ohio, to Port Huron, Mich.	Coal	5,500	1,500	7,000	6,700	300	4	4			
Oswego, N. Y., to Montreal, Canada.	do	10,000	3,000	13,000	13,000		10	10			
Cincinnati, Ohio, to New Orleans, La.	Miscellaneous.	600	300	900	900		3	3			
Dragged anchors and stranded.		700		700		700					
Erie, Pa., to Chicago, Ill.	Coal	30,000	6,000	36,000	20,500	15,500	7	7			
Ashland, Wis., to Cleveland, Ohio.	Lumber	15,000	12,000	27,000	25,100	1,900					
Louisville, Ky., to Evansville, Ind.		15		15	15		3	3			
Pittsburg, Pa., to Cairo, Ill.		30,000		30,000	30,000		40	40			
do	Coal	4,000		4,000		4,000					
Adrift	do	480	600	1,080	1,080						
do	do	350	70	420	420		7	7			
do	do	350	60	410	410		9	9			
Cincinnati, Ohio, to New Orleans, La.	Miscellaneous.	56,500	25,000	81,500	69,000	12,500	116	116			
Employed in harbor		15,000		15,000	15,000		17	17			
Pleasure trip		10		10	10		1	1		1	1
To wrecked vessel		5		5	5		2	2			
Cleveland to Sandusky, Ohio.		5,000		5,000	5,000		7	7			
Pleasure trip		10		10	10		1	1			
Fishing trip		20		20	20		4	4			
Pleasure trip		10		10	10		3	3			
After bait		35		35	35		1	1		1	1
Pleasure trip		50		50	50		2	2			
do		125		125	125		4	4			
Adrift		100		100	100						
In Louisville Harbor		14,500		14,500	14,350	150	7	7			
Pleasure trip		50		50	50		1	1			
Aurora, Ind., to Louisville, Ky.		5		5	5		2	2			
Capsized		20		20	20		1	1			
do		300		300	300		3	2	1		
Swamped and sunk		5		5	5		1	1			
Pleasure trip		1,250		1,250	1,225	25	2	2			

‡ Dismasted, requiring assistance.

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United States Life-Saving Service.—Table of

DISTRICT NO. 9.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1899.					
June 14	Two miles north of station.	Big Sandy	Slp. Alta Vista, Port Ontario, N. Y.		
June 18	Four miles west of station.	Cleveland	Catboat Jeanette, Cleveland, Ohio.		
June 20	Long Point Reef	Point Marblehead.	Str. H. B. Tuttle, Cleveland, Ohio.	Benham	844
June 28	Two miles northwest of station.	Fort Niagara	Catboat, Niagara, Ontario.		
	Total				

DISTRICT NO. 10.—EMBRACING

1898.					
July 17	Two hundred yards north of station.	Muskallonge Lake.	Rowboat, Deer Park, Mich.		
July 23	Two miles south of station.	Duluth	Skiff, Park Point, Minn.		
Aug. 3	Two-sevenths of a mile west of station.	Marquette	Lighter		
Aug. 4	Six miles east-northeast one-quarter east of station.	Hammonds Bay	Sc. John Schuette, Toledo, Ohio.	Brown	270
Aug. 8	One-half mile north of station.	Marquette	Slp. yt. Keewaden, Marquette, Mich.		
Aug. 9	One hundred and ten yards east of station.	Sand Beach	Skiff		
Aug. 11	One hundred and sixty yards east of station.	do	Sc. Magnet, Port Huron, Mich.	Campbell	217
Aug. 11	One and one-half miles west-northwest of station.	Grindstone City	Slp. Marian, Port Huron, Mich.		
Aug. 12	Two and one-half miles west of station.	Ottawa Point	Sc. Good News, Sand Beach, Mich.	Merchant	19
Aug. 12	Three-quarters of a mile west of station.	do	Sailboat, East Tawas, Mich.		
Aug. 15	One mile north-northwest of station.	do	Slp. yt. Moccasin, Bay City, Mich.		
Aug. 17	One and one-half miles northwest of station.	do	Slp. yt. Moccasin, Bay City, Mich.		
Aug. 19	One-quarter mile north of station.	Duluth	Launch Roxie, Duluth, Minn.		
Aug. 25	One mile southwest of station.	do	St. launch Hiawatha,† Duluth, Minn.		
Sept. 5	One-quarter mile southwest of station.	do	Sailboat, Duluth, Minn.		
Sept. 7	Three miles west by south of station.	Grindstone City	Sc. Minnie, Au Sable, Mich.		
Sept. 7	One mile northwest of station.	Ship Canal	Sc. Wenona, Buffalo, N. Y.	Davis	496
Sept. 7	do	do	Sc. James C. King, Port Huron, Mich.	Nearborn	512
Sept. 9	Two miles south of station.	Middle Island	Sc. Dacotah, Detroit, Mich.	Stranahan	281
Sept. 18	Ten miles northeast of station.	Ship Canal	Sc. Mediator, Chicago, Ill.	Christian	297
Sept. 18	One and one-half miles southwest of station.	Ottawa Point	Fish boat, Au Sable, Mich.		
Sept. 18	One-half mile west of boat house.	Ship Canal	Cribs (2), Duluth, Minn.		
Sept. 19	One-quarter mile east-northeast of station.	Vermilion Point	Str. E. C. Pope, Port Huron, Mich.	Burns	2,637
Sept. 19	Twenty miles northeast of station.	Ship Canal	Str. Colorado, Port Huron, Mich.	McLean	1,471
Sept. 20	Four miles north of station.	Sturgeon Point	Sc. Robert Thomas, Port Huron, Mich.	Vaughn	17

* No one on board.

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casualties, season of 1898–99—Continued.

ERIE AND ONTARIO—*Continued.*

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Henderson to Port Ontario, N. Y.	.....	$800	.....	$800	$800	.....	2	2	.....	2	2
Adrift	.....	200	.....	200	175	$25	.....	.....	.....	.....	.....
Cleveland to Kelleys Island, Ohio.	.....	25,000	.....	25,000	25,000	.....	12	12	.....	.....	.....
Fishing trip.....	Fish	45	$15	60	60	.....	1	1	.....	.....	.....
.....	.....	653,745	80,945	734,690	558,125	176,565	455	453	2	7	7

LAKES HURON AND SUPERIOR.

Capsized	.....	$5	.....	$5	$5	.....	2	2	.....	.....	.....
Pleasure trip.....	.....	10	.....	10	10	.....	1	1	.....	.....	.....
Sunk in harbor.....	.....	600	.....	600	600	.....	.....	.....	.....	.....	.....
Cheboygan, Mich., to Cleveland, Ohio.	Laths.....	8,000	$2,000	10,000	9,690	$310	7	7	.....	.....	.....
Dragged anchors and stranded.	.....	1,000	.....	1,000	1,000	.....	8	8	.....	.....	.....
In Sand Beach Harbor.	.....	25	.....	25	25	.....	1	1	.....	.....	.....
Toledo, Ohio, to Sand Beach, Mich.	Coal	3,000	1,500	4,500	4,500	.....	4	4	.....	.....	.....
Port Huron to Bay City, Mich.	.....	30	.....	30	30	.....	3	3	.....	.....	.....
Au Sable to Port Huron, Mich.	Lumber	400	300	700	700	.....	3	3	.....	.....	.....
Adrift.....	.....	20	.....	20	20	.....	.....	.....	.....	.....	.....
Parted cables and stranded.	.....	400	....	400	400	.....	(*)	.....	.....	.....	.....
East Tawas to Bay City, Mich.	.....	400	.....	400	400	.....	4	4	.....	.....	.....
Struck sunken crib...	.....	500	....	500	500	.....	1	1	.....	.....	.....
Pleasure trip.....	.....	1,000	.....	1,000	1,000	.....	6	6	.....	.....	.....
.....do	.....	100	.....	100	100	.....	6	6	.....	6	6
Lying at dock.....	.....	150	.....	150	.....	150	2	2	.....	.....	.....
Hancock, Mich., to Ashland, Wis.	.....	9,000	.....	9,000	.....	9,000	6	6	.....	6	6
.....do	.....	9,000	.....	9,000	9,000	.....	7	7	.....	.....	.....
Manistique to Detroit, Mich.	Cedar posts.	2,000	2,000	4,000	4,000	.....	5	5	.....	.....	.....
Duluth, Minn., to Chicago, Ill.	Lumber ...	2,500	3,600	6,100	2,400	3,700	7	7	.....	.....	.....
Au Sable to Caseville, Mich.	.....	45	.....	45	45	.....	1	1	.....	1	1
Adrift.....	.....	1,500	.....	1,500	1,500	.....	.....	.....	.....	.....	.....
Duluth, Minn., to Buffalo, N. Y.	Wheat.....	200,000	70,000	270,000	270,000	.....	17	17	.....	.....	.....
Duluth, Minn., to Port Huron, Mich.	Flour.....	60,000	45,000	105,000	15,000	90,000	19	19	.....	19	19
Bay City to Alcona, Mich.	.....	500	.....	500	500	.....	2	2	.....	.....	.....

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

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United States Life-Saving Service.—Table of

DISTRICT NO. 10.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1898.					
Sept. 22	One quarter mile southeast of station.	Thunder Bay Island.	Launch belonging to steamer Amaranth, U. S. Government.	.....	.....
Sept. 23	Six miles north-northeast of station.	Middle Island.....	Sc. Emma L. Coyne, Port Huron, Mich.	Lester	497
Sept. 29	One mile northwest of station.	Ship Canal.....	Str. Toledo, Detroit, Mich.	Hern	579
Oct. 4	Two-thirds of a mile west of station.	Duluth	Sailboat, Duluth, Minn.	.....	.....
Oct. 13	One hundred and ninety yards east of station.	Sand Beach	Sc. Shoo Fly, Port Huron, Mich.	McCash.....	6
Oct. 13	Four miles west of station.	Ottawa Point	Sip. yt. Comanche, Tawas City, Mich.	.....	.....
Oct. 14	Two hundred and twenty yards east of station.	Sand Beach	Yawl belonging to steamer D. D. Calvin, Kingston, Canada.	.....	.....
Oct. 15	Fourteen miles west of station.	Thunder Bay Island.	Str. Peshtigo, Detroit, Mich.	Haight	817
Oct. 16	Forty miles northeast of station.	Ship Canal	Str. Jesse H. Farwell, Detroit, Mich.	Duncanson.	1,201
Oct. 17	One hundred and ninety yards southeast of station.	Sand Beach	Sc. Sunny Side, Port Huron, Mich.	Davis.....	36
Oct. 17	One hundred and sixty-five yards east of station.	.....do	Sc. Laura Miller, Port Huron, Mich.	Potter.....	56
Oct. 18	Twelve miles west-southwest of station.	Thunder Bay Island.	Sc Herschel, Chicago, Ill.	Clark	239
Oct. 18	Eight miles northwest of station.	Hammonds Bay..	Sc. John Jewett, Detroit, Mich.	Owen.....	103
Oct. 19	One mile south by east of station.	Thunder Bay Island.	Sc. Selkirk,* Montreal, Canada.	Calvin	.....
Oct. 19	Four miles east of station.	Middle Island.....	Sc. Melrose,† Montreal, Canada.	Fleming....	740
Oct. 25	Abreast of station	Hammonds Bay..	Sc. Pilot, Grand Haven, Mich.	Jewell.....	9
Oct. 26	One mile east of station..	Ottawa Point.....	Sc. Dauntless, Port Huron, Mich.	Christie	16
Oct. 26	North Point Reef.....	Thunder Bay Island.	Str. Republic, Marquette, Mich.	Rattray.....	2,316
Oct. 26	Five miles west-northwest of station.	Middle Island.....	Sc. Manitou, Detroit, Mich.	Young.....	334
Oct. 28	Ten miles northwest of station.	Ship Canal.....	Rowboat	.....	.....
Nov. 1	Eight miles south of station.	Sand Beach	Sc. Cheeny Ames, Chicago, Ill.	Meyers.....	298
Nov. 1	Two hundred yards west of station.	Duluth	Rowboat, Duluth, Minn..	.....	.....
Nov. 4	One-half mile southwest of station.	Marquette.....	Sc. Criss Grover, Marquette, Mich.	Gibson	133
Nov. 6	Fifty-five yards north of station.	Crisps	Lighter.....	.....	.....
Nov. 10	Six miles south of station.	Sand Beach	Sc. Theodore S. Fassett, Buffalo, N. Y.	Johnson.....	548
Nov. 22	Two hundred yards southwest of station.	Duluth.....	Sc. Carrington,‡ Chicago, Ill.	Trotter	3,181
Nov. 23	Eight miles northwest of station.	Bois Blanc.....	Sc. White Foam, Grand Haven, Mich.	Moody	18
Dec. 3	One and one-half miles east of station.	Pointe aux Barques.	Str. Lorenzo Dimick, Port Huron, Mich.	Foster.....	42
1899.					
Jan. 26	Two hundred and forty-five yards southwest of station.	Marquette	Launch Emily P., Marquette, Mich.	.....	.....
Apr. 21	Twenty miles south by west of station.	Thunder Bay Island.	Str. Wayne Isbell, Port Huron, Mich.	Weyers	31
May 16	Nine miles south of station.	Sturgeon Point.....	Sc. J. M. Spaulding, Detroit, Mich.	Pardy.....	71

* Disabled, and drifting helplessly before the gale, requiring assistance.
† Disabled, requiring assistance.

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casualties, season of 1898-99—Continued.

HURON AND SUPERIOR—*Continued.*

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Landing supplies from steamer.	.....	$1,000	.....	$1,000	$1,000	.....	2	2	.....	.....	.....
Munising, Mich., to Buffalo, N. Y.	Lumber ...	6,000	$7,000	13,000	6,750	$6,250	6	6	.....	2	2
Duluth, Minn., to Toledo, Ohio.	.....do	8,000	6,000	14,000	2,000	12,000	13	13	.....	.....	.....
Adrift	.....	30	.....	30	30	.....	.....	.....	.....	.....	.....
Dragged anchor.....	.....	100	.....	100	100	.....	3	3	.....	.....	.....
....do	.....	2,500	.....	2,500	2,500	.....	.....	.....	.....	.....	.....
Lying at dock	.....	50	.....	50	50	.....	.....	.....	.....	.....	.....
Shelldrake, Mich., to Toledo, Ohio.	Lumber ...	30,000	12,000	42,000	30,000	12,000	14	14	.....	.....	.....
Ashland, Wis., to Toledo, Ohio.	Iron ore...	45,000	5,000	50,000	45,000	5,000	15	15	.....	.....	.....
St. Clair to Alpena, Mich.	Brick.....	250	125	375	270	105	4	4	.....	.....	.....
Dragged anchors and stranded.	.....	400	....	400	375	25	2	2	.....	.....	.....
Alpena, Mich., to Sandusky, Ohio.	Lumber ...	4,000	1,600	5,600	3,000	2,600	7	7	.....	.....	.....
Detroit to Grace Harbor, Mich.	.....	2,800	....	2,800	.....	2,800	5	5	.....	.....	.....
Fort Williams to Kingston, Canada.	Wheat.....	40,000	35,000	75,000	73,000	2,000	7	7	.....	.....	.....
.....do	.....do	40,000	36,000	76,000	75,500	500	7	7	.....	.....	.....
Parted moorings and stranded.	Coal.....	150	50	200	150	50	2	2	.....	2	4
Sand Beach to Alpena, Mich.	.....	400	....	400	350	50	2	2	.....	.....	.....
Erie, Pa., to Duluth, Minn.	.....	150,000	.....	150,000	150,000	.....	20	20	....	.....	.....
Detroit to Cheboygan, Mich.	.....	3,000	.....	3,000	2,500	500	7	7	.....	.....	.....
Adrift	.....	5	.....	5	.....	5	1	1	.....	.....	.....
Chicago, Ill., to Sarnia, Ontario.	Grain.....	2,500	7,000	9,500	2,500	7,000	7	7	.....	.....	.....
Capsized.....	.....	20	.....	20	20	....	1	1	.....	.....	.....
Parted moorings.....	.....	1,500	.. ..	1,500	1,500	.....	1	1	.....	.....	... ..
Lying in harbor.....	Lumbermen's outfit.	25	400	425	425	.....	.....	.....	.....	.....	.....
Big Inlet, Ontario, to Tonawanda, N. Y.	Lumber ...	10,000	13,970	23,970	9,970	14,000	8	8	.....	6	6
Dragged anchors.....	.....	120,000	.....	120,000	120,000	.....	12	12	.....	.....	.....
Water-logged and capsized.	.....	200	.....	200	175	25	.....	.....	.....	.....	.....
Sault Ste. Marie to Port Huron, Mich.	.....	4,000	.....	4,000	4,000	.....	3	3	.....	.....	.....
Adrift	.....	1,000	.....	1,000	900	100	.....	.....	.....	.....	.....
Fishing ground to Alpena, Mich.	Fish.....	3,000	100	3,100	3,000	100	8	8	.....	.....	.....
Mt. Clemens to Greenbush, Mich.	.....	2,000	....	2,000	2,000	.....	4	4	.....	.....	.....

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

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United States Life-Saving Service.—Table of

DISTRICT NO. 10.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1899.					
May 21	One-quarter mile northwest of station.	Muskallonge Lake.	Sc. Emma E. Tyson, Port Huron, Mich.	Annis.....	356
May 22	One hundred and fifty yards south of station.	Duluth	Catboat, Duluth, Minn ...	.....	.....
May 26	Two-thirds of a mile northwest of station.	.....do	Rowboat, Duluth, Minn..	.....	.....
May 28	Three and one-half miles northwest of station.	Pointe aux Barques.	Str. Minnie E. Kelton, Port Huron, Mich.	Dock	632
May 29	One-sixth mile west of station.	Thunder Bay Island.	Sc. Fern, Port Huron, Mich.	Hemmenger.	48
June 3	One mile southwest of station.	Duluth	Str. Northern King, Duluth, Minn.	Connors	2,476
June 4	Five miles north-northeast of station.	.....do	Sailboat, Duluth, Minn...	.....	.....
June 11	Two and one-half miles south of station.	.....do	Catboat Medusa, Superior, Wis.	.....	.....
June 14	Two-thirds of a mile north of station.	.....do	Lighter Olson, Duluth, Minn.	.....	.....
June 15	Twelve miles north by west of station.	Marquette.....	Sc. Wabashene, Toronto, Canada.	Milligan ...	452
June 18	Four and one-half miles west of station.	Crisps	Sc. Emma C. Hutchinson, Cleveland, Ohio.	Woodworth	736
June 18	Four and one-half miles west of Crisps Station.	Crisps and Two Heart River.	Str. Germanic, Cleveland, Ohio.	Plate	1,131
June 22	Two miles northeast of station.	Ottawa Point.....	Fish boat, East Tawas, Mich.	.....	.....
	Total.....	.....	.....	.....	.....

DISTRICT NO. 11.—EMBRACING

1898.					
July 2	Three-quarters of a mile east of station.	Holland	Slp. yt. Black Cat.....	.....	.....
July 2	Three miles north of station.	Racine.....	Slp. yt. Idelyn,* Racine, Wis.	.....	.....
July 9	Two-sevenths of a mile west of station.	White River.....	Sc. Ida Jane, Grand Haven, Mich.	Murphy	14
July 17	One-third mile west of station.	Saint Joseph	Rowboat, St. Joseph, Mich.	.....	.....
July 20	One hundred and thirty yards north of station.	Frankfort	St. yt. Me Too, Manistee, Mich.	.....	.....
July 20	One mile from station....	Baileys Harbor....	Sc. Elida, Milwaukee, Wis.	Christenson.	192
July 21	One-third mile west-southwest of station.	Grand Haven....	Skiff, Grand Haven, Mich.	.....	.....
July 22	Two-sevenths of a mile southwest of station.	Milwaukee.....	Sc. Elida, Milwaukee, Wis.	Christenson.	192
July 22	Six-sevenths of a mile southeast of station.	Plum Island.....	Slp. Hattie Bradwell, Menominee, Mich.	Lundberg..	26
July 24	Four-sevenths of a mile south of station.	Milwaukee.....	Sailboat, Milwaukee, Wis.	.....	.....
July 28	Five and one-quarter miles southwest of station.	Plum Island.....	Sc. W. J. Wallace, Milwaukee, Wis.	Trudeau....	13
Aug. 3	One-eighth mile west of station.	Old Chicago.....	Str. A. C. Van Raalte, Chicago, Ill.	.....	104
Aug. 3	Twelve miles north-northwest of station.	Milwaukee.....	Sc. Dan Hayes, Manistee, Mich.	Olson.....	146
Aug. 7	Two-sevenths of a mile southwest of station.	Grande Pointe au Sable.	Str. Thomas Davidson, Milwaukee, Wis.	McAroy.....	2,226
Aug. 7	One-third mile west by south of station.	.....do	Str. Wiley M. Egan, Milwaukee, Wis.	Howe.....	1,677
Aug. 7	Two miles south of station.	Sturgeon Bay Canal.	Slp. yt. Blade,† Chicago, Ill.	Nicol	6

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

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casualties, season of 1898–99—Continued.

HURON AND SUPERIOR—*Continued.*

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Deer Park, Mich., to Toledo, Ohio.	Lumber....	$4,000	$1,000	$5,000	$5,000	.....	8	8	.....	.....	.....
Pleasure trip.....	.....	50	.....	50	50	.....	1	1	.....	.....	.....
Swamped and waterlogged.	Lumber...	50	5	55	55	.....	1	1	.....	.....	.....
Chicago, Ill., to Port Huron, Mich.	Corn.....	50,000	15,000	65,000	64,500	$500	13	13	.....	.....	.....
Detroit to Sault Ste. Marie, Mich.	.....	1,200	.....	1,200	1,075	125	4	4	.....	.....	.....
West Superior, Wis., to Duluth, Minn.	.....	250,000	.....	250,000	250,000	.....	20	20	.....	.....	.....
Capsized.....	.....	40	.....	40	40	.....	3	3	.....	.....	.....
.....do	.....	150	.....	150	150	.....	1	1	.....	.....	.....
Lying at moorings.....	.....	850	.....	850	820	30	.....	.....	.....	.....	.....
Sauks Head, Mich., to Collins Bay, Canada.	Timber.....	3,000	10,000	13,000	12,700	300	7	7	.....	.....	.....
Marquette, Mich., to Cleveland, Ohio.	Iron ore...	10,000	3,000	13,000	13,000	.....	7	7	.....	.....	.....
.....do	.....do	65,000	5,000	70,000	70,000	.....	16	16	.....	.....	.....
Swamped and sunk...	.....	50	.....	50	50	.....	.....	.....	.....	.....	.....
.....	.....	1,162,505	282,650	1,445,155	1,275,930	169,225	354	354	.....	42	44

LAKE MICHIGAN.

Pleasure trip.....	.....	$600	.....	$600	$580	$20	13	13	.....	.....	.....
Racine to Milwaukee, Wis.	.....	500	.....	500	480	20	4	4	.....	.....	.....
Manistee to Grand Haven, Mich.	Shingles...	300	$135	435	385	50	2	2	.....	2	2
Fishing trip.....	.....	40	.....	40	40	.....	2	2	.....	.....	.....
Frankfort to Manistee, Mich.	.....	5,000	.....	5,000	5,000	.....	7	7	.....	.....	.....
Pine Lake, Mich., to Milwaukee, Wis.	Wood	2,000	500	2,500	2,500	.....	6	6	.....	.....	.....
Pleasure trip.....	.....	20	.....	20	20	.....	2	2	.....	.....	.....
Jacksonport to Milwaukee, Wis.	Wood	3,000	850	3,850	3,850	.....	6	6	.....	.....	.....
Egg Harbor, Wis., to Fayette, Mich.	.....	4,000	.....	4,000	4,000	.....	12	12	.....	.....	.....
Pleasure trip.....	.....	200	.....	200	200	.....	7	7	.....	.....	.....
Dragged anchors and stranded.	.....	250	.....	250	225	25	2	2	.....	.....	.....
Lying at moorings.....	.....	2,000	.....	2,000	2,000	.....	.....	.....	.....	.....	.....
Manistee, Mich., to Milwaukee, Wis.	Bark.....	2,000	1,000	3,000	500	2,500	4	4	.....	2	2
Chicago, Ill., to Buffalo, N. Y.	Corn.....	60,000	40,000	100,000	100,000	.....	18	18	.....	.....	.....
.....do	Wheat.....	60,000	55,000	115,000	115,000	.....	19	19	.....	.....	.....
Chicago, Ill., to Mackinac Island, Mich.	.....	2,000	.....	2,000	2,000	.....	3	3	.....	.....	.....

†In distress, requiring assistance.

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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.					
Aug. 8	Ten miles north of station.	Holland	Sc. Capt. Geo. W. Naghtin, Grand Haven, Mich.	Kemming	310
Aug. 10	Three miles south of station.	Old Chicago	St. launch Algie, Chicago, Ill.		
Aug. 15	One-eighth mile south of station.	do	Slp. yt. Druid, Chicago, Ill.	McKeever	16
Aug. 15	Two and one-half miles east-southeast of station.	Milwaukee	Sc. Butcher Boy, Milwaukee, Wis.	Olson	360
Aug. 17	Milwaukee Harbor	do	Sc. Abbie, Ludington, Mich.	Elofson	88
Aug. 18	One-half mile west of station.	Holland	Slp. yt. Snipe, Grand Rapids, Mich.		
Aug. 19	One and one-half miles north-northeast of station.	Plum Island	Sc. Monitor, Milwaukee, Wis.	Meyis	106
Aug. 20	Five miles south of station.	North Manitou Island.	Sc. Rouse Simmons, Milwaukee, Wis.	Leonard	195
Aug. 20	One hundred feet west of station.	Milwaukee	Skiff, Milwaukee, Wis.		
Aug. 25	One hundred and sixty yards west of station.	Ludington	Str. Helen Taylor, Ludington, Mich.		55
Aug. 25	Off Muskegon	Muskegon	Sc. Condor, Grand Haven, Mich.	Boomsluiter.	31
Aug. 25	One-quarter mile west of station.	do	Sc. Agnes L. Potter, Grand Haven, Mich.	Edwardson.	279
Aug. 25	do	do	Str. Chas. Reitz, Chicago, Ill.	Stuffelbeam.	246
Aug. 25	do	do	Sc. John Mark, Chicago, Ill.	Millingen	299
Aug. 28	Three miles southwest of station.	Point Betsie	Sc. F. Fitch, Detroit, Mich.	Davis	13
Sept. 4	One-half mile north-northeast of station.	Plum Island	Str. Louis Pahlow, Detroit, Mich.	Carraen	366
Sept. 6	Two-sevenths of a mile south of station.	Old Chicago	Sailboat, Chicago, Ill		
Sept. 7	One hundred yards north of station.	do	Sc. C. J. Magill, Milwaukee, Wis.	Lovedale	334
Sept. 10	Two-sevenths of a mile west-northwest of station.	South Haven	Yacht, Grand Haven, Mich.		
Sept. 11	One-sixth mile southeast of station.	Two Rivers	Sc. Experiment, Grand Haven, Mich.	Watts	50
Sept. 13	Seven miles south of station.	Beaver Island	Sc. T. Y. Avery, Grand Haven, Mich.	Bonar	256
Sept. 14	One-sixth mile east of station.	Old Chicago	Yawl, Frankfort, Mich		
Sept. 18	One-fifth mile south of station.	Sturgeon Bay Canal.	Sc. Iris, Milwaukee, Wis.	Jessen	62
Sept. 23	Five miles north-northwest of station.	Grand Haven	Sc. Welcome, Grand Haven, Mich.		
Sept. 23	One hundred yards southwest of station.	South Haven	Sc. Anna P. Grover, Grand Haven, Mich.	Ingraham	247
Sept. 24	Thirteen miles north of station.	Baileys Harbor	Sc. Sophia J. Luff, Chicago, Ill.	Shaw	278
Oct. 4	One-third mile west of station.	Grand Haven	Sc. Ida Jane, Grand Haven, Mich.	Murphy	14
Oct. 4	Two and one-half miles north-northeast of station.	Plum Island	Sc. Cynthia Gordon, Milwaukee, Wis.	Jepsen	45
Oct. 11	One-half mile from station.	do	Sc. Minnehaha, Grand Haven, Mich.	Morbeck	59
Oct. 12	One-eighth mile west of station.	Racine	Slp. yt. Zephyr, Racine, Wis.		
Oct. 13	Five miles south of station.	Two Rivers	Sc. Thomas H. Howland, Milwaukee, Wis.	Jacobson	299
Oct. 14	Four miles north of station.	Michigan City	Sc. City of Grand Rapids, Milwaukee, Wis.	Anderson	187

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casualties, season of 1898–99—Continued.

LAKE MICHIGAN—*Continued.*

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at stations.	Days' succor afforded.
Manistee to St. Joseph, Mich.	Lumber ...	$2,000	$2,300	$4,300	$4,220	$80	8	8	.....	.....	.....
Parted moorings and stranded.	.....	500	.....	500	475	25	.....	.....	.....	.....	.....
Dragged anchors.....	.....	2,000	.....	2,000	1,975	25	1	1	.....	.....	.....
Manistee, Mich., to Chicago, Ill.	Salt	6,000	3,600	9,600	8,100	1,500	7	7	.....	.....	.....
Ludington, Mich., to Milwaukee, Wis.	Lumber ...	1,800	1,680	3,480	3,385	95	4	4	.....	.....	.....
Pleasure trip.....	.....	500	.....	500	485	15	3	3	.....	.....	.....
Ellison Bay to Milwaukee, Wis.	Wood.....	500	300	800	800	.....	3	3	.....	.....	.....
Charlevoix, Mich., to Kenosha, Wis.	Bark.....	2,000	1,560	3,560	3,560	.....	6	6	.....	.....	.....
Adrift	.....	5	.....	5	5	.....	1	1	.....	.....	.....
Muskegon to Manistee, Mich.	.....	1,000	.....	1,000	1,000	.....	3	3	.....	.....	.....
Ludington to Benton Harbor, Mich.	Lumber ...	500	300	800	800	.....	3	3	.....	.....	.....
St. Joseph to Manistee, Mich.	.....	2,000	.....	2,000	1,200	800	7	7	.....	.....	.....
.....do	.....	20,000	.....	20,000	20,000	....	13	13	.....	.....	.....
.....do	.....	5,000	.....	5,000	4,800	200	8	8	.....	.....	.....
Penwater to Manistique, Mich.	Fruit.....	300	200	500	.....	500	2	2	.....	2	6
St. Ignace, Mich., to Chicago, Ill.	Lumber ...	17,000	5,000	22,000	22,000	.....	13	13	.....	.....	.....
Capsized	.....	40	.....	40	40	.....	3	3	.....	.....	.....
Marinette, Wis., to Chicago, Ill.	Lumber ...	6,000	4,000	10,000	10,000	.....	7	7	.....	.....	.....
Adrift	.....	100	.....	100	100	.....	2	2	.....	2	2
Thomson, Mich., to Milwaukee, Wis.	Lumber ...	1,000	200	1,200	1,200	.....	2	2	.....	.....	.....
Beaver Harbor, Mich., to Chicago, Ill.	Bark	2,000	580	2,580	2,480	100	7	7	.....	.....	.....
Adrift	.....	20	.....	20	20	.....	.....	.....	.....	.....	.....
Washington Island, Mich., to Milwaukee, Wis.	Wood	700	80	780	780	.....	3	3	.....	.....	.....
Muskegon to Grand Haven, Mich.	.....do.....	100	20	120	120	.....	1	1	.....	.....	.....
Lying in harbor.....	Stone.....	5,000	4,000	9,000	8,900	100	3	3	.....	.....	.....
Detour, Mich., to Chicago, Ill.	Cedar ties	2,000	1,000	3,000	3,000	.....	8	8	.....	.....	.....
Manistee to Grand Haven, Mich.	Shingles ..	500	100	600	600	.....	2	2	.....	.....	.....
Detroit Harbor to Sheboygan, Wis.	Wood.....	600	175	775	725	50	3	3	.....	.....	.....
Milwaukee to Hedge Hog Harbor, Wis.	.....	500	.....	500	500	.....	3	3	.....	.....	.....
Sunk at dock.....	.....	150	.....	150	150	.....	.....	.....	.....	.....	.....
Tawas City, Mich., Chicago, Ill.	Alabaster	6,000	4,000	10,000	9,400	600	6	6	.....	.....	.....
Muskegon, Mich., to Michigan City, Ind.	Lumber ...	2,000	1,800	3,800	3,100	700	5	5	.....	.....	.....

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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.					
Oct. 14	Three and one-half miles north of station.	Evanston	Slp. Harry Nerland, Waukegan, Ill.		
Oct. 16	Three-quarters of a mile west of station.	Baileys Harbor	Sc. C. Harrison, Milwaukee, Wis.	Hansen	137
Oct. 25	One mile northeast of station.	Milwaukee	Sc. Barbarian, Chicago, Ill.	Hanson	298
Oct. 25	Three-quarters of a mile southeast of station.	do	Sc. Birdie, Grand Haven, Mich.	Mason	12
Oct. 26	One-quarter mile northwest of station.	Michigan City	Str. Horace A. Tuttle, Cleveland, Ohio.	Thompson	1,585
Oct. 26	Ten miles east by north of station.	Old Chicago	Sc. Aloha, Marquette, Mich.	Elliott	522
Oct. 26	Six miles from station	Racine	Sc. D. L. Filer, Chicago, Ill.	Acree	357
Oct. 27	One mile north of station.	Kenosha	Scow Pirate, Kenosha, Wis.		
Oct. 31	One and one-quarter miles west of station.	Baileys Harbor	Sc. M. Capron, Milwaukee, Wis.	Anderson	170
Nov. 7	Three-quarters of a mile north-northwest of station.	Ludington	Sc. D. S. Austin, Milwaukee, Wis.	Nelson	282
Nov. 7	One-half mile west-northwest of station.	Grand Haven	Sc. Aberdeen, Cleveland, Ohio.	Cartwright	1,046
Nov. 7	One-quarter mile south of station.	Old Chicago	Slp. yt. Ola, Chicago, Ill.		
Nov. 7	One-fifth mile east of station.	Sheboygan	Sc. Commerce, Grand Haven, Mich.	Mullen	327
Nov. 7	One-half mile east of station.	do	Sc. Minnehaha, Milwaukee, Wis.	Nortbeck	75
Nov. 7	Thirty-five yards south of station.	Kewaunee	Sc. Ida A. Olson, Milwaukee, Wis.	Olson	201
Nov. 9	In Frankfort Harbor	Frankfort	Sc. Norman, Chicago, Ill.	Hurt	252
Nov. 10	Twenty miles south-southwest of station.	St. Joseph	Sc. Lena M. Nielson, Grand Haven, Mich.	Nielson	86
Nov. 10	One mile south-southeast of station.	Old Chicago	Sc. Iron Cliff, Detroit, Mich.	Kurth	1,116
Nov. 14	Abreast of station	Sturgeon Bay Canal.	Sc. Merchant, Milwaukee, Wis.	Christianson.	66
Nov. 20	Five miles northeast of station.	Milwaukee	Skiff, Milwaukee, Wis.		
Nov. 25	Eight miles south of station.	North Manitou Island.	Str. John Mitchell, Buffalo, N. Y.	Dalton	1,865
Nov. 25	Two miles south of station.	Point Betsie	Str. St. Lawrence, Port Huron, Mich.	Morley	1,437
Dec. 12	One hundred and fifty yards west of station.	South Haven	Sc. X 10 U 8, Grand Haven, Mich.	Allers	24
1899.					
Jan. 8	Two-sevenths of a mile west of station.	Grand Haven	Str. Mary H. Boyce,* Grand Haven, Mich.	McGregor	932
Jan. 8	do	do	Str. John V. Moran,* Buffalo, N. Y.	Huff	1,350
Feb. 21	One and one-quarter miles south of station.	Evanston	Canoe, Evanston, Ill.		
Apr. 6	Three and one-half miles north of station.	Chicago	Skiff, Chicago, Ill.		
Apr. 6	One-quarter mile south-southwest of station.	Milwaukee	Str. A. A. Tessler,† Milwaukee, Wis.		15
Apr. 7	Three-quarters of a mile northwest of station.	Sturgeon Bay Canal.	Str. Albert J. Wright, Milwaukee, Wis.	Isabell	240
Apr. 11	One-quarter mile south-southwest of station.	Old Chicago	Scow, Chicago, Ill		
Apr. 13	One and one-half miles west of station.	Baileys Harbor	Sc. Ebenezer, Milwaukee, Wis.	Clauson	157
Apr. 14	Three miles east-northeast of station.	Racine	Skiff, Racine, Wis.		
Apr. 20	One and one-half miles west of station.	Baileys Harbor	Sc. Ebenezer, Milwaukee, Wis.	Clauson	157

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

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casualties, season of 1898-99—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.
Broke from moorings and stranded.	.....	$300	.....	$300	$300	.....	.....	...	.....	.....	.....
Whitefish Bay to Milwaukee, Wis.	Wood	800	$600	1,400	1,400	.....	4	4	.....	....	.....
Bark River, Mich., to Chicago, Ill.	Hemlock ties.	1,500	1,400	2,900	1,100	$1,800	7	7	.....	.....	.....
Milwaukee to Jacksonport, Wis.	.....	325	.....	325	325	.....	2	2	.....	.....	.....
Chicago, Ill., to Buffalo, N. Y.	Corn	70,000	30,000	100,000	.....	100,000	14	14	.....	.....	.....
Pequaming, Mich., to Chicago, Ill.	Lumber ...	8,000	10,000	18,000	13,000	5,000	7	7	.....	4	4
Cheboygan, Mich., to Chicago, Ill.	.....do	7,500	6,000	13,500	7,500	6,000	6	6	.....	6	6
Pleasure trip.....	.....	5	.....	5	5	....	2	2	.....	.....	.....
Baileys Harbor to Racine, Wis.	Wood.....	1,200	420	1,620	270	1,350	5	5	.....	1	2
Manistee, Mich., to South Chicago, Ill.	Salt	6,000	1,300	7,300	.....	7,300	7	7	.....	.....	.....
Chicago, Ill., to Buffalo, N. Y.	Barley	45,000	40,000	85,000	37,000	48,000	7	7	.....	.....	.....
Parted chains and stranded	.....	100	.....	100	100	.....	....	.....	.....	.....	.....
Gladstone, Mich., to Chicago, Ill.	Lumber ...	4,000	3,000	7,000	7,000	.....	6	6	.....	.....	.....
Hedgehog Harbor to Milwaukee, Wis..	Wood	800	300	1,100	150	950	4	4	.....	4	8
Manistique, Mich., to Racine, Wis.	Lumber ...	4,000	2,000	6,000	5,950	50	6	6	.....	.....	.....
Manistique, Mich., to Chicago, Ill.	.....do	1,000	2,500	3,500	3,100	400	6	6	.....	.....	.....
Ludington to St. Joseph, Mich.	.....do	3,000	1,000	4,000	620	3,380	4	4	.....	.....	.....
Buffalo, N. Y.. to Chicago, Ill.	Salt	40,000	7,000	47,000	20,000	27,000	7	7	.....	6	12
Sturgeon Bay to Manitowoc, Wis.	Lumber ...	1,200	200	1,400	1,300	100	4	4	.....	....	.....
Fishing grounds to Milwaukee, Wis.	.....	20	.....	20	20	.....	2	2	.....	.....	.....
Chicago, Ill., to Buffalo, N. Y.	Corn..... ...	80,000	35,720	115,720	112,760	2,960	17	17	....	.....	.....
Chicago, Ill., to Prescott, Ontario.	.....do	75,000	22,000	97,000	.....	97,000	15	14	1	14	14
Muskegon to South Haven, Mich.	Produce...	500	200	700	625	75	3	3	.....	.....	.....
Milwaukee, Wis., to Grand Haven, Mich.	Oats and merchandise.	50,000	16,000	66,000	66,000	.....	17	17	.....	.....	.....
.....do	.....do..	45,000	18,000	63,000	63,000	....	21	21	.....	.....	.....
Capsized	.....	5	.....	5	5	.....	1	1	.....	.....	.....
Pleasure trip.....	.....	25	....	25	25	....	3	3	.....	.....	.....
Lying at dock.....	.....	3,500	.....	3,500	3,000	500	.....	.....	.....	.....	.....
Sturgeon Bay, Wis....	.....	15,000	....	15,000	14,950	50	8	8	.....	.....	.....
.....	....	1,500	.....	1,500	1,500	....	13	13	.....	.....	.....
.....	Wood.....	2,000	400	2,400	2,400	....	5	5	.....	.....	.....
Adrift	.....	5	....	5	5	.....	1	1	.....	.....	.....
....	Wood.....	2,000	500	2,500	2,500	.....	5	5	.....	.....	.....

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

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United States Life-Saving Service.—Table of

DISTRICT NO. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1899.					
Apr. 22	Eight miles south of station.	Milwaukee	Str. Lawrence, Chicago, Ill.	Williams	447
Apr. 29	One and one-half miles south of station.	Old Chicago	Fish boat, Chicago, Ill.		
Apr. 30	Fifteen miles north of station.	Sturgeon Bay Canal.	Str. C. W. Moore, Milwaukee, Wis.	Hart	383
May 6	Two miles south of station.	Point Betsie	Str. Maggie Lutz, Grand Haven, Mich.	Fairchild	15
May 11	One-half mile north of station.	Milwaukee	Skiff, Milwaukee, Wis.		
May 11	Cana Island, 7 miles east-northeast of station.	Baileys Harbor	Str. Thomas Davidson, Milwaukee, Wis.	Woods	2,226
May 12	Two and one-eighth miles south of station.	Plum Island	Str. Ferdinand Schlesinger, Milwaukee, Wis.	Craine	2,607
May 18	One-eighth mile south of station.	Old Chicago	Catboat, Chicago, Ill.		
May 20	Abreast of station	do	Rowboat, Chicago, Ill		
May 26	Two hundred yards southwest of station.	South Haven	Launch Marie, Ashland, Wis.		
May 27	Three miles southeast of station.	South Chicago	Rowboat		
May 29	Six miles south of station.	Grand Haven	Launch Marie, Ashland, Wis.		
May 29	One-sixth mile south of station.	Old Chicago	Sailboat, Chicago, Ill.		
June 4	One-sixth mile north of station.	Frankfort	Sloop, Frankfort, Mich.		
June 4	Four and one-half miles east-southeast of station.	Old Chicago	Slp. yt. Neva, Cleveland, Ohio.	Henderson	17
June 4	Two and one-quarter miles southeast of station.	Plum Island	Sc. O. M. Nelson, Milwaukee, Wis.	Hansen	167
June 6	South Manitou Island, 23 miles north-northeast of station.	Point Betsie	Str. Waverley, Sandusky, Ohio	Case	1,104
June 7	Two and one-eighth miles south of station.	Plum Island	Str. William Aldrich, Milwaukee, Wis.	Krones	191
June 8	One-half mile southeast of station.	Old Chicago	Rowboat, Chicago, Ill.		
June 8	Cana Islands, 7 miles east-northeast of station.	Baileys Harbor	Slp. yt. Britannia, Cana Island, Wis.		
June 10	Two hundred yards south of station.	Old Chicago	Slp. Ina, Chicago, Ill.	Offican	10
June 12	One-half mile northnortheast of station.	Plum Island	Sc. S. A. Wood, Chicago, Ill.	Patrick	314
June 14	Three and one-half miles south of station.	Frankfort	Str. Mary A. McGregor, Grand Haven, Mich.	Baby	711
June 17	One-half mile southwest of station.	Muskegon	Scow,* Manitowoc, Wis.		
June 17	Off station	Sturgeon Bay Canal.	Sc. Lotus, Chicago, Ill.	Seator	270
June 18	Four miles south of station.	Old Chicago	Launch Topsey,† Chicago, Ill.		
June 18	One mile north of station.	Kenosha	Sailboat, Racine, Wis.		
June 28	Six miles northwest of station.	White River	Sc. Una, Grand Haven, Mich.	Kemp	44
June 28	One-quarter mile east of station.	Old Chicago	Catboat, Chicago, Ill.		
June 28	do	do	Sc. yt. Nelson,‡ Chicago, Ill.		
June 28	One-quarter mile northeast of station.	Milwaukee	Sc. Surprise, Milwaukee, Wis.		222
June 28	Two and one-half miles southwest of station.	Two Rivers	Fish boat Nancy L., Two Rivers, Wis.		

* Broke from tow, and saved from stranding by the assistance of the life-saving crew.

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casualties, season of 1898–99—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.
St. Joseph, Mich., to Milwaukee, Wis.	.....	$15,000	.....	$15,000	$14,875	$125	21	21	.....	.....	.....
Adrift	.....	35	.....	35	35	.....	....	.....	.....	....	.....
Jacksonport to Sturgeon Bay, Wis.	.....	20,000	.....	20,000	20,000	.....	18	18	.....	.....	.....
Fishing grounds to Frankfort, Mich.	Nets and Fish.	600	$200	800	800	.....	5	5	.....	.....	.....
Adrift	.....	5	.....	5	5	.....	1	1	.....	.....	.....
Milwaukee, Wis., to Escanaba, Mich.	.....	90,000	.....	90,000	89,500	500	21	21	.....	.....	.....
Escanaba, Mich., to Chicago, Ill.	Iron ore...	90,000	7,000	97,000	96,420	580	18	18	.....	.....	.....
Adrift	.....	200	.....	200	200	.....	....	.....	.....	.....	.....
Capsized	.....	15	.....	15	15	.....	2	2	.....	.....	.....
St. Joseph, Mich., to Ashland, Wis.	.....	1,000	.....	1,000	1,000	.....	3	3	.....	.....	.....
Pleasure trip	.....	20	.....	20	20	.....	2	2	.....	.....	.....
St. Joseph, Mich., to Ashland, Wis.	Miscellaneous.	1,000	100	1,100	1,100	.....	3	3	.....	.....	.....
Capsized	.....	25	.....	25	25	.....	2	2	.....	.....	.....
.....do	.....	100	.....	100	100	.....	2	2	.....	.....	.....
Pleasure trip	.....	10,000	.....	10,000	9,900	100	11	11	.....	.....	.....
Milwaukee to Sister Bay, Wis.	.....	3,500	.....	3,500	.....	3,500	6	6	.....	5	7
Escanaba, Mich., to Cleveland, Ohio.	Iron ore...	30,000	2,500	32,500	24,500	8,000	14	14	.....	.....	.....
Hedgehog to Milwaukee, Wis.	Wood.	1,500	350	1,850	1,750	100	6	6	.....	.....	.....
Adrift	.....	25	.....	25	25	.....	.....	.....	.....	.....	.....
Baileys Harbor to Cana Island, Wis.	.....	800	.....	800	800	.....	3	3	.....	.....	.....
Lying at wharf	.....	1,000	.....	1,000	1,000	.....	1	1	.....	.....	.....
Flat Rock, Mich., to Chicago, Ill.	Lumber ...	2,500	1,065	3,565	3,550	15	9	9	.....	.....	.....
Chicago, Ill., to Owen Sound, Ontario.	Iron and wire.	65,000	14,000	79,000	79,000	.....	14	14	.....	.....	.....
Muskegon, Mich., to Milwaukee, Wis.	.....	1,000	.....	1,000	1,000	.....	.....	.....	.....	.....	.....
Detour, Mich., to Chicago, Ill.	Cedar ties	4,500	4,000	8,500	8,500	.....	6	6	.....	.....	.....
Pleasure trip	.....	800	.....	800	800	.....	5	5	.....	.....	.....
.....do	.....	20	.....	20	20	.....	4	4	.....	.....	.....
Ludington to St. Joseph, Mich.	Lumber ...	400	500	900	860	40	3	3	.....	.....	.....
Adrift	.....	25	.....	25	25	.....	.....	.....	.....	.....	.....
Pleasure trip	.....	400	.....	400	395	5	6	6	.....	.....	.....
Dragged anchors	.....	600	.....	600	600	.....	.....	.....	.....	.....	.....
Capsized and sunk	Fish and fish nets.	200	170	370	315	55	2	2	.....	.....	.....

† Disabled, requiring assistance. ‡ Dismasted, requiring assistance.

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United States Life-Saving Service.—Table of

DISTRICT NO. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1899.					
June 28	One-sixth mile northeast of station.	Plum Island.....	Sc. Iris, Milwaukee, Wis.	Jessen.....	62
June 29	One mile east-northeast of station.	Holland	Slp. yt. Alpha, Black Lake, Mich.	.....	.....
	Total.....	.....	.....	.....	.....

DISTRICT No. 12.—EMBRACING

1898.					
July 6	Six miles west by north of station.	Point Adams.....	Fish boat, Astoria, Oreg..	.....	.....
July 7	One mile from station....	Cape Arago	Scow Coos Bay, Oreg.....	.....	.....
July 9	One and one-quarter miles south by east of station.	.....do	Sc. Occidental, San Francisco, Cal.	Brandt	212
July 10	Four miles west by south of station.	.....do	Str. Ralph,* Coos Bay, Oreg.	Wall.....	17
July 22	One mile northwest of station.	Coquille River.....	Sc. Coquille, San Francisco, Cal.	Pearson	103
July 28	Three miles west by north of station.	Point Adams.....	Fish boat, Astoria, Oreg..	.....	.....
July 29	Eight miles southwest by south of station.	.....do	Fish boat, Astoria, Oreg..	.....	.....
July 31	One mile southeast of station.	Shoalwater Bay...	Str. Cruiser, Port Townsend, Wash.	Burnham...	63
Aug. 1	Five miles southwest of station.	Ilwaco Beach	Fish boat, Columbia River, Oreg.	.....	.....
Aug. 1	Three miles south of station.	Cape Arago	Sc. Gem,† San Francisco, Cal.	Nelsen.....	120
Aug. 15	One-quarter mile southeast of station.	Humboldt Bay.....	Str. Bonita, San Francisco, Cal.	Nicholson ..	489
Aug. 16	Three-quarters of a mile southeast of station.	Cape Disappointment.	Fish boat, Ilwaco, Wash..	.....	.....
Aug. 29	Three-quarters of a mile northwest of station.	Coquille River.....	Str. Bismarck,† Portland, Oreg.	Averill.....	191
Sept. 7	Three miles southwest by west of station.	Fort Point.....	Fish boat, San Francisco, Cal.	.....	.....
Sept. 11	One and one-half miles south of station.	Humboldt Bay.....	Str. Lackme, San Francisco, Cal.	Kidgaard...	529
Oct. 26	Two and one-half miles northwest by west of station.	Fort Point.....	Bkn. Addenda,† San Francisco, Cal.	Delano	692
Nov. 16	One mile west-northwest of station.	Coquille River.....	Sc. Parkersburg, San Francisco, Cal.	Jorgensen..	124
1899.					
Jan. 3	.....do.....	.....do	Sc. Eureka, San Francisco, Cal.	Asplund.....	124
Jan. 5	One mile northwest of station.	.....do	Sc. Antelope, San Francisco, Cal.	Anderson ..	124
Jan. 8	.....do.....	.....do	Sc. Parkersburg, San Francisco, Cal.	Jorgensen..	124
Feb. 10	One mile from station....	.....do	Sc. Mizpah, Coos Bay, Oreg.	Owens.....	64

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

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casualties, season of 1898–99—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.
Newport to Milwaukee, Wis.	Wood	$1,000	$150	$1,150	$1,125	$25	3	3	.....	.....	.....
Capsized	.....	300	.....	300	300	.....	1	1	.....	.....	.....
.....	.....	1,040,580	356,955	1,397,535	1,075,170	322,365	645	644	1	48	65

PACIFIC COAST.

Capsized	Fish nets..	$120	$300	$420	$80	$340	2	2	.....	.....	.....
Adrift	.....	25	.....	25	25	.....	.....	.....	.....	.....	.....
San Francisco, Cal., to Marshfield, Oreg.	.....	14,000	.....	14,000	14,000	.....	8	8	.....	.....	.....
Bandon to Gardiner, Oreg.	.....	3,000	.....	3,000	3,000	.....	2	2	.....	.....	.....
San Francisco, Cal., to Coquille River, Oreg.	Merchandise.	9,000	1,000	10,000	10,000	.....	6	6	.....	.....	.....
Fishing trip.....	Fish nets..	90	275	365	315	15	2	2	.....	.....	.....
Adrift	.....do.....	100	250	350	350	.....	2	2	.....	.....	.....
South Bend to North Cove, Wash.	.....	5,000	.....	5,000	5,000	.....	48	48	.....	.....	.....
Adrift	.....	100	.....	100	100	.....	.....	.....	.....	.....	.....
San Francisco, Cal., to Empire, Oreg.	.....	9,000	.....	9,000	9,000	.....	8	8	.....	.....	.....
Eureka to San Francisco, Cal.	Lumber and cattle.	40,000	10,500	50,500	50,500	.....	21	21	.....	.....	.....
Pleasure trip.....	.....	200	.....	200	200	.....	11	11	.....	.....	.....
Port Orford to Coquille River, Oreg.	.....	4,000	.....	4,000	3,900	100	3	3	.....	.....	.....
Fishing trip.....	Crabs and fishing gear.	100	20	120	120	.....	1	1	.....	.....	.....
Trinidad to Fields Landing, Cal.	Lumber ...	40,000	6,000	46,000	46,000	.....	22	22	.....	.....	.....
Honolulu, Hawaii, to San Francisco, Cal	.....	45,000	.....	45,000	45,000	.....	12	12	.....	.....	.....
San Francisco, Cal., to Parkersburg, Oreg.	General ...	8,000	500	8,500	8,500	.....	6	6	.....	.....	.....
San Francisco, Cal., to Coquille River, Oreg.	.....	8,000	.....	8,000	8,000	.....	6	6	.....	.....	.....
.....do	.....	8,000	.....	8,000	8,000	.....	6	6	.....	.....	.....
San Francisco, Cal., to Parkersburg, Oreg.	Merchandise.	8,000	1,500	9,500	9,500	.....	6	6	.....	.....	.....
San Francisco, Cal., to Coquille River, Oreg.	General ...	4,500	800	5,300	5,300	.....	5	5	.....	.....	.....

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

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United States Life-Saving Service.—Table of

DISTRICTS NO. 12—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1899.					
Feb. 20	One-half mile northeast of station.	Coquille River.....	Str. Triumph, Coos Bay, Oreg.	Snyder.....	55
Feb. 24	Two and one-half miles west of station.	Fort Point.....	Launch, San Francisco, Cal.	.....	.....
Mar. 6	Three-quarters of a mile northwest of station.	Coquille River.....	Sc. May Flower, San Francisco, Cal.	Olsen.....	90
Mar. 14	Six miles west of Fort Point Station.	Fort Point, Golden Gate, and Southside.	Fish boat, San Francisco, Cal.	.....	.....
Apr. 4	One and one-half miles southwest of station.	Humboldt Bay.....	Str. Chilkat, San Francisco, Cal.	Anderson...	215
Apr. 16	Seven miles north of station.	Ilwaco Beach	Fish boat.....	.....	.....
May 9	One and one-half miles southeast of station.	Cape Disappointment.	Fish boat, Brookfield, Wash.	.....	.....
May 9	Clatsop Spit.....	Point Adams.....	Fish boat, Astoria, Oreg.	.....	.....
May 12	.....do.....	.....do	Fish boat, Astoria, Oreg.	.....	.....
May 28	One and one-half miles south of station.	Cape Disappointment.	Fish boat, Astoria, Oreg.	.....	.....
May 28	One-quarter mile south of station.	.....do	Fish boat, Astoria, Oreg.	.....	.....
May 30	Peacock Spit.....	.....do	Fish boat, Astoria, Oreg.	.....	.....
May 31	One-half mile north of Golden Gate Park.	Golden Gate Park and Fort Point.	Fish boat, San Francisco, Cal.	.....	.....
June 2	Sixty-five yards northeast of station.	Coquille River.....	Str. Antelope, Coos Bay, Oreg.	Leneve.....	29
June 10	Three-quarters of a mile north of station.	Golden Gate Park	Fish boat, San Francisco, Cal.	.....	.....
June 23	Three-quarters of a mile south-southwest of station.	Cape Disappointment.	Fish boat, Ilwaco, Wash.	.....	.....
June 28	One-half mile west of station.	Coquille River	Sc. Parkersburg, San Francisco, Cal.	Jorgensen..	123
	Total	.....	.....	.....	.....

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casualties, season of 1898–99—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.
Bandon to Parkersburg, Oreg.	.....	$22,000	.....	$22,000	$22,000	.....	4	4	.....	.....	.....
Broke from moorings.	.....	1,200	.....	1,200	800	$400	.....	.....	.....	.....	.....
San Francisco, Cal., to Coquille River, Oreg,	General ...	4,000	$100	4,100	4,100	.....	6	6	.....	.....	.....
Fishing trip.....	Fishing gear.	100	75	175	175	.....	1	1	.....	.....	.....
Eureka to San Francisco, Cal.	Lumber and merchandise.	20,000	5,000	25,000	.....	25,000	20	9	11	3	3
Parted moorings and stranded.	.....	125	.....	125	120	5	.....	.....	.....	.....	.....
Fishing trip.....	Fishing gear.	200	250	450	450	.....	2	2	.....	1	1
.....do	.....do.....	100	200	300	300	.....	2	2	.....	.....	.....
.....do	.....do.....	100	250	350	350	.....	2	2	.....	.....	.....
.....do	.....do.....	200	250	450	450	.....	2	2	.....	.....	.....
..... do	.....do.....	200	250	450	450	.....	2	.....	2	.....	.....
.....do	.....do.....	200	300	500	500	.....	2	.....	2	.....	.....
.....do	.....	150	.....	150	150	.....	1	1	.....	.....	.....
Sunk at moorings.....	.....	4.000	.....	4,000	3,925	75	3	3	.....	.....	.....
Fishing trip.....	Fish	125	10	135	30	105	1	1	.....	.....	.....
.....do	Fishing gear.	200	250	450	450	.....	2	2	.....	2	2
San Francisco, Cal., to Parkersburg, Oreg.	Merchandise.	8,000	1,800	9,800	9,800	.....	6	6	.....	.....	.....
.....	.....	267,135	29,880	297,015	270,940	26,075	233	220	13	6	6

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United States Life-Saving Service.—Table

RECAPITU

Districts.	Total number of disasters.	Total value of vessels.	Total value of cargoes.
District No. 1	56	$172,700	$40,220
District No. 2	163	960,095	290,880
District No. 3	52	656,445	402,025
District No. 4	40	223,745	281,850
District No. 5	36	314,585	146,805
District No. 6	34	293,685	83,470
District No. 7	5	321,650	5,135
District No. 8	35	127,355	48,135
District No. 9	79	653,745	80,945
District No. 10	69	1,162,505	282,650
District No. 11	115	1,040,580	356,955
District No. 12	38	267,135	29,880
Aggregate	722	6,194 225	2,048,950

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of casualties, season of 1898–99.

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.
$212,920	$183,585	$29,335	282	282	.....	50	81	10
1,250,975	640,710	610,265	747	703	44	233	417	22
1,058,470	941,155	117,315	938	936	2	79	314	11
505,595	249,295	256,300	235	234	1	29	41	2
461,390	428,845	32,545	351	351	.....	76	171	4
377,155	334,275	42,880	167	167	.....	64	154	4
326,785	324,185	2,600	31	31	....	22	31	.....
175,490	108,970	66,520	136	136	.....	38	69	4
734,690	558,125	176,565	455	453	2	9	9	1
1,445,155	1,275,930	169,225	354	354	....	45	50	5
1,397,535	1,075,170	322,365	645	644	1	98	115	9
297,015	270,940	26,075	233	220	13	8	8	.....
8,243,175	6,391,185	1,851,990	4,574	4,511	63	*751	*1,460	72

*These figures include 203 persons to whom succor was given, who were not on the vessels embraced in the tables, and 298 days of such succor, as follows:

District No. 1,	4 persons 4 days.	District No. 8,	17 persons 20 days.
District No. 2,	35 persons 55 days.	District No. 9,	2 persons 2 days.
District No. 3,	7 persons 17 days.	District No. 10,	3 persons 6 days.
District No. 4,	14 persons 14 days.	District No. 11,	50 persons 50 days.
District No. 5,	15 persons 58 days.	District No. 12,	2 persons 2 days.
District No. 6,	36 persons 43 days.		
District No. 7,	18 persons 27 days.	Total.....	203 298

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APPROPRIATIONS AND EXPENDITURES.

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STATEMENT SHOWING THE APPROPRIATIONS AND EXPENDITURES FOR THE MAINTENANCE OF THE LIFE-SAVING SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1899.

APPROPRIATION—LIFE-SAVING SERVICE, 1899.

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 271 keepers of life-saving and lifeboat stations and of houses of refuge		236,700.00
For pay of crews of surfmen employed at the life-saving and lifeboat stations, including the old Chicago station and at the building authorized to be erected at the Trans-Mississippi and International Exposition, Omaha, Nebraska, by joint resolution approved December 18, 1897, for an exhibit of the United States Life-Saving Service, 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; for telephone lines and care of same, 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		1,294,675.00
Total		1,553,075.00

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EXPENDITURES.

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

District No. 1, July 1, 1898, to June 30, 1899	$1,600.00	
District No. 2, July 1, 1898, to June 30, 1899	1,600.00	
District No. 3, July 1, 1898, to June 30, 1899	1,800.00	
District No. 4, July 1, 1898, to June 30, 1899	1,800.00	
District No. 5, July 1, 1898, to June 30, 1899	1,600.00	
District No. 6, July 1, 1898, to June 30, 1899	1,800.00	
District No. 7, July 1, 1898, to June 30, 1899	1,500.00	
District No. 8, July 1, 1898, to June 30, 1899	1,600.00	
District No. 9, July 1, 1898, to June 30, 1899	1,800.00	
District No. 10, July 1, 1898, to June 30, 1899	1,800.00	
District No. 11, July 1 to August 2 and November 29, 1898, to June 30, 1899	1,222.76	
District No. 12, July 1, 1898, to June 30, 1899	1,800.00	
Salary of assistant superintendent, District No. 3, from July 1, 1898, to June 30, 1899	1,200.00	
		$21,122.76
Salaries of 257 keepers, Districts Nos. 1 to 12, inclusive, quarter ending September 30, 1898	57,300.00	
Salaries of 257 keepers, Districts Nos. 1 to 12, inclusive, quarter ending December 31, 1898	57,433.44	
Salaries of 258 keepers, Districts Nos. 1 to 12, inclusive, quarter ending March 31, 1899	57,497.80	
Salaries of 258 keepers, Districts Nos. 1 to 12, inclusive, quarter ending June 30, 1899	56,765.74	
		228,996.98
Pay of surfmen in District No. 1, from August 1, 1898, to May 31, 1899	52,331.71	
Pay of surfmen in District No. 2, from July 1, 1898, to June 30, 1899	114,177.50	
Pay of surfmen in District No. 3, from August 1, 1898, to May 31, 1899	146,925.96	
Pay of surfmen in District No. 4, from August 1, 1898, to May 31, 1899	161,645.05	
Pay of surfmen in District No. 5, from August 1, 1898, to May 31, 1899	71,750.00	
Pay of surfmen in District No. 6, from August 1, 1898, to May 31, 1899	126,806.28	
Pay of surfmen in District No. 7, from August 1, 1898, to May 31, 1899	3,600.00	
Pay of surfmen in District No. 8, from August 1, 1898, to May 31, 1899	29,344.24	
Pay of surfmen in District No. 9, from July 1, 1898, to June 30, 1899	43,461.91	
Pay of surfmen in District No. 10, from July 1 to December 13, 1898, and from April 20 to June 30, 1899	65,852.31	
Pay of surfmen in District No. 11, from July 1 to December 13, 1898, and from April 5 to June 30, 1899	102,261.35	
Pay of surfmen in District No. 12, from July 1, 1898, to June 30, 1899	74,980.31	
Pay of volunteer surfmen for assistance to the keepers and crews of certain stations at wrecks which occurred during the active season:		
District No. 6	$3.00	
District No. 11	2.10	
	5.10	
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:		
District No. 1	$15.00	
District No. 2	10.00	
District No. 11	160.80	
	185.80	
		993,327.52

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Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882	$1,849.51	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882	17,533.80	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882	2,464.24	
		$21,847.55
Apparatus	8,041.05	
Books, charts, stationery, advertising, etc	1,127.43	
Care of stations pending appointment of keepers	921.30	
Commutation of quarters for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service	5,605.10	
Compensation for special services, labor, etc	21,893.07	
Draft animals	6,716.52	
Equipments	5,143.01	
Freight, packing, storage, telegraphing, etc	2,591.05	
Fuel and water for stations	18,498.93	
Furniture	3,121.72	
Medals	89.25	
Protection of stations	3,191.46	
Rebuilding, repair, and improvement of stations	28,218.60	
Removal of stations	3,499.80	
Rents	4,138.25	
Repairs to apparatus, equipments, and furniture	1,624.70	
Sites for stations	1,580.53	
Subsistence of persons rescued from wrecked vessels	273.40	
Supplies	7,699.10	
Telephones, telephone lines, and their maintenance	18,438.13	
Transporting apparatus to and from wrecks, from stations where horses are not kept	775.10	
Traveling expenses of officers	10,663.76	
		153,851.26
Total expenditures from appropriation "Life-Saving Service, 1899"		1,419,146.07
Balance of available funds July 1, 1899		133,928.93
		1,553,075.00

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, 1898	$135,176.01
To which repayments have been made amounting to	4,943.26
Total available funds	140,119.27

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, 1898," available as above $140,119.27

Pay of surfman at Cape Henry Station, Sixth District, during December, 1897		$60.96	
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at stations:			
District No. 1	$66.00		
District No. 2	17.00		
District No. 4	12.00		
		95.00	
			$155.96
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882		1,567.25	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882		5,358.06	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882		675.00	
			7,600.31

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Apparatus	$8,706.62	
Books, charts, stationery, advertising, etc	433.02	
Compensation for special services, labor, etc	885.68	
Draft animals	188.37	
Equipments	446.10	
Freight, packing, storage, telegraphing, etc	1,795.46	
Fuel and water for stations	268.49	
Furniture	361.85	
Protection of stations	488.85	
Rebuilding, repair, and improvement of stations	36,481.80	
Rents	1,298.75	
Repairs to apparatus, equipments, and furniture	190.23	
Sites for stations	227.62	
Subsistence of persons rescued from wrecked vessels	11.60	
Supplies	4,520.17	
Telephones, telephone lines, and their maintenance	11,914.94	
Traveling expenses of officers	778.18	
		$68,997.73
Total expenditures from appropriation "Life-Saving Service, 1898"		76,754.00
Balance of available funds July 1, 1899		63,365.27
		140,119.27

There also remained unexpended at the beginning of the fiscal year from appropriation of 1897, the following:

"Life-Saving Service, 1897"	$39,519.49

The expenditures from this balance during the year, made in payment of indebtedness standing over from the fiscal year ending June 30, 1897, were as follows:

"Life-Saving Service, 1897," available as above		$39,519.49
Apparatus	$6,799.00	
Books, charts, stationery, advertising, etc	5.75	
Freight, packing, storage, telegraphing, etc	15.13	
Rebuilding, repair, and improvement of stations	11,688.00	
Sites for stations	5.00	
Total expenditures from appropriation "Life-Saving Service, 1897"		18,512.88
Balance unexpended June 30, 1899		21,006.61

This unexpended balance of $21,006.61 was carried to the surplus fund June 30, 1899.

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

"Life-Saving Service, Atlantic and Gulf Coasts, June and July, 1898"—	
Balance available July 1, 1898	$13,048.00
To which repayments have been made amounting to	57.94
Total available funds	13,105.94
Expenditures from this appropriation	104.00
Balance unexpended June 30, 1899	13,001.94
"Site, Long Branch Life-Saving Station"—	
Balance available July 1, 1898	13,946.24
Expenditures from this appropriation	711.18
Balance unexpended June 30, 1899	13,235.06
"Rebuilding and Improving Life-Saving Stations (proceeds of sales)"—	
Balance available July 1, 1898	6,734.23

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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.		$395.92
Total available funds June 30, 1899		7,130.15

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

The total net expenditures for the maintenance of the Life-Saving Service during the fiscal year ending June 30, 1899, were therefore as follows:

"Life-Saving Service, 1899"		$1,419,146.07
"Life-Saving Service, 1898"		76,754.00
"Life-Saving Service, 1897"		18,512.88
"Life-Saving Service, Atlantic and Gulf coasts, June and July, 1898"		104.00
"Site, Long Branch Life-Saving Station"		711.18
		1,515,228.13
Less the following:		
Repayments to appropriations—		
"Life-Saving Service, 1898"	$4,943.26	
"Life-Saving Service, Atlantic and Gulf coasts, June and July, 1898"	57.94	
Excess of deposits, appropriation "Rebuilding and Improving Life-Saving Stations (proceeds of sales)"	395.92	
		5,397.12
Total net expenditures of the Service		1,509,831.01

There remained standing to the credit of the respective appropriations at the close of the fiscal year ending June 30, 1899, available as heretofore stated, the following balances:

"Life-Saving Service, 1899"	$133,928.93
"Life-Saving Service, 1898"	63,365.27
"Life-Saving Service, 1897"	21,006.61
"Life-Saving Service, Atlantic and Gulf coasts, June and July, 1898"	13,001.94
"Site, Long Branch Life-Saving Station"	13,235.06
"Rebuilding and Improving Life-Saving Stations (proceeds of sales)"	7,130.15

The foregoing statement of the net expenditures for the maintenance of the Life-Saving Service for the fiscal year ending June 30, 1899, differs from the expenditures by warrants in the following particulars:

Net expenditures by warrants		$1,510,397.01
To which should be added the following amount, as shown on page 310 of the report for 1898:		
In hands of George A. Bartlett, disbursing clerk, June 30, 1898—		
"Life-Saving Service, 1898"		2,017.93
		1,512,414.94
Less the following amounts:		
In the hands of the disbursing clerk June 30, 1899—		
"Life-Saving Service, 1899"	$1,659.13	
Amounts reappropriated and expended by warrants, not included in the foregoing statement	924.80	
		2,583.93
Net expenditures from appropriations for the year		1,509,831.01

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, 1899"	$39,580.00

EXPENDITURES.

Compensation of officers and employees in office of Life-Saving Service	$39,262.97	
Amount unexpended	317.03	
		39,580.00

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INSTRUCTIONS TO MARINERS IN CASE OF SHIPWRECK.

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

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

GENERAL INFORMATION.

Life-saving stations and houses of refuge are located upon the Atlantic and Pacific seaboard of the United States, the Gulf of Mexico, and the lake coasts, as shown in the list in the latter part of this book, the latitude and longitude being given as far as determined.

Houses of refuge are located exclusively upon the Florida coast, where the requirements of relief are widely different from those of any other portion of the seaboard.

All life saving stations on the Atlantic and Gulf coasts are manned annually by crews of experienced surfmen from the 1st of August to the 31st of May following, inclusive.

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

All life-saving stations are fully supplied with boats, wreck guns, beach apparatus, restoratives, etc.

Houses of refuge are supplied with boats, provisions, and restoratives, but not manned by crews; a keeper, however, resides in each throughout the year, who, after every storm, is required to make extended excursions along the coast, with a view of ascertaining whether any shipwreck has occurred and finding and succoring any persons that may have been cast ashore.

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

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All services are performed by the life-saving crews without other compensation than their wages from the Government, and *they are strictly forbidden to solicit or receive rewards.*

Destitute seafarers are provided with food and lodgings at the nearest station by the Government as long as necessarily detained by the circumstances of shipwreck.

The station crews patrol the beach from two to four miles each side of their stations four times between sunset and sunrise, and if the weather is foggy the patrol is continued through the day.

Each patrolman carries Coston signals. Upon discovering a vessel standing into danger he ignites one of them, which emits a brilliant red flame of about two minutes' duration, to warn her off, or, should the vessel be ashore, to let the crew know that they are discovered and assistance is at hand.

If the vessel is not discovered by the patrol immediately after striking, rockets or flare-up lights should be burned on board, or, if the weather be foggy, guns should be fired to attract attention, as the patrolman may be some distance away, on the other part of his beat.

Masters are particularly cautioned, if they should be driven ashore anywhere in the neighborhood of the stations, especially on any of the sandy coasts, where there is not much danger of vessels breaking up immediately, to remain on board until assistance arrives, and under no circumstances should they attempt to land through the surf in their own boats until the last hope of assistance from the shore has vanished. Often when comparatively smooth at sea a dangerous surf is running, which is not perceptible three or four hundred yards offshore, and the surf, when viewed from a vessel, never appears so dangerous as it is. Many lives have unnecessarily been lost by the crews of stranded vessels being thus deceived and attempting to land in the ships' 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 dicovering your vessel ashore and burning a Coston signal, hastens to his station for assistance. If the use of a boat is practicable, either the large lifeboat is launched from its ways in the station and proceeds to the wreck by water or the lighter surfboat is hauled overland to a point opposite the wreck and launched, as circumstances may require.

Upon the boat reaching your vessel the directions and orders of the keeper (who always commands and steers the boat) should be implicitly obeyed. Any headlong rushing and crowding should be prevented, and the captain of the vessel should remain on board to preserve order until every other person has left.

Women, children, helpless persons, and passengers should be passed into the boat first.

Goods or baggage will not be taken into the boat under any circumstances until all persons are landed. If any be passed in against the keeper's remonstrance he is fully authorized to throw it overboard.

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RESCUE WITH THE BREECHES BUOY OR LIFE CAR.

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

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

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

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

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

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

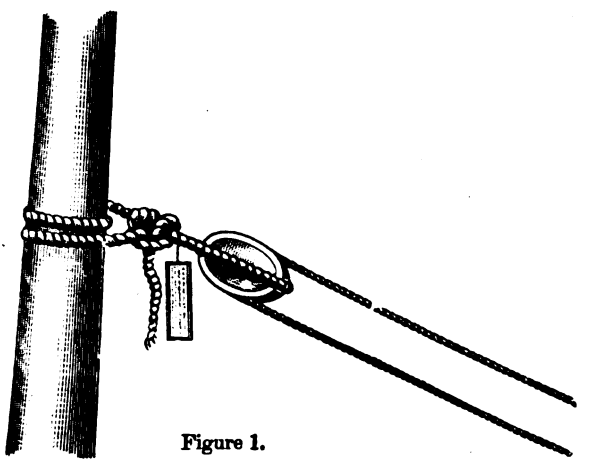


Figure 1.

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

If circumstances will admit you can assist the life-saving crew by manning that part of the whip to which the hawser is bent and hauling with them.

When the end of the hawser is got on board a tally board will be found attached, bearing the following directions in English on one side and French on the other:

"Make this hawser fast about two feet above the tail block; see all clear, and that the rope in the block runs free, and show signal to the shore."

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

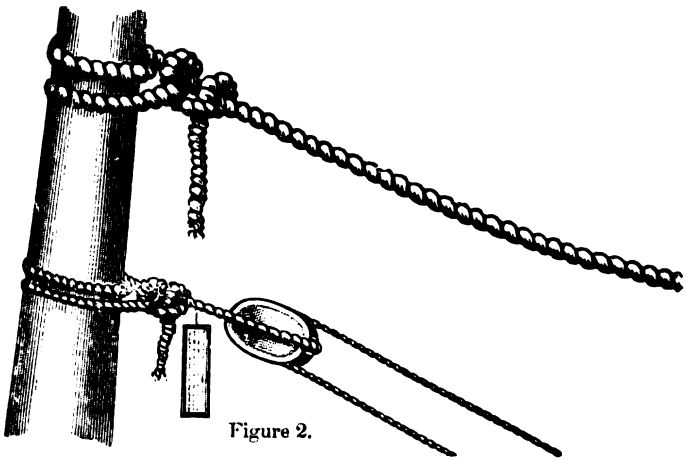


Figure 2.

Take particular care that there are no turns of the whip line round the hawser; to prevent this, take the end of the hawser UP BETWEEN *the parts of the whip before making it fast.*

When the hawser is made fast, the whip cast off from the hawser, and your signal seen by the life-saving crew, they will haul the hawser taut and by means of the whip will send off to your ship a breeches buoy suspended from a traveler block, or a life car from rings, running on the hawser.

Figure 3 represents the apparatus rigged, with the breeches buoy hauled off to the ship.

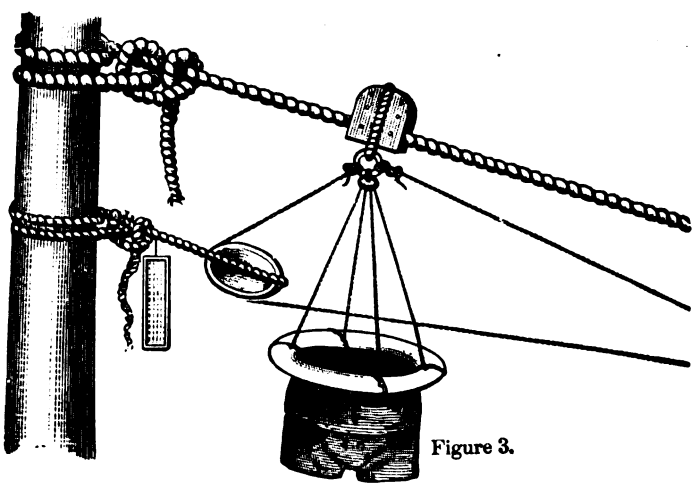


Figure 3.

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

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

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

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LIFE-SAVING DISTRICTS AND STATIONS.

FIRST DISTRICT.

COASTS OF MAINE AND NEW HAMPSHIRE.

Name of station.	State.	Locality.	Approximate position.* Latitude, north.	Approximate position.* Longitude, west.
			° ′ ″	° ′ ″
Quoddy Head	Me.	Carrying Point Cove	44 48 40	66 58 50
Cross Island	Me.	Off Machiasport	44 36 45	67 16 30
Crumple Island	Me.	Off Jonesport	44 26 40	67 36 10
Cranberry Isles	Me.	Little Cranberry Island, off Mount Desert.	44 15 30	68 12 40
White Head	Me.	On southwest end White Head Island	43 58 40	69 08 00
Burnt Island	Me.	Off mouth St. Georges River	43 52 20	69 17 40
Damariscove Island	Me.	On the west shore of Damariscove Harbor	43 45 20	69 37 00
Hunniwells Beach	Me.	On west side mouth Kennebec River	43 45 00	69 46 55
Cape Elizabeth	Me.	Near the lights	43 33 58	70 12 00
Fletchers Neck	Me.	Biddeford Pool, Fletchers Neck	43 26 30	70 20 30
Jerrys Point	N. H.	Southeast point Great Island, Portsmouth Harbor.	43 03 30	70 42 45
Wallis Sands	N. H.	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
Great Boars Head	N. H.	One and one-half miles north of Great Boars Head.	42 56 20	70 47 40

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, 2¼ miles from south end	42 44 00	70 47 15
Davis Neck	Mass.	Near Annisquam light	42 40 10	70 40 20
City Point	Mass.	Floating station in Dorchester Bay, Boston Harbor.		
Point Allerton	Mass.	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 08 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.

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THIRD DISTRICT.

COASTS OF RHODE ISLAND AND LONG ISLAND.

Name of station.	State.	Locality.	Approximate position. Latitude, north.	Approximate position. Longitude, west.
			° ′ ″	° ′ ″
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
Sandy Point	R. I.	Block Island, north side, near light	41 13 40	71 34 40
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 30
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.

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FOURTH DISTRICT—Continued.

COAST OF NEW JERSEY—Continued.

Name of station.	State.	Locality.	Approximate position. Latitude, north.	Approximate position. 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
Harveys 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 mile southerly of Cape Henlopen light.	38 45 50	75 04 50
Rehoboth Beach	Del.	Opposite north end of Rehoboth Bay	38 41 30	75 04 20
Indian River Inlet	Del.	North of Inlet	38 37 50	75 03 40
Fenwick Island	Del.	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

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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-quarters 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
Caffeys Inlet	N. C.	Ten and three-quarters 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 08 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-quarters 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
Creeds 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 †				
Bethel Creek *	Fla.	Sixteen miles north of Indian River Inlet	27 40 00	80 21 20
Indian River Inlet *	Fla.	South side of Inlet	27 29 45	80 17 50
Gilberts Bar *	Fla.	At Saint Lucie Rocks, 2 miles north of Gilberts Bar Inlet.	27 12 00	80 09 50
Jupiter Inlet	Fla.	One mile south of Inlet	26 55 40	80 04 00
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 27 30	80 03 20
Fort Lauderdale *	Fla.	Four miles north of New River Inlet	26 08 00	80 06 00
Biscayne Bay *	Fla.	Six miles north of Norris Cut	25 54 10	80 08 00

* House of refuge. No crew employed. † Discontinued March 30, 1891.

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EIGHTH DISTRICT.

GULF COAST OF UNITED STATES.

Name of station.	State.	Locality.	Approximate position. Latitude, north.	Approximate position. 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 Harbor Beach 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, ¾ mile from north end, on east bank.		
Duluth	Minn.	On Minnesota Point, Upper Duluth		

* Destroyed by fire.

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ELEVENTH DISTRICT.

LAKE MICHIGAN.

Name of station.	State.	Locality.	Approximate position. Latitude, north.	Approximate position. Longitude, west.
			° ′ ″	° ′ ″
Beaver Island	Mich	Near light		
North Manitou Island	Mich	Near Pickards Wharf		
Point 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 northwest of Pilot Island light.		

TWELFTH DISTRICT.

PACIFIC COAST.

Neah Bay*	Wash			
Petersons Point	Wash	Just south of Grays Harbor light	46 53 15	124 07 15
Shoalwater Bay	Wash	Near lighthouse boat landing	46 43 00	124 03 00
Ilwaco Beach	Wash	Thirteen miles north of Cape Disappointment	46 27 50	124 03 25
Cape Disappointment	Wash	Bakers Bay, one-half mile northeast of light	46 16 40	124 03 00
Point Adams	Oreg	Three-quarters mile southeast of Fort Stevens	46 12 00	123 57 00
Yaquina Bay	Oreg	About 1 mile south of harbor entrance	44 35 30	124 03 54
Umpqua River	Oreg	Near entrance of river, north side	43 42 00	124 10 30
Cape Arago	Oreg	Coos Bay, north side	43 22 50	124 18 00
Coquille River	Oreg	In town of Bandon	43 07 00	124 25 00
Humboldt Bay	Cal	Near light	40 46 00	124 13 00
Point Reyes	Cal	Three and one-half miles north of light	38 02 20	122 59 30
Bolinas Bay†	Cal			
Fort Point	Cal	Three-quarters mile east of light	37 48 10	122 27 50
Golden Gate Park	Cal	On beach in Golden Gate Park, San Francisco, ¾ mile south Point Lobos.	37 46 10	122 30 30
Southside	Cal	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.

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DIRECTIONS FOR RESTORING THE APPARENTLY DROWNED.

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DIRECTIONS FOR RESTORING THE APPARENTLY DROWNED.

NOTE.—These directions differ from those given in the last report by the addition of means for securing deeper inspiration. The method heretofore published, known as the Howard, or Direct Method, has been productive of excellent results in the practice of the Service, and is retained here. It is, however, here arranged for practice in combination with the Sylvester method, the latter producing deeper inspiration than any other known method, while the former effects the most complete expiration. The combination, therefore, tends to produce the most rapid oxygenation of the blood—the real object to be gained. The combination is prepared primarily for the use of life saving crews where assistants are at hand. A modification of Rule III, however, is published as a guide in cases where no assistants are at hand and one person is compelled to act alone. In preparing these directions the able and exhaustive report of Messrs. J. Collins Warren, M. D., and George B. Shattuck, M. D., committee of the Humane Society of Massachusetts, embraced in the annual report of the society for 1895–96, has been availed of, placing the Department under many obligations to these gentlemen for their valuable suggestions.

RULE I. AROUSE THE PATIENT.—Do not move the patient unless in danger of freezing; instantly expose the face to the air, toward the wind if there be any; wipe dry the mouth and nostrils; rip the clothing so as to expose the chest and waist; give two or three quick, smarting slaps on the chest with the open hand.

If the patient does not revive proceed immediately as follows:

RULE II. TO EXPEL WATER FROM THE STOMACH AND CHEST (See Fig. I).—Separate the jaws and keep them apart by placing between



FIG. I.

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

RULE III. TO PRODUCE BREATHING (See Figs. II and III).—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 as to raise the pit of the stomach above the level of the rest of the body. Let an assistant with a handkerchief or piece of dry cloth draw the tip of the tongue out of one corner of the mouth (which prevents the tongue from falling back and choking the entrance to the windpipe), and keep it projecting a little beyond the lips. Let another assistant grasp the arms just below the elbows and draw them steadily upward by the sides of the patient's head to the ground, the hands nearly meeting (which enlarges the capacity of the chest and induces inspiration). (Fig. II.) While this is being done let a third assistant take position astride the patient's

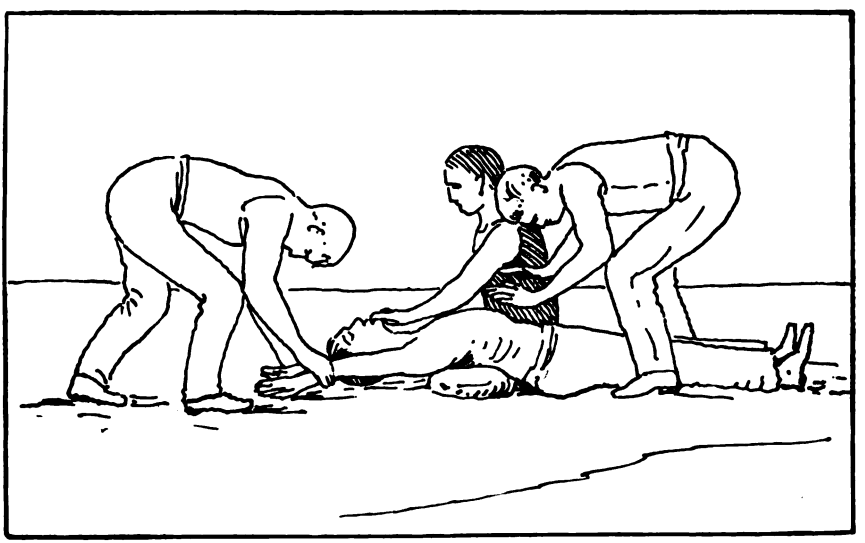


FIG. II.

hips with his elbows resting upon his own knees, his hands extended ready for action. Next, let the assistant standing at the head turn down the patient's arms to the sides of the body, the assistant holding the tongue changing hands if necessary* to let the arms pass. Just before the patient's hands reach the ground the man astride the body will grasp the body with his hands, the balls of the thumb resting on either side of the pit of the stomach, the fingers falling into the grooves between the short ribs. Now, using his knees as a pivot, he will at the moment the patient's hands touch the ground throw (not too suddenly) all his weight forward on his hands, and at the same time squeeze the waist between them as if he wished to force anything in the chest

*Changing hands will be found unnecessary after some practice; the tongue, however, must not be released.

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upward out of the mouth; he will deepen the pressure while he slowly counts one, two, three, four (about five seconds), then suddenly let go with a final push, which will spring him back to his first position.* This completes expiration. (Fig. III.)

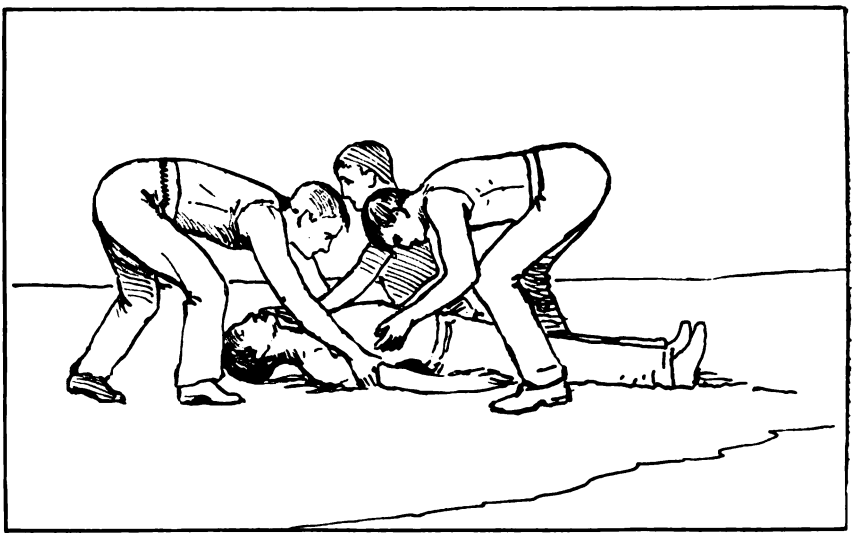


FIG. III.

At the instant of his letting go, the man at the patient's head will again draw the arms steadily upward to the sides of the patient's head as before (the assistant holding the tongue again changing hands to let the arms pass if necessary), holding them there while he slowly counts one, two, three, four (about five seconds).

Repeat these movements deliberately and perseveringly twelve to fifteen times in every minute—thus imitating the natural motions of breathing.

If natural breathing be not restored after a trial of the bellows movement for the space of about 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 passage 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 have been unceasingly practiced from the beginning by assistants, taking care not to interfere with the means employed to produce breathing. Thus the limbs of the patient should be rubbed, always in an upward direction toward the body, with firm-grasping pressure and energy, using the bare hands, dry flannels, or handkerchiefs, and continuing the friction under the blankets or over the dry clothing. The warmth of the body can also be promoted by the application of hot flannels to the stomach and armpits, bottles or bladders of hot water, heated bricks, etc., to the limbs and soles of the feet.

* A child or very delicate patient must, of course, be more gently handled.

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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 maintainted 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.

MODIFICATION OF RULE III.

To be used after Rules I and II in case no assistance is at hand.

TO PRODUCE RESPIRATION.—If no assistance is at hand and one person must work alone, place the patient on his back with the shoulders slightly raised on a folded article of clothing; draw forward the tongue and keep it projecting just beyond the lips; if the lower jaw be lifted the teeth may be made to hold the tongue in place; it may be necessary to retain the tongue by passing a handkerchief under the chin and tying it over the head.

Grasp the arms just below the elbows and draw them steadily upward by the sides of the patient's head to the ground, the hands nearly meeting. (See Fig. IV.)

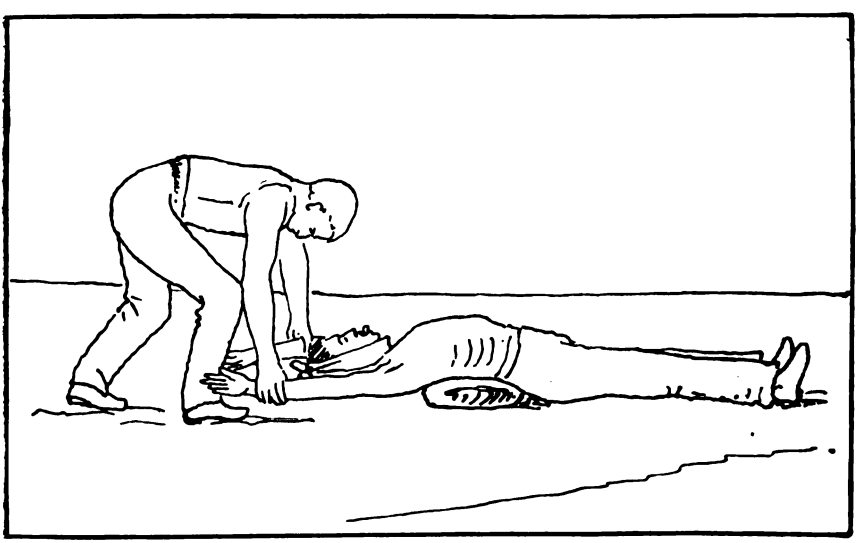


FIG. IV.

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Next lower the arms to the side and press firmly downward and inward on the sides and front of the chest over the lower ribs, drawing toward the patient's head. (See Fig. V.)

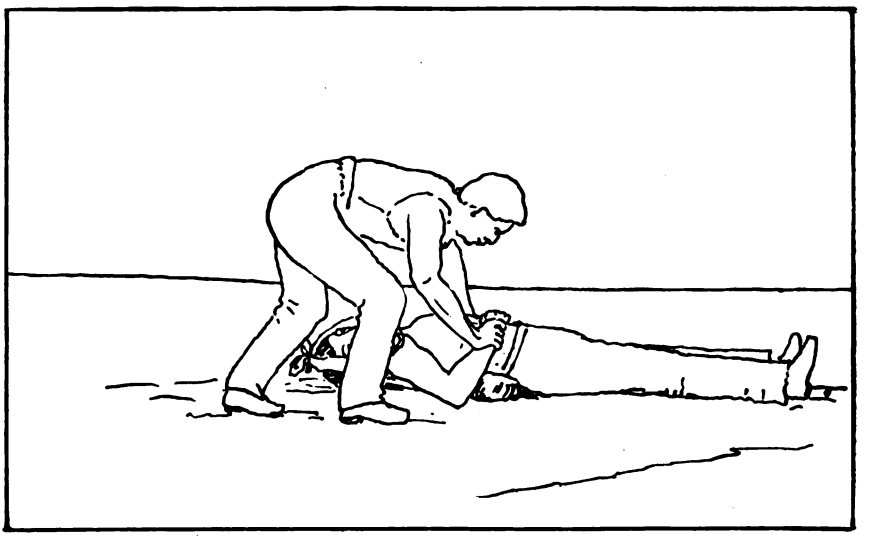


FIG. V.

Repeat these movements twelve to fifteen times every minute, etc.

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WRECKS AND OTHER CASUALTIES.

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

ABSTRACT OF RETURNS OF WRECKS AND OTHER CASUALTIES TO VESSELS WHICH HAVE OCCURRED ON AND NEAR THE COASTS AND ON THE RIVERS OF THE UNITED STATES, AND TO AMERICAN VESSELS AT SEA AND ON THE COASTS OF FOREIGN COUNTRIES DURING THE FISCAL YEAR ENDING JUNE 30, 1899.

REMARKS EXPLANATORY OF THE WRECK STATISTICS FOR THE YEAR 1898–99.

The following is the twenty-sixth 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 accompaning 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 occuring 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.

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The disasters embraced in the foregoing divisions are classified as follows, viz:

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

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

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

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

Fire, irrespective of results;
Scuttling or any intentional damage to vessels;
Collisions with fields or quantities of ice, although vessels may be sunk thereby;
Striking on sunken wrecks, anchors, buoys, piers, or bridges;
Leakage (except when vessel foundered or went ashore for safety);
Loss of masts, sails, boats, or any portion of vessels' equipments;
Capsizing, when vessels did not sink;
Damage to machinery;
Fouling of anchors;
Striking of lightning;
Explosion of boilers;
Breakage of wheels;
Also water-logged, missing, and abandoned vessels.

ADDITIONAL STATISTICS FOR THE FISCAL YEAR ENDING JUNE 30, 1898.

Since the publication of the annual statement for the fiscal year ending June 30, 1898, information has been received of the occurrence of disasters during the year to sixty-six American vessels, involving the loss of twenty-two lives; also the loss of twenty-two lives on nineteen vessels suffering no other casualty.

Disasters to vessels and divisions in which they occurred.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Founderings:						
Vessels	3	.....	.....	1	6	10
Tonnage	161	.....	.....	10	1,784	1,955
Passengers	.....	.....	.....	.....	6	6
Crews	.....	.....	.....	4	37	41
Lives lost	.....	.....	.....	.....	.....	.....
Strandings:						
Vessels	8	6	1	1	1	17
Tonnage	1,513	2,941	2,431	898	231	8,014
Passengers	.....	18	.....	40	.....	58
Crews	34	68	21	26	5	154
Lives lost	.....	.....	.....	.....	.....	.....
Collisions:						
Vessels	.....	4	.....	2	4	10
Tonnage	.....	520	.....	994	1,786	3,300
Passengers	.....	.....	.....	.....	.....	.....
Crews	.....	20	.....	10	17	47
Lives lost	.....	.....	.....	.....	.....	.....
Other causes:						
Vessels	7	2	2	8	10	29
Tonnage	5,190	430	469	2,845	4,498	13,432
Passengers	55	39	.....	1	1	96
Crews	102	33	19	56	83	293
Lives lost	9	.....	.....	.....	13	22

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Disasters to vessels, etc.—Continued.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Totals:						
Vessels	18	12	3	12	21	66
Tonnage	6,864	3,891	2,900	4,747	8,299	26,701
Passengers	55	57	.....	41	7	160
Crews	136	121	40	96	142	535
Lives lost	9	.....	.....	.....	13	22
Vessels totally lost:						
Vessels	8	2	1	1	10	22
Tonnage	529	994	137	10	3,047	4,717
Passengers	.....	.....	.....	.....	6	6
Crews	13	17	5	4	57	96
Lives lost	.....	.....	.....	.....	13	13
Vessels damaged:						
Vessels	10	10	2	11	11	44
Tonnage	6,335	2,897	2,763	4,737	5,252	21,984
Passengers	55	57	.....	41	1	154
Crews	123	104	35	92	85	439
Lives lost	9	.....	.....	.....	.....	9
Vessels not damaged:						
Vessels	1	1	2	9	6	19
Tonnage	17	111	130	1,060	5,347	6,665
Passengers	.....	.....	20	44	.....	64
Crews	.....	7	7	112	104	230
Lives lost	1	1	4	10	6	22
Aggregate:						
Vessels	19	13	5	21	27	85
Tonnage	6,881	4,002	3,030	5,807	13,646	33,366
Passengers	55	57	20	85	7	224
Crews	136	128	47	208	246	765
Lives lost	10	1	4	10	19	44

Of the lives lost, reported above, 8 were lost from the schooner *William Johnson*, of Somers Point, New Jersey, which sailed from Philadelphia January 18, 1898, for Portland, Maine, since which time she has not been heard from; 9 were lost from the schooner *Speedwell* of Key West, Florida, which capsized off Marquesas Key, Florida, March 3, 1898; 5 were lost from the schooner *Stephen Morris*, of New York, which was abandoned at sea, in June, 1898; and 22 were lost from vessels, sustaining no damage, as follows: 5 were lost from vessels in collision, 12 fell overboard, 1 was caught by a hawser and pulled overboard, 1 was killed by a falling mast, 1 was lost overboard, 1 was washed overboard by a heavy sea, and 1 was lost in a dory while away from the vessel fishing.

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

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Summary of disasters to vessels which occurred on and near the coasts and on the rivers of the United States, and to American vessels at sea and on the coasts of foreign countries, during the year ending June 30, 1898.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
FOUNDERINGS.						
Number of vessels	49	2	10	22	25	108
Tonnage of vessels totally lost	5,219	329	5,122	932	8,007	19,609
Tonnage of vessels damaged	2,387	.....	80	839	.....	3,306
Value of vessels, dollars	279,750	9,200	150,750	57,425	305,250	802,375
Value of cargoes, do	78,955	.....	123,085	3,200	83,120	288,360
Loss to vessels, do	128,975	9,200	139,150	26,075	305,250	608,650
Loss to cargoes, do	33,605	.....	123,085	400	80,620	237,710
Insurance on vessels, do	177,200	1,000	37,240	14,500	158,680	388,620
Insurance on cargoes, do	59,400	.....	34,255	2,000	27,300	122,955
Laden	28	.....	8	3	18	57
In ballast	21	2	2	19	7	51
Unknown whether laden or not	.....	.....	.....	.....	.....	.....
Wrecks involving total loss	40	2	8	14	25	89
Casualties involving partial and unknown damage	9	.....	2	8	.....	19
Number of passengers	2	27	.....	47	65	141
Number in crews	179	14	79	118	208	598
Total on board	181	41	79	165	273	739
Number of lives lost	10	39	19	.....	54	122
STRANDINGS.						
Number of vessels	184	29	64	18	45	340
Tonnage of vessels totally lost	32,349	10,628	3,466	1,070	13,780	61,293
Tonnage of vessels damaged	34,757	7,919	82,575	10,393	14,357	150,001
Value of vessels, dollars	2,196,350	920,000	4,519,000	807,550	1,169,700	9,612,600
Value of cargoes, do	592,775	518,780	623,885	159,415	940,910	2,835,765
Loss to vessels, do	845,875	509,870	382,020	165,450	471,755	2,374,970
Loss to cargoes, do	253,880	155,540	28,060	3,500	506,010	946,990
Insurance on vessels, do	883,850	287,100	3,663,600	441,000	709,325	5,984,875
Insurance on cargoes, do	249,735	84,515	144,425	75,275	432,600	986,550
Laden	131	19	50	12	32	244
In ballast	53	10	14	6	13	96
Unknown whether laden or not	.....	.....	.....	.....	.....	.....
Wrecks involving total loss	110	18	10	4	31	173
Casualties involving partial and unknown damage	74	11	54	14	14	167
Number of passengers	358	627	23	187	579	1,774
Number in crews	1,457	489	876	499	767	4,088
Total on board	1,815	1,116	899	686	1,346	5,862
Number of lives lost	38	70	.....	.....	11	119
COLLISIONS.						
Number of vessels	232	34	60	30	22	378
Tonnage of vessels totally lost	2,420	118	89	50	318	2,995
Tonnage of vessels damaged	143,951	23,960	85,547	16,956	19,330	289,744
Value of vessels, dollars	10,605,240	1,369,000	4,774,900	997,400	339,650	18,086,190
Value of cargoes, do	1,236,825	190,625	571,190	172,200	58,090	2,228,930
Loss to vessels, do	328,335	27,400	96,540	21,875	35,100	509,250
Loss to cargoes, do	18,570	.....	500	105	2,000	21,175
Insurance on vessels, do	5,216,350	260,600	3,636,570	294,300	53,650	9,461,470
Insurance on cargoes, do	552,050	120,000	220,880	110,000	32,500	1,035,430
Laden	94	19	35	14	9	171
In ballast	104	9	18	9	4	144
Unknown whether laden or not	34	6	7	7	9	63
Wrecks involving total loss	14	1	1	1	2	19
Casualties involving partial and unknown damage	**218**	**33**	**59**	**29**	**20**	**359**
Number of passengers	**6,819**	**613**	**208**	**330**	**1**	**7,971**
Number in crews	**2,716**	**453**	**852**	**323**	**165**	**4,509**
Total on board	**9,535**	**1,066**	**1,060**	**653**	**166**	**12,480**
Number of lives lost	**7**	**1**	**4**	**1**	.....	**13**
OTHER CAUSES.						
Number of vessels	**122**	**14**	**75**	**100**	**120**	**431**
Tonnage of vessels totally lost	**2,569**	**461**	**7,093**	**13,133**	**22,934**	**46,190**
Tonnage of vessels damaged	**60,350**	**4,181**	**44,077**	**15,668**	**79,651**	**203,927**
Value of vessels, dollars	**5,287,775**	**460,300**	**2,670,600**	**1,516,700**	**9,576,810**	**19,512,185**
Value of cargoes, do	**2,723,750**	**160,335**	**378,360**	**300,540**	**3,379,400**	**6,942,385**
Loss to vessels, do	**352,400**	**99,290**	**381,185**	**645,295**	**6,120,230**	**7,598,390**
Loss to cargoes, do	**102,070**	**31,140**	**65,365**	**97,210**	**270,200**	**565,985**
Insurance on vessels, do	**2,202,155**	**249,440**	**2,046,615**	**565,700**	**2,207,740**	**7,271,650**
Insurance on cargoes, do	**2,482,990**	**10,000**	**111,300**	**103,350**	**1,137,830**	**3,845,470**
Laden	**70**	**10**	**39**	**40**	**97**	**256**

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

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
OTHER CAUSES—*Continued.*						
In ballast	52	4	36	59	23	174
Unknown whether laden or not	.....	.....	.....	1	.....	1
Wrecks involving total loss	27	2	14	44	38	125
Casualties involving partial and unknown damage	95	12	61	56	82	306
Number of passengers	1,814	167	405	965	266	3,617
Number in crews	1,479	158	795	1,752	2,375	6,559
Total on board	3,293	325	1,200	2,717	2,641	10,176
Number of lives lost	19	.....	4	24	464	511
RECAPITULATION.						
Number of vessels	587	79	209	170	212	1,257
Laden	323	48	132	69	156	728
In ballast	230	25	70	93	47	465
Unknown whether laden or not	34	6	7	8	9	64
Wrecks involving total loss	191	23	33	63	96	406
Casualties involving partial and unknown damage	396	56	176	107	116	851
Number of passengers	8,993	1,434	636	1,529	911	13,503
Number in crews	5,831	1,114	2,602	2,692	3,515	15,754
Total on board	14,824	2,548	3,238	4,221	4,426	29,257
Number of lives lost	74	110	27	25	529	*765
Total tonnage vessels totally lost	42,557	11,536	15,770	15,185	45,039	130,087
Total tonnage vessels damaged	241,445	36,060	212,279	43,856	113,338	646,978
Aggregate	284,002	47,596	228,049	59,041	158,377	777,065
Total value of vessels.....dollars	18,369,115	2,758,500	12,115,250	3,379,075	11,391,410	48,013,350
Total value of cargoes .....do	4,632,305	869,740	1,696,520	635,355	4,461,520	12,295,440
Aggregate.....do	23,001,420	3,628,240	13,811,770	4,014,430	15,852,930	60,308,790
Total losses to vessels. .....do	1,655,585	645,760	998,895	858,695	6,932,325	11,091,260
Total losses to cargoes .....do	408,125	186,680	217,010	101,215	858,830	1,771,860
Aggregate.....do	2,063,710	832,440	1,215,905	959,910	7,791,155	12,863,120
Total insurance on vessels.....do	8,479,555	798,140	9,384,025	1,315,500	3,129,395	23,106,615
Total insurance on cargoes.....do	3,344,175	214,515	510,860	290,625	1,630,230	5,990,405
Aggregate.....do	11,823,730	1,012,655	9,894,885	1,606,125	4,759,625	29,097,020

*In addition to the number of lives lost, here reported, 252 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 1,017.

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 1897–98 and 1898–99, with the percentage of increase or decrease of the latter compared with the former:

	1897-98.	1898-99.	Per cent of—
Number of vessels involved:			
Atlantic and Gulf coasts	569	842	Increase, 47.98
Pacific coast	67	65	Decrease, 2.98
Great Lakes	206	295	Increase, 43.15
Rivers	158	163	Increase, 3.16
At sea and in foreign waters	191	209	Increase, 9.42
Aggregate	1,191	1,574	Increase, 32.16

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COMPARATIVE STATEMENT—*Continued.*

	1897-98.	1898-99.	Per cent of—
Value of vessels and cargoes:			
Atlantic and Gulf coasts	$22,384,545	$25,944,620	Increase, 15.91
Pacific coast	3,396,790	2,533,330	Decrease, 25.20
Great Lakes	13,630,370	17,217,510	Increase, 26.32
Rivers	3,731,265	2,690,990	Decrease, 27.88
At sea and in foreign waters	15,498,130	13,318,220	Decrease, 14.07
Aggregate	58,631,100	61,704,670	Increase, 5.24
Losses to vessels and cargoes:			
Atlantic and Gulf coasts	$2,034,685	$3,919,215	Increase, 92.62
Pacific coast	764,940	677,920	Decrease, 11.38
Great Lakes	1,141,655	2,671,615	Increase, 134.00
Rivers	930,330	736,755	Decrease, 20.81
At sea and in foreign waters	7,597,155	3,379,235	Decrease, 55.52
Aggregate	12,468,765	11,384,740	Decrease, 8.69
Tonnage of vessels involved:			
Atlantic and Gulf coasts	277,138	377,587	Increase, 36.25
Pacific coast	43,705	41,569	Decrease, 4.89
Great Lakes	225,149	283,679	Increase, 26.00
Rivers	54,294	49,309	Decrease, 9.18
At sea and in foreign waters	150,078	169,599	Increase, 13.01
Aggregate	750,364	921,743	Increase, 22.84
Tonnage of vessels totally lost:			
Atlantic and Gulf coasts	42,028	76,290	Increase, 81.52
Pacific coast	10,542	7,506	Decrease, 28.80
Great Lakes	15,633	32,767	Increase, 109.60
Rivers	15,175	8,601	Decrease, 43.32
At sea and in foreign waters	41,992	57,156	Increase, 36.11
Aggregate	125,370	182,320	Increase, 45.48

On the 30th of June, 1899, the total number of registered, enrolled, and licensed vessels belonging to the United States was 22,728, with a total tonnage of 4,864,238. Of this number, 1,515 vessels, having a total tonnage of 853,793, met with casualties during the year, being 6.67 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, 1899, 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	6,837	611	As 1 to 11.19
Sailing vessels	13,300	832	As 1 to 16.00
Canal boats	629	1	As 1 to 629.00
Barges	1,962	71	As 1 to 27.63
Total	22,728	1,515	As 1 to 15.00

During the year 446 vessels were reported as having met with collisions, but as two vessels were engaged in each collision (though in a few instances three or more collided with each other in gales, etc.), the actual number of casualties of this nature was a little less than one-half that number.

Fifty-four foreign vessels, having an aggregate tonnage of 61,500, met with disasters in American waters during the year. The nationalities,

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values involved, etc., of these vessels are given in certain of the accompanying tables.

Besides the foreign vessels above reported, five others collided with American vessels at sea, involving a tonnage of 6,450.

In addition to the lives lost in the disasters to vessels which are embraced in the tables, 249 persons perished by drowning or by accident on board out of crews employed on 223 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-four fiscal years:

Fiscal year.	Number of casualties.	Number of persons on board.	Number of lives lost.	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875-76	1,553	18,134	*878	As 1 to 20.65	As 1 to 1.77
1876-77	1,547	22,307	*826	As 1 to 27.00	As 1 to 1.87
1877-78	1,483	21,531	*644	As 1 to 33.43	As 1 to 2.30
1878-79	1,545	23,353	*730	As 1 to 31.99	As 1 to 2.12
1879-80	1,624	26,491	*469	As 1 to 56.48	As 1 to 3.46
1880-81	1,528	24,286	*623	As 1 to 38.98	As 1 to 2.45
1881-82	1,514	25,712	*502	As 1 to 51.22	As 1 to 3.02
1882-83	1,416	25,197	*539	As 1 to 46.75	As 1 to 2.63
1883-84	1,647	26,561	*807	As 1 to 32.91	As 1 to 2.04
1884-85	1,407	29,584	*335	As 1 to 88.31	As 1 to 4.20
1885-86	1,650	25,680	*576	As 1 to 44.58	As 1 to 2.86
1886-87	1,494	23,992	*529	As 1 to 45.35	As 1 to 2.82
1887-88	1,461	22,717	*538	As 1 to 42.22	As 1 to 2.72
1888-89	1,468	25,097	*638	As 1 to 39.34	As 1 to 2.30
1889-90	1,419	28,331	*548	As 1 to 51.70	As 1 to 2.59
1890-91	1,431	33,734	*447	As 1 to 75.64	As 1 to 3.20
1891-92	1,496	23,924	*646	As 1 to 37.03	As 1 to 2.32
1892-93	1,421	26,059	*397	As 1 to 65.64	As 1 to 3.58
1893-94	1,551	31,687	*664	As 1 to 47.72	As 1 to 2.35
1894-95	1,437	27,233	*689	As 1 to 39.53	As 1 to 2.09
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	1,191	28,562	*743	As 1 to 38.44	As 1 to 1.60
1898-99	1,574	29,940	*742	As 1 to 40.35	As 1 to 2.12

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

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The following table is the same as the foregoing, except that it is confined to our own domain, the disasters occuring at sea and in foreign waters being excluded:

Fiscal year.	Number of casualties.	Number of persons on board.	Number of lives lost.	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875-76	1,139	13,487	*501	As 1 to 26.92	As 1 to 2.27
1876-77	1,023	15,977	*278	As 1 to 57.47	As 1 to 3.68
1877-78	1,083	16,785	*403	As 1 to 41.65	As 1 to 2.69
1878-79	1,044	16,245	*222	As 1 to 73.18	As 1 to 4.70
1879-80	1,265	21,691	*170	As 1 to 127.59	As 1 to 7.44
1880-81	1,171	19,713	*272	As 1 to 72.47	As 1 to 4.31
1881-82	1,203	20,495	*241	As 1 to 85.04	As 1 to 4.99
1882-83	1,090	20,623	*628	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 4.56
1889-90	1,176	25,261	*269	As 1 to 93.91	As 1 to 4.37
1890-91	1,205	30,181	*343	As 1 to 88.25	As 1 to 3.51
1891-92	1,231	19,676	*197	As 1 to 99.88	As 1 to 6.25
1892-93	1,177	21,653	*203	As 1 to 106.67	As 1 to 5.80
1893-94	1,271	27,152	*379	As 1 to 71.64	As 1 to 3.35
1894-95	1,150	21,787	*197	As 1 to 110.59	As 1 to 5.84
1895-96	1,076	21,439	*145	As 1 to 147.86	As 1 to 7.42
1896-97	943	17,005	*120	As 1 to 141.71	As 1 to 7.86
1897-98	1,000	24,285	*227	As 1 to 106.98	As 1 to 4.40
1898-99	1,365	25,323	*472	As 1 to 53.65	As 1 to 2.89

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

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STATISTICAL TABLES FOR THE FISCAL YEAR ENDING JUNE 30, 1899.

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, 1899, showing the* NUMBER *and* VALUE *of* VESSELS *and* CARGOES *and amount of* LOSS *to same where known.*

Months.	Total value of vessels.		Number of vessels, value unknown.	Total value of cargoes.		Number of cargoes, value unknown.	Unknown whether laden or not.	Loss to vessels.		Number of vessels totally lost, amount unknown.	Number of vessels damaged, amount unknown.*	Loss to cargoes.		Number of cargoes totally lost, amount unknown.	Number of cargoes not damaged, or damage unknown.
	Number.	Amount.		Number.	Amount.			Number.	Amount.			Number.	Amount.		
July	40	$1,296,450	5	19	$178,240	3	5	37	$206,785	.....	8	9	$60,050	.....	18
August	40	1,354,200	6	14	176,085	.....	6	39	342,755	2	5	6	5,680	1	13
September	41	1,532,750	2	29	434,545	.....	2	40	183,295	.....	3	10	48,840	.....	21
October	73	1,357,660	7	39	198,440	4	6	70	158,475	1	9	25	40,100	1	23
November	254	2,930,935	14	136	637,005	3	14	246	1,163,505	.....	22	77	262,700	1	75
December	46	2,431,850	3	24	436,045	1	2	45	206,650	1	3	10	8,065	.....	17
January	43	1,118,800	9	28	524,230	2	8	45	112,495	2	5	15	17,315	.....	23
February	82	3,001,070	7	50	571,305	5	6	83	433,325	1	5	24	87,415	.....	37
March	52	2,144,350	8	30	845,690	1	8	52	144,850	.....	8	12	59,000	.....	27
April	33	1,331,800	5	18	405,030	1	5	28	60,175	.....	10	10	12,190	.....	14
May	24	332,000	3	15	19,610	.....	3	23	124,350	.....	4	10	10,100	.....	8
June	38	1,910,400	7	19	776,140	1	7	36	162,910	.....	9	10	8,190	.....	17
Total	766	20,742,265	76	421	5,202,355	21	72	744	3,299,570	7	91	218	619,645	3	293

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

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TABLE 2.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1899, showing the number of* VESSELS TOTALLY LOST, *the number* DAMAGED, *and their* TONNAGE, *the number of* PERSONS ON BOARD, *and the number of* LIVES LOST.

Months.	Number of disasters resulting in total loss of vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss, unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Total number of lives lost.
July	11	26	5	3	45	3,231	17,058	1,858	511	9
August	13	28	4	1	46	4,934	12,767	357	396	.....
September	13	28	2	.....	43	4,665	14,195	405	438	19
October	32	39	7	2	80	6,281	26,232	196	459	2
November	107	139	20	2	268	32,502	48,014	708	1,584	263
December	15	31	2	1	49	1,499	22,120	278	654	8
January	17	30	5	.....	52	2,730	22,876	257	501	1
February	23	61	5	.....	89	10,119	41,131	513	938	.....
March	19	33	8	.....	60	4,359	31,145	570	617	10
April	10	18	5	5	38	1,363	19,422	84	380	16
May	13	10	3	1	27	3,147	5,374	78	127	4
June	13	23	7	2	45	1,460	40,963	983	514	1
Total	286	466	73	17	842	76,290	301,297	6,287	7,119	333

TABLE NO. 3.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1899, showing the number of* VESSELS *and* CARGOES INSURED *and* UNINSURED, *and the* AMOUNT *of* INSURANCE *where known.*

Months.	Number of vessels and cargoes reported to be insured, and the AMOUNT OF INSURANCE.					Number of vessels and cargoes reported not insured.		Number of vessels and cargoes, whether insured or not, unknown.		Vessels in ballast.
	Vessels.		Cargoes.		Total amount of insurance.	Vessels.	Cargoes	Vessels.	Cargoes.	
	Number.	Amount.	Number.	Amount.						
July	25	$736,500	7	$108,715	$845,215	12	9	8	11	18
August	19	606,000	6	44,800	650,800	16	6	11	8	26
September	18	436,500	13	85,405	521,905	23	8	2	10	12
October	33	596,950	17	142,585	739,535	36	11	11	21	31
November	103	998,600	56	470,530	1,469,130	135	48	30	49	115
December	20	838,525	9	258,985	1,097,510	19	10	10	8	22
January	21	759,300	14	213,525	972,825	17	5	14	19	14
February	42	1,862,600	22	407,805	2,270,405	26	14	21	25	28
March	23	1,454,900	10	259,790	1,714,690	24	7	13	22	21
April	14	462,915	6	149,250	612,165	15	7	9	11	14
May	9	205,000	4	11,780	216,780	13	8	5	6	9
June	19	769,400	5	394,800	1,164,200	15	9	11	13	18
Total	346	9,727,190	169	2,547,970	12,275,160	351	142	145	203	328

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TABLE 4.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1899, distinguishing the* NATURE *of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	1	4	4	12	24	1	4	2	4	2	1	1	60
Stranded	11	17	13	23	171	22	16	31	21	8	10	10	353
Collided	22	12	18	27	59	10	24	24	22	24	10	20	272
Abandoned	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Capsized	1	.....	2	.....	1	.....	.....	.....	.....	.....	.....	3	7
Damage to hull, masts, rigging, etc.	.....	3	2	1	2	1	1	7	3	.....	.....	.....	20
Damage to machinery	4	3	.....	4	1	1	1	1	3	.....	.....	2	20
Explosion of boiler and bursting of steam pipes.	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Explosion of naphtha	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Fire	5	5	3	8	2	5	2	4	4	3	4	7	52
Ice	.....	.....	.....	.....	.....	.....	4	14	.....	.....	.....	.....	18
Sprung a leak	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
Struck bridge, rock, sunken wreck, wharf, etc.	1	2	.....	5	4	5	.....	5	3	.....	2	2	29
Waterlogged	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Miscellaneous	.....	.....	.....	.....	2	.....	.....	1	.....	1	.....	.....	4
Total	45	46	43	80	268	49	52	89	60	38	27	45	842

TABLE 5.—*Abstract of returns of disasters (excluding collisions) to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1899, distinguishing the* CAUSE *of each disaster.*

Class and cause of disaster.	Foundrings.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.—*Causes connected with the weather:*					
Calms, currents, and tides	.....	10	.....	.....	10
Darkness	.....	9	.....	.....	9
Fog	.....	30	1	.....	31
Gales, hurricanes, etc	33	224	32	.....	289
Heavy sea	3	3	2	.....	8
Snowstorms	.....	14	.....	.....	14
Total	36	290	35	.....	361
CLASS 3.—*Causes connected with navigation and seamanship:*					
Errors of masters, officers, and crews	.....	15	.....	.....	15
Errors of pilots	.....	7	.....	.....	7
Total	.....	22	.....	.....	22
CLASS 4.—*Causes connected with machinery or boilers:*					
Damage to machinery	.....	.....	20	.....	20
Explosion of boilers and bursting of steam pipes	.....	.....	2	.....	2
Explosion of naphtha	.....	.....	1	.....	1
Total	.....	.....	23	.....	23
CLASS 5.—*Other causes:*					
Absence of buoys or lights	.....	7	.....	.....	7
Capsized	4	.....	3	.....	7
Fire	.....	.....	49	.....	49
Ice	.....	11	18	.....	29
Misstayed	.....	9	.....	.....	9
Spontaneous combustion	.....	.....	1	.....	1
Sprung a leak	17	6	4	.....	27
Struck bridge, rock, wreck, wharf, etc	.....	4	20	.....	24
Waterlogged	.....	.....	1	.....	1
Miscellaneous	2	4	3	.....	9
Unknown	1	.....	.....	.....	1
Total	24	41	99	.....	164
Aggregate	60	353	157	.....	570

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

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TABLE 6.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1899, 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	2	4	.....	2	4	8	1	.....	27
Bad management	.....	.....	.....	.....	.....	.....	.....	1	2	.....	.....	1	4
Carelessness	2	.....	1	.....	.....	1	1	.....	.....	.....	.....	.....	5
Darkness	.....	.....	.....	.....	2	2	2	.....	.....	.....	.....	.....	6
Error in judgment	.....	.....	1	.....	2	2	.....	.....	1	.....	.....	.....	6
Fault of other vessel	7	4	7	5	5	1	6	5	6	5	5	3	59
Fault of tug towing	.....	.....	.....	5	2	.....	.....	1	2	1	.....	.....	11
Fog	2	2	4	4	2	.....	6	2	.....	4	.....	12	38
High and baffling winds	2	.....	.....	6	39	.....	.....	8	4	.....	.....	.....	59
Misunderstanding signals	.....	.....	.....	2	2	.....	2	.....	.....	.....	.....	.....	6
Tides and currents	2	.....	.....	.....	.....	.....	3	2	2	1	.....	.....	10
Unavoidable	.....	.....	.....	.....	.....	.....	.....	2	.....	3	.....	.....	5
Want of proper lights	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Miscellaneous	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Unknown	7	4	3	3	2	.....	4	1	1	2	4	2	33
Total	22	12	18	27	59	10	24	24	22	24	10	20	272

TABLE 7.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1899, showing the number of vessels and distinguishing their description.*

Description of vessel.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges	4	.....	3	10	15	.....	2	8	1	3	3	1	50
Barks	.....	3	1	1	1	1	.....	.....	1	1	.....	.....	9
Barkentines	.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	2
Brigs	.....	1	.....	.....	2	2	.....	.....	.....	1	1	.....	7
Brigantines	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Canal boats	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Ferryboats	1	.....	1	2	6	1	6	.....	2	1	.....	1	21
Schooners	13	17	24	40	200	23	28	55	30	18	14	18	480
Scows	1	1	1	1	1	1	.....	.....	1	1	.....	.....	8
Ships	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	2
Sloops	1	1	.....	4	14	1	2	1	2	.....	.....	1	27
Steamers	23	22	9	18	24	20	12	24	23	12	9	24	220
Steam barges	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Steam yachts	1	.....	1	.....	2	.....	.....	.....	.....	.....	.....	.....	4
Yachts	1	1	2	2	1	.....	.....	.....	.....	.....	.....	.....	7
Unknown	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Total	45	46	43	80	268	49	52	89	60	38	27	45	842

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TABLE 8.—*Abstract of returns of disasters to foreign vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1899, showing* NATIONALITY *and* DESCRIPTION, *and distinguishing those* TOTALLY LOST *and those* PARTIALLY DAMAGED.

Nationality and rig.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British barks					1													1							1	1	2
British barkentines															1										1		1
British brigs									1			1													1	1	2
British schooners							1		2	8	1	2	2	1	2			3							8	14	22
British steamers								2						1										2		5	5
Danish steamships														1												1	1
Dutch ships																				1						1	1
German steamships																1								1		2	2
Italian barks			1				1																		2		2
Norwegian barks			1																						1		1
Norwegian steamships				1		1												1				1				4	4
Total			2	1	1	1	2	2	3	8	1	3	2	3	3	1		5		1		1		3	14	29	43
Aggregate			3		2		4		11		4		5		4		5		1		1		3		43		

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TABLE 9.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1899, showing the* TONNAGE *and distinguishing the number of those* TOTALLY LOST *and those* PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 50 tons	3	5	3	6	5	3	13	9	33	21	4	5	7	3	6	8	8	7	5	3	6	2	6	4	99	76	175
Over 50 and not exceeding 100 tons	2	5	2	8	2	4	3	6	20	35	8	2	1	3	1	6	1	.....	3	6	3	1	2	5	48	81	129
Over 100 and not exceeding 200 tons	2	2	1	5	.....	8	6	8	20	37	1	8	4	3	3	6	3	7	1	6	2	2	4	6	47	98	145
Over 200 and not exceeding 300 tons	2	1	.....	1	1	3	4	5	7	16	.....	3	.....	2	1	9	2	1	.....	1	.....	1	.....	3	17	46	63
Over 300 and not exceeding 400 tons	.....	2	1	2	1	3	1	2	7	13	2	2	4	3	3	4	1	2	.....	.....	.....	2	.....	.....	20	35	55
Over 400 and not exceeding 500 tons	1	1	.....	2	1	1	1	2	1	2	.....	1	1	4	2	5	1	3	.....	1	.....	.....	.....	.....	8	22	30
Over 500 and not exceeding 600 tons	.....	2	1	.....	.....	.....	1	4	3	5	.....	1	.....	2	.....	3	1	2	.....	.....	.....	1	1	.....	7	20	27
Over 600 and not exceeding 700 tons	.....	2	4	1	.....	1	1	1	.....	5	.....	3	.....	.....	1	6	.....	2	.....	.....	.....	1	.....	.....	6	22	28
Over 700 and not exceeding 800 tons	.....	3	.....	1	.....	.....	1	1	3	3	.....	1	.....	1	1	2	1	3	.....	1	.....	2	.....	.....	6	18	24
Over 800 and not exceeding 900 tons	.....	1	.....	2	1	.....	.....	1	2	6	.....	.....	.....	1	.....	4	.....	1	1	.....	.....	.....	.....	2	4	18	22
Over 900 and not exceeding 1,000 tons	.....	1	.....	1	.....	.....	.....	.....	2	3	.....	.....	.....	2	3	.....	.....	1	.....	.....	.....	.....	.....	.....	5	8	13
Over 1,000 and not exceeding 1,100 tons	.....	1	1	.....	.....	1	.....	.....	1	2	.....	.....	.....	1	.....	1	1	2	.....	.....	1	.....	.....	.....	4	8	12
Over 1,100 and not exceeding 1,200 tons	.....	.....	.....	.....	1	.....	.....	.....	1	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2	4	6
Over 1,200 and not exceeding 1,300 tons	.....	1	.....	.....	1	.....	.....	.....	.....	2	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	1	1	6	7
Over 1,300 and not exceeding 1,400 tons	.....	.....	.....	.....	.....	.....	1	.....	2	1	.....	7	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	3	10	13
Over 1,400 tons	1	4	.....	3	.....	4	.....	7	5	3	.....	.....	.....	6	2	7	.....	7	.....	7	1	.....	.....	8	9	56	65
Unknown	.....	3	.....	1	.....	2	.....	2	.....	5	.....	1	.....	3	.....	3	.....	3	.....	2	.....	1	.....	2	.....	28	28
Total	11	34	13	33	13	30	32	48	107	161	15	34	17	35	23	66	19	41	10	28	13	14	13	32	286	556	842
Aggregate	45		46		43		80		268		49		52		89		60		38		27		45		842		

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

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TABLE 10.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1899, showing the number of vessels and distinguishing* AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years	4	2	6	4	26	4	3	12	7	3	3	8	82
Over 5 and not exceeding 10 years	5	7	6	18	38	10	9	17	8	8	4	5	135
Over 10 and not exceeding 15 years	7	5	3	10	22	11	6	10	13	3	1	4	95
Over 15 and not exceeding 20 years	10	8	3	10	26	3	10	16	7	8	3	5	109
Over 20 and not exceeding 25 years	6	7	6	11	43	5	4	8	8	4	7	7	116
Over 25 and not exceeding 30 years	3	6	4	12	38	5	4	9	5	7	3	7	103
Over 30 and not exceeding 35 years	5	5	4	4	35	3	3	6	4	1	1	2	73
Over 35 and not exceeding 40 years	1	1	.....	4	10	2	4	1	1	.....	2	1	27
Over 40 and not exceeding 45 years	.....	2	6	.....	7	5	1	1	.....	1	1	2	26
Over 45 and not exceeding 50 years	.....	2	1	4	8	.....	3	2	2	1	1	2	26
Over 50 years	.....	.....	2	1	7	.....	2	3	1	1	.....	.....	17
Unknown	4	1	2	2	8	1	3	4	4	1	1	2	33
Total	45	46	43	80	268	49	52	89	60	38	27	45	842

TABLE 11.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June 30, 1899, showing the number of vessels and distinguishing their* CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	18	26	12	31	115	22	14	28	21	14	9	18	328
Coal	2	2	8	14	44	4	7	21	9	5	3	5	124
Copper	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....	2
Cotton, cotton seed, etc.	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Explosives	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Fertilizers	.....	.....	1	.....	2	.....	2	2	1	1	1	.....	10
Fish, oysters, etc.	2	1	5	2	19	4	4	4	1	2	1	1	46
Fruit, nuts, etc.	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2
Grain	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Ice	1	1	.....	.....	1	.....	.....	3	1	.....	.....	.....	7
Iron, iron ore, etc.	1	1	.....	2	.....	.....	.....	2	2	.....	.....	.....	8
Lime	.....	1	2	2	5	.....	1	2	2	.....	1	2	18
Live stock	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
Logwood	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2
Lumber, timber, etc	2	3	2	8	28	3	3	9	2	4	1	4	69
Merchandise (general)	9	2	3	6	4	5	3	4	8	2	3	6	55
Petroleum	.....	.....	.....	1	1	.....	.....	.....	.....	1	.....	.....	3
Provisions	.....	.....	1	.....	2	.....	.....	1	1	.....	.....	.....	5
Salt	.....	.....	.....	.....	1	1	1	.....	.....	.....	.....	.....	3
Sand, plaster, etc	1	.....	1	1	6	1	4	1	.....	.....	2	2	19
Stone, brick, etc.	2	1	1	3	12	3	.....	.....	2	.....	2	.....	26
Sugar, molasses, etc.	1	.....	.....	1	2	.....	.....	2	1	.....	.....	.....	7
Tar, turpentine, etc.	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Wood	.....	.....	2	.....	1	.....	.....	.....	1	.....	1	.....	5
Miscellaneous	1	2	1	2	5	4	4	1	.....	3	.....	.....	23
Unknown	5	6	2	6	14	2	8	6	8	5	3	7	72
Total	45	46	43	80	268	49	52	89	60	38	27	45	842

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

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.*	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Founderings	60	18,920	2,511	21,431	36	24	.....	41	19	138	329	467	206
Strandings	353	48,321	60,072	108,393	203	144	6	189	164	302	2,312	2,614	95
Vessels collided	272	1,899	160,427	162,326	117	89	66	18	254	3,805	2,363	6,168	14
Other causes	157	7,150	78,287	85,437	86	71	.....	38	119	2,042	2,115	4,157	18
Total	842	76,290	301,297	377,587	442	328	72	286	556	6,287	7,119	13,406	333

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

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PACIFIC COAST.

TABLE 13.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1899, showing the* NUMBER *and* VALUE *of* VESSELS *and* CARGOES *and amount of* LOSS *to same where known.*

Months.	Total value of vessels.		Number of vessels, value unknown.	Total value of cargoes.		Number of cargoes, value unknown.	Unknown whether laden or not.	Loss to vessels.		Number of vessels totally lost, amount unknown.	Number of vessels damaged, amount unknown.*	Loss to cargoes.		Number of cargoes totally lost, amount unknown.	Number of cargoes not damaged, or damage unknown.
	Number.	Amount.		Number.	Amount.			Number.	Amount.			Number.	Amount.		
July	1	$7,740	1	.....	.....	.....	.....	1	$7,740	1	.....	.....	.....	.....	.....
August	7	106,000	.....	4	$8,900	.....	.....	7	26,850	.....	.....	1	$7,000	.....	3
September	4	116,000	1	2	31,500	.....	1	4	12,600	.....	1	.....	.....	.....	3
October	3	95,000	.....	3	13,800	.....	.....	3	77,000	.....	.....	2	13,200	.....	1
November	12	370,200	.....	7	100,300	.....	.....	12	120,190	.....	.....	4	90,500	.....	3
December	6	171,500	.....	5	12,550	.....	.....	6	40,800	.....	.....	3	1,660	.....	2
January	8	174,900	.....	5	17,130	.....	.....	8	37,700	.....	.....	3	2,665	.....	2
February	4	189,500	1	4	59,250	.....	1	4	3,975	.....	1	.....	.....	.....	5
March	4	210,000	.....	4	48,910	.....	.....	4	41,600	.....	.....	2	12,000	.....	2
April	8	456,900	.....	4	205,750	.....	.....	8	174,395	.....	.....	3	5,650	.....	1
May	3	86,000	.....	1	1,500	.....	.....	3	1,080	.....	.....	.....	.....	.....	1
June	2	39,000	.....	2	10,200	.....	.....	2	1,375	.....	.....	.....	.....	.....	2
Total	62	2,023,540	3	41	509,790	.....	2	62	545,305	1	2	18	132,615	.....	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 14.

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TABLE 14.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1899, 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.	Total number of lives lost.
July	2	.....	.....	.....	2	237	.....	.....	26	.....
August	2	5	.....	.....	7	1,180	1,431	53	105	.....
September	.....	4	1	.....	5	.....	3,468	55	60	.....
October	2	1	.....	.....	3	670	244	63	55	.....
November	4	8	.....	.....	12	3,727	3,150	250	193	30
December	2	4	.....	.....	6	56	5,147	400	85	.....
January	3	5	.....	.....	8	297	3,248	593	126	1
February	.....	4	1	.....	5	.....	5,697	68	82	.....
March	.....	4	.....	.....	4	.....	4,142	201	108	.....
April	3	5	.....	.....	8	1,339	5,236	78	228	11
May	.....	3	.....	.....	3	.....	1,162	.....	33	.....
June	.....	2	.....	.....	2	.....	1,138	28	45	.....
Total	18	45	2	.....	65	7,506	31,063	1,789	1,146	42

TABLE 15.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1899, showing the number of* VESSELS *and* CARGOES INSURED *and* UNINSURED, *and the* AMOUNT *of* INSURANCE, *where known.*

Months.	Number of vessels and cargoes reported to be insured, and the amount of insurance.					Number of vessels and cargoes reported not insured.		Number of vessels and cargoes, whether insured or not, unknown.		Vessels in ballast.
	Vessels.		Cargoes.		Total amount of insurance.	Vessels.	Cargoes.	Vessels.	Cargoes.	
	Number.	Amount.	Number.	Amount.						
July	1	$2,600	.....	.....	$2,600	.....	.....	1	.....	2
August	4	55,000	1	$4,000	59,000	1	2	2	1	2
September	3	46,000	1	30,000	76,000	.....	1	2	1	2
October	1	40,000	.....	.....	40,000	2	2	.....	1	.....
November	6	183,000	1	1,000	184,000	5	2	1	4	5
December	1	20,000	.....	.....	20,000	3	4	2	1	1
January	2	60,000	.....	.....	60,000	5	3	1	2	3
February	3	59,500	2	49,000	108,500	1	2	1	1	.....
March	3	81,000	1	7,910	88,910	.....	1	1	2	.....
April	4	114,500	.....	.....	114,500	2	1	2	3	4
May	2	57,000	.....	.....	57,000	1	1	.....	.....	2
June	1	12,500	.....	.....	12,500	1	2	.....	.....	.....
Total	31	731,100	6	91,910	823,010	21	21	13	16	22

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TABLE 16.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1899, distinguishing the* NATURE *of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Stranded	1	4	1	2	4	3	5	1	3	1	.....	1	26
Collided	.....	2	4	.....	6	.....	2	4	.....	6	2	.....	26
Damage to machinery	.....	1	.....	.....	.....	2	1	.....	1	.....	.....	1	6
Fire	.....	.....	.....	1	1	1	.....	.....	.....	.....	1	.....	4
Ice	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Struck dock, wreck, etc	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Total	2	7	5	3	12	6	8	5	4	8	3	2	65

TABLE 17.—*Abstract of returns of disasters (excluding collisions) to vessels on the* PACIFIC *coast during the year ending June 30, 1899, distinguishing the* CAUSE *of each disaster.*

Class and cause of disaster.	Foundrings.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.—*Causes connected with the weather:*					
Calms, currents, and tides	.....	1	.....	.....	1
Darkness	.....	1	.....	.....	1
Fog	.....	4	.....	.....	4
Gales, hurricanes, etc	.....	8	.....	.....	8
Snow storms	.....	4	.....	.....	4
Total	.....	18	.....	.....	18
CLASS 3.—*Causes connected with navigation and seamanship:*					
Error of masters, officers, and crews	.....	2	.....	.....	2
Error of pilots	.....	1	.....	.....	1
Total	.....	3	.....	.....	3
CLASS 4.—*Causes connected with machinery or boilers:*					
Damage to machinery	.....	.....	6	.....	6
Total	.....	.....	6	.....	6
CLASS 5.—*Other causes:*					
Capsized	1	.....	.....	.....	1
Fire	.....	.....	4	.....	4
Ice	.....	.....	1	.....	1
Struck rock, wharf, etc	.....	2	1	.....	3
Miscellaneous	.....	2	.....	.....	2
Unknown	.....	1	.....	.....	1
Total	1	5	6	.....	12
Aggregate	1	26	12	.....	39

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

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TABLE 18.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1899, 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	.....	.....	4
Darkness	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2	.....	4
Error in judgment	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
"Fault of other vessel"	.....	2	.....	.....	.....	.....	2	.....	.....	1	.....	.....	5
Fog	.....	.....	4	.....	.....	.....	.....	.....	.....	2	.....	.....	6
Misunderstanding signals	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Tides and currents	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	2
Unknown	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	2
Total	.....	2	4	.....	6	.....	2	4	.....	6	2	.....	26

TABLE 19.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1899, showing the number of vessels and distinguishing their* DESCRIPTION.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barks	.....	1	1	.....	1	.....	.....	2	1	.....	.....	.....	6
Brigantines	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Schooners	1	1	1	1	2	1	2	1	....	1	2	.....	12
Ships	.....	.....	1	.....	1	1	.....	1	.....	.....	.....	.....	4
Sloops	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Steamers	1	5	2	2	8	3	6	1	3	6	1	2	40
Total	2	7	5	3	12	6	8	5	4	8	3	2	65

TABLE 20.—*Abstract of returns of disasters to foreign vessels on the* PACIFIC *coast during the year ending June 30, 1899, showing* NATIONALITY *and* DESCRIPTION, *and distinguishing those* TOTALLY LOST *and those* PARTIALLY DAMAGED.

Nationality and rig.	July.		September.		November.		February.		April.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British ships	.....	.....	.....	....	1	.....	.....	1	.....	.....	1	1	2
British steamers	1	.....	.....	.....	.....	.....	.....	.....	.....	1	1	1	2
Chilian barks	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	1
Total	1	.....	.....	1	1	.....	.....	1	.....	1	2	3	5
Aggregate	1		1		1		1		1		5		

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TABLE 21.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1899, showing the* TONNAGE *and distinguishing the number of those* TOTALLY LOST *and those* PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 50 tons	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	2	.....	2	1	.....	.....	.....	.....	1	.....	..	.....	.....	.....	6	1	7
Over 50 and not exceeding 100 tons	1	..	1	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	2	2	4
Over 100 and not exceeding 200 tons	1	.....	.....	2	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	2	5	7
Over 200 and not exceeding 300 tons	.....	.....	.....	1	.....	.....	.....	1	.....	1	.....	2	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	1	7	8
Over 300 and not exceeding 400 tons	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	1	3	4
Over 400 and not exceeding 500 tons	.....	.....	.....	1	.....	1	.....	.....	.....	2	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	6	6
Over 500 and not exceeding 600 tons	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	3	3
Over 600 and not exceeding 700 tons	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	1	.....	1	...	.....	.....	.....	.....	.....	1	3	4
Over 700 and not exceeding 800 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 800 and not exceeding 900 tons	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	1	2	3
Over 900 and not exceeding 1,000 tons	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	3	4
Over 1,000 and not exceeding 1,100 tons	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	3	3
Over 1,100 and not exceeding 1,200 tons	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	2	.....	2
Over 1,200 and not exceeding 1,300 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Over 1,300 and not exceeding 1,400 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 1,400 tons	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	1	.....	.....	.....	2	.....	1	.....	1	.....	.....	.....	.....	1	6	7
Unknown	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Total	2	.....	2	5	.....	5	2	1	4	8	2	4	3	5	.....	5	.....	4	3	5	.....	3	.....	2	18	47	65
Aggregate	2		7		5		3		12		6		8		5		4		8		3		2		65		

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

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TABLE 22.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1899, showing the number of vessels and distinguishing* AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years	.....	1	.....	1	2	2	2	1	1	.....	.....	.....	10
Over 5 and not exceeding 10 years	.....	4	1	.....	5	2	2	1	.....	2	1	.....	18
Over 10 and not exceeding 15 years	.....	1	1	1	3	1	1	.....	1	2	1	1	13
Over 15 and not exceeding 20 years	1	.....	1	.....	1	1	1	.....	.....	2	1	1	9
Over 20 and not exceeding 25 years	.....	.....	1	.....	.....	.....	.....	2	1	.....	.....	.....	4
Over 25 and not exceeding 30 years	.....	.....	.....	.....	.....	.....	.....	.....	1	2	.....	.....	3
Over 30 and not exceeding 35 years	.....	1	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	3
Over 35 and not exceeding 40 years	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Over 40 and not exceeding 45 years	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Over 45 and not exceeding 50 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 50 years	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Unknown	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Total	2	7	5	3	12	6	8	5	4	8	3	2	65

TABLE 23.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June 30, 1899, 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	3	2	.....	5	1	3	.....	.....	4	2	.....	22
Coal	.....	.....	.....	.....	.....	1	.....	1	1	.....	.....	.....	3
Fertilizers	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Fish	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Fruits, nuts, etc	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Grain	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Lumber, timber, etc	.....	1	.....	.....	.....	1	2	1	.....	1	1	.....	7
Merchandise (general)	.....	1	1	2	3	.....	2	1	3	2	.....	2	17
Petroleum	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Sugar, molasses, etc	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Wood	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Miscellaneous	.....	2	.....	1	2	.....	.....	.....	.....	1	.....	.....	6
Unknown	.....	.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....	2
Total	2	7	5	3	12	6	8	5	4	8	3	2	65

TABLE 24.—*Summary of* 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.
Foundered	1	215	.....	215	1	.....	.....	1	.....	6	14	20	11
Stranded	25	5,101	7,562	12,663	18	8	.....	13	13	455	405	860	24
Vessels collided	26	1,998	17,221	19,219	15	9	2	2	24	364	511	875	6
Other causes	12	192	9,280	9,472	7	5	.....	2	10	964	216	1,180	1
Total	65	7,506	34,063	41,569	41	22	2	18	47	1,789	1,146	2,935	42

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

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TABLE 25.—*Abstract of returns of disasters to vessels on the* GREAT LAKES, *during the year ending June 30, 1899, showing the* NUMBER *and* VALUE *of* VESSELS *and* CARGOES *and amount of* LOSS *to same where known.*

Months.	Total value of vessels.		Number of vessels, value unknown.	Total value of cargoes.		Number of cargoes, value unknown.	Unknown whether laden or not.	Loss to vessels.		Number of vessels totally lost, amount unknown.	Number of vessels damaged, amount unknown.*	Loss to cargoes.		Number of cargoes totally lost, amount unknown.	Number of cargoes not damaged, or damage unknown.
	Number.	Amount.		Number.	Amount.			Number.	Amount.			Number.	Amount.		
July	27	$1,600,600	2	14	$198,000	2	2	24	$54,355	.....	5	1	$2,000	.....	17
August	24	1,477,800	1	15	71,595	2	1	24	81,875	.....	1	4	9,200	.....	14
September	45	1,925,600	1	32	365,655	.....	1	43	250,575	.....	3	17	58,930	.....	16
October	66	3,080,700	1	50	560,370	2	1	60	455,525	.....	7	34	204,210	.....	19
November	46	2,634,650	.....	34	677,615	2	1	42	749,525	.....	4	21	211,170	.....	16
December	23	1,315,000	1	14	321,025	1	1	22	194,850	.....	2	9	90,800	.....	7
January	4	141,000	.....	1	9,000	.....	.....	4	24,000	.....	.....	.....	.....	.....	1
February	2	130,000	1	2	103,000	.....	1	2	40,600	.....	1	1	55,000	.....	2
March	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
April	6	166,500	1	2	24,500	.....	1	6	12,300	.....	1	.....	.....	.....	3
May	26	1,477,700	.....	18	372,400	.....	.....	21	52,850	.....	5	7	33,850	.....	11
June	17	452,000	1	12	112,800	.....	1	16	79,000	.....	2	3	11,000	.....	10
Total	286	14,401,550	9	194	2,815,960	9	10	264	1,995,455	.....	31	97	676,160	.....	116

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

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TABLE 26.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1899, showing the number of* VESSELS TOTALLY LOST, *the number* DAMAGED, *and their* TONNAGE; *the number of* PERSONS *on* BOARD, *and number of* LIVES LOST.

Months.	Number of disasters resulting in total loss to vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged	Number of passengers.	Number in crews, including master, etc.	Total number of lives lost.
July	1	23	2	3	29	18	32,225	226	485	.....
August	3	21	1	.....	25	1,000	23,125	649	383	.....
September	13	30	1	2	46	5,726	34,590	168	553	5
October	21	39	1	6	67	9,583	47,841	298	782	28
November	12	30	.....	4	46	9,555	40,443	.....	548	5
December	4	18	1	1	24	2,860	23,965	.....	297	1
January	1	3	.....	.....	4	263	2,299	20	9	.....
February	1	1	1	.....	3	1,350	2,430	.....	40	.....
March	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
April	.....	6	1	.....	7	.....	3,288	.....	45	.....
May	3	18	.....	5	26	1,156	31,320	2	316	8
June	5	11	1	1	18	1,256	9,386	20	216	9
Total	64	200	9	22	295	32,767	250,912	1,383	3,704	56

TABLE 27.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1899, showing the number of* VESSELS *and* CARGOES INSURED *and* UNINSURED, *and the* AMOUNT *of* INSURANCE, *where known.*

Months.	Number of vessels and cargoes reported to be insured, and the amount of insurance.					Number of vessels and cargoes reported not insured.		Number of vessels and cargoes, whether insured or not, unknown.		Vessels in ballast.
	Vessels.		Cargoes.		Total amount of insurance.	Vessels.	Cargoes.	Vessels.	Cargoes.	
	Number.	Amount.	Number.	Amount						
July	17	$992,000	7	$86,930	$1,078,930	8	2	4	9	11
August	12	999,000	5	26,685	1,025,685	10	5	3	8	7
September	26	1,052,000	17	143,740	1,195,740	17	6	3	10	13
October	30	2,095,000	31	355,740	2,450,740	33	9	4	13	14
November	27	2,026,600	21	224,720	2,251,320	17	3	2	13	9
December	17	952,000	9	145,215	1,097,215	5	3	2	4	8
January	3	115,000	1	9,000	124,000	1	.....	.....	.....	3
February	1	50,000	1	48,000	98,000	1	1	1	1	.....
March	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
April	1	100,000	.....	.....	100,000	5	1	1	2	4
May	15	893,665	11	293,150	1,186,815	11	2	.....	5	8
June	8	170,500	5	27,025	197,525	7	2	3	6	5
Total	157	9,445,765	108	1,360,205	10,805,970	115	34	23	71	82

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TABLE 28.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1899, distinguishing the* NATURE *of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	1	.....	3	6	1	1	.....	.....	.....	.....	1	1	14
Stranded	4	4	19	17	19	6	.....	.....	.....	.....	6	3	78
Collided	19	12	9	17	13	4	.....	2	.....	4	18	4	102
Capsized	.....	1	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	3
Damage to hull, masts, rigging, etc	.....	.....	1	9	3	.....	.....	.....	.....	1	.....	1	15
Damage to machinery	.....	3	2	1	2	.....	.....	.....	.....	.....	.....	2	10
Fire	3	3	7	2	4	8	2	.....	.....	1	1	5	36
Ice	.....	.....	.....	.....	.....	5	.....	1	.....	1	.....	.....	7
Lightning	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Sprung a leak	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	3
Struck bridge, pier, rock, wreck, etc	1	.....	3	3	1	.....	1	.....	.....	.....	.....	1	10
Water-logged	.....	.....	.....	4	1	.....	.....	.....	.....	.....	.....	.....	5
Miscellaneous	.....	1	2	5	2	.....	1	.....	.....	.....	.....	.....	11
Total	29	25	46	67	46	24	4	3	.....	7	26	18	295

TABLE 29.—*Abstract of returns of disasters (excluding collisions) to vessels on the* GREAT LAKES *during the year ending June 30, 1899, distinguishing the* CAUSE *of each disaster.*

Class and cause of disaster.	Foundrings.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.—*Causes connected with the weather:*					
Calms, currents, and tides	.....	1	1	.....	2
Darkness	.....	7	.....	.....	7
Fog	.....	13	.....	.....	13
Gales, hurricanes, etc	11	23	25	.....	59
Heavy seas	.....	3	4	.....	7
Lightning	.....	.....	1	.....	1
Snowstorms	.....	7	.....	.....	7
Total	11	54	31	.....	96
CLASS 2.—*Causes connected with vessels, equipments, or stowage:*					
Defective chart	.....	2	.....	.....	2
Total	.....	2	.....	.....	2
CLASS 3.—*Causes connected with navigation and steamship:*					
Errors of masters, officers, or crews	.....	2	.....	.....	2
Error of pilot	.....	1	.....	.....	1
Total	.....	3	.....	.....	3
CLASS 4.—*Causes connected with machinery or boilers:*					
Damage to machinery	.....	.....	10	.....	10
Total	.....	.....	10	.....	10
CLASS 5.—*Other causes:*					
Absence of buoys and lights	.....	3	.....	.....	3
Fire	.....	.....	36	.....	36
Ice	.....	4	7	.....	11
Sprung a leak	1	3	4	.....	8
Struck bridge, pier, rock, wreck, etc	.....	1	11	.....	12
Miscellaneous	.....	7	2	.....	9
Unknown	2	1	.....	.....	3
Total	3	19	60	.....	82
Aggregate	14	78	101	.....	193

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TABLE 30.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1899, 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	11	6	7	3	7	.....	.....	.....	.....	2	4	.....	40
Bad management	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	2
Carelessness	.....	.....	.....	2	.....	.....	.....	.....	.....	2	.....	.....	4
Darkness	1	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	3
Error in judgment	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
"Fault of other vessel"	2	1	1	5	1	.....	.....	.....	.....	.....	3	.....	13
Fault of tug towing	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4
Fog	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	.....	4
High and baffling winds	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Ice	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Misunderstanding signals	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	5	.....	7
Tides and currents	2	.....	.....	.....	3	.....	.....	.....	.....	.....	2	2	9
Unavoidable	2	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	4
Miscellaneous	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Unknown	1	1	.....	1	.....	.....	.....	1	.....	.....	.....	1	5
Total	19	12	9	17	13	4	.....	2	.....	4	18	4	102

TABLE 31.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1899, showing the number of vessels and distinguishing their* DESCRIPTION.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges	.....	2	1	3	1	.....	.....	.....	.....	.....	.....	.....	7
Ferryboats	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Schooners	8	10	18	32	18	5	.....	.....	.....	3	13	4	111
Steamers	21	12	26	31	27	19	3	3	.....	4	13	14	173
Steam canal boats	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Steam yachts	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Total	29	25	46	67	46	24	4	3	.....	7	26	18	295

TABLE 32.—*Abstract of returns of disasters to foreign vessels on the* GREAT LAKES *during the year ending June 30, 1899, showing* NATIONALITY *and* DESCRIPTION *and distinguishing those* TOTALLY LOST *and those* PARTIALLY DAMAGED.

Nationality and rig.	October.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British schooners	.....	2	.....	1	.....	3	3
Total	.....	2	.....	1	.....	3	3
Aggregate	2		1		3		

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TABLE 33.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1899, showing the* TONNAGE *and distinguishing the number of those* TOTALLY LOST *and those* PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 50 tons	1	1	2	.....	1	1	3	.....	1	1	1	3	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	1	.....	10	8	18
Over 50 and not exceeding 100 tons	.....	5	.....	2	1	1	.....	3	3	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	5	13	18
Over 100 and not exceeding 200 tons	.....	1	.....	1	2	1	7	3	1	1	.....	1	.....	.....	.....	.....	.....	.....	.....	3	.....	3	2	.....	12	14	26
Over 200 and not exceeding 300 tons	.....	.....	.....	3	3	2	4	6	1	3	2	1	1	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2	11	19	30
Over 300 and not exceeding 400 tons	.....	2	.....	2	1	1	2	5	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	1	1	5	14	19
Over 400 and not exceeding 500 tons	.....	.....	.....	.....	1	4	1	1	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	3	7	10
Over 500 and not exceeding 600 tons	.....	1	.....	3	1	1	.....	2	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	1	1	2	13	15
Over 600 and not exceeding 700 tons	.....	.....	.....	2	.....	2	.....	1	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....	9	9
Over 700 and not exceeding 800 tons	.....	2	.....	.....	1	4	.....	2	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	3	2	13	15
Over 800 and not exceeding 900 tons	.....	2	.....	.....	1	.....	.....	2	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	5	6
Over 900 and not exceeding 1,000 tons	.....	.....	1	.....	.....	1	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	4	5
Over 1,000 and not exceeding 1,100 tons	.....	1	.....	.....	.....	.....	1	1	.....	1	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	5	6
Over 1,100 and not exceeding 1,200 tons	.....	2	.....	2	.....	4	.....	1	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	14	14
Over 1,200 and not exceeding 1,300 tons	.....	.....	.....	.....	.....	1	.....	3	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	2	1	8	9
Over 1,300 and not exceeding 1,400 tons	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2	.....	.....	1	4	5
Over 1,400 tons	.....	11	.....	5	1	10	3	15	4	12	1	10	.....	1	.....	1	.....	.....	.....	1	.....	11	.....	1	9	78	87
Unknown	.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	3
Total	1	28	3	22	13	33	21	46	12	34	4	20	1	3	1	2	.....	.....	.....	7	3	23	5	13	64	231	295
Aggregate	29		25		46		67		46		24		4		3		.....	.....	7		26		18		295		

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 26.

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TABLE 34.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1899, showing the number of vessels and distinguishing* AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years	5	5	3	6	4	1	.....	.....	.....	1	3	1	29
Over 5 and not exceeding 10 years	12	6	11	21	14	5	1	1	.....	1	7	3	82
Over 10 and not exceeding 15 years	2	.....	3	8	5	7	.....	1	.....	.....	3	3	32
Over 15 and not exceeding 20 years	3	3	5	4	9	5	2	.....	.....	.....	3	2	36
Over 20 and not exceeding 25 years	4	3	6	6	2	2	1	.....	.....	1	3	4	32
Over 25 and not exceeding 30 years	2	4	3	9	6	2	.....	.....	.....	1	2	3	32
Over 30 and not exceeding 35 years	1	2	8	4	5	.....	.....	.....	.....	2	2	.....	24
Over 35 and not exceeding 40 years	.....	1	5	3	1	2	.....	.....	.....	.....	1	.....	13
Over 40 and not exceeding 45 years	.....	.....	2	5	.....	.....	.....	.....	.....	1	.....	1	9
Over 45 and not exceeding 50 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Over 50 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Unknown	.....	1	.....	1	.....	.....	.....	1	.....	.....	.....	1	4
Total	29	25	46	67	46	24	4	3	.....	7	26	18	295

TABLE 35.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1899, showing the number of vessels and distinguishing their* CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	11	7	13	14	9	8	3	.....	.....	4	8	5	82
Coal	7	2	10	6	10	8	1	.....	.....	1	1	1	47
Fruit, nuts, etc	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Grain	2	.....	2	9	5	1	.....	1	.....	.....	5	.....	25
Iron, iron ore, etc	3	7	10	7	2	.....	.....	.....	.....	.....	7	6	42
Live stock	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Lumber, timber, etc	3	3	8	19	9	1	.....	.....	.....	1	2	2	48
Merchandise (general)	.....	1	.....	4	4	2	.....	1	.....	.....	2	1	15
Provisions	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Salt	.....	1	.....	1	3	1	.....	.....	.....	.....	1	.....	7
Sand, plaster, etc	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Stone, brick, etc	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Wood	.....	1	.....	4	1	.....	.....	.....	.....	.....	.....	.....	6
Miscellaneous	1	1	.....	1	1	2	.....	.....	.....	.....	.....	.....	6
Unknown	2	1	1	1	1	1	.....	1	.....	1	.....	1	10
Total	29	25	46	67	46	24	4	3	.....	7	26	18	295

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TABLE 36.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1899, 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	11	2	6	10	13	8	2	.....	.....	1	9	6	68
Lake Huron	2	1	4	8	4	1	.....	.....	.....	.....	1	.....	21
Lake Michigan	6	11	12	36	14	7	1	3	.....	6	9	6	111
Lake Ontario	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Lake Superior	1	3	10	5	7	1	.....	.....	.....	.....	3	5	35
Lake Saint Clair	5	3	4	.....	.....	2	.....	.....	.....	.....	.....	.....	14
Straits of Mackinac	.....	1	2	.....	3	.....	.....	.....	.....	.....	.....	.....	6
Detroit River	.....	.....	2	1	1	4	1	.....	.....	.....	.....	1	10
Saint Clair River	.....	4	.....	5	4	.....	.....	.....	.....	.....	2	.....	15
Saint Marys River	4	.....	6	1	.....	1	.....	.....	.....	.....	2	.....	14
Total	29	25	46	67	46	24	4	3	.....	7	26	18	295

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.
Foundered	14	6,634	22	6,656	9	4	1	13	1	5	96	101	49
Stranded	78	18,662	65,051	83,713	66	12	.....	28	50	.....	957	957	1
Vessels collided	102	794	125,692	126,486	61	32	9	4	98	520	1,399	1,919	2
Other causes	101	6,677	60,147	66,824	67	34	.....	19	82	858	1,252	2,110	4
Total	295	32,767	250,912	283,679	203	82	10	64	231	1,383	3,704	5,087	56

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

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RIVERS.

TABLE 38.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June 30, 1899, showing the* NUMBER *and* VALUE *of* VESSELS *and* CARGOES *and amount of* LOSS *to same where known.*

Months.	Total value of vessels.		Number of vessels, value unknown.	Total value of cargoes.		Number of cargoes, value unknown.	Unknown whether laden or not.	Loss to vessels.		Number of vessels totally lost, amount unknown.	Number of vessels damaged, amount unknown.*	Loss to cargoes.		Number of cargoes totally lost, amount unknown.	Number of cargoes not damaged, or damage unknown.
	Number.	Amount.		Number.	Amount.			Number.	Amount.			Number.	Amount.		
July	14	$284,800	.....	5	$13,300	2	.....	14	$29,900	.....	.....	4	$1,800	.....	3
August	4	114,000	.....	2	4,740	.....	.....	4	15,100	.....	.....	.....	.....	.....	2
September	11	109,000	1	6	14,960	.....	1	11	14,690	.....	1	2	2,500	.....	5
October	20	531,350	6	4	14,050	2	4	20	118,100	1	5	2	650	.....	3
November	11	203,600	2	4	38,060	1	2	11	32,530	.....	2	2	70	.....	5
December	15	208,600	1	6	53,100	1	1	15	107,100	.....	1	5	38,300	.....	3
January	5	106,000	2	1	5,000	1	.....	7	44,150	.....	.....	1	5,000	.....	1
February	20	137,850	.....	6	16,140	.....	.....	20	57,845	.....	.....	6	12,650	.....	.....
March	21	169,550	2	13	23,030	1	2	21	81,000	.....	2	11	10,980	.....	5
April	5	78,600	.....	4	86,460	.....	.....	5	16,400	.....	.....	4	60,100	.....	.....
May	10	91,000	.....	4	82,800	.....	.....	9	30,150	.....	1	3	10,300	.....	1
June	11	256,750	2	5	48,250	1	1	12	39,190	1	.....	4	8,250	.....	3
Total	147	2,291,100	16	60	399,890	9	11	149	586,155	2	12	44	150,600	.....	36

* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 39.

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TABLE 39.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June 30, 1899, showing the number of* VESSELS TOTALLY LOST, *the number* DAMAGED, *their* TONNAGE, *the number of* PERSONS ON BOARD, *and the number of* LIVES LOST.

Months.	Number of disasters resulting in total loss to vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Number of lives lost.
July	3	11	.....	.....	14	219	5,082	304	252	.....
August	1	3	.....	.....	4	292	1,520	4	55	.....
September	4	7	.....	1	12	113	3,053	150	113	.....
October	9	12	3	2	26	849	9,159	215	279	8
November	3	8	2	.....	13	84	3,694	292	240	7
December	6	9	1	.....	16	1,831	2,262	95	352	.....
January	3	4	.....	.....	7	581	2,164	89	121	3
February	9	11	.....	.....	20	1,054	3,276	13	204	5
March	14	7	2	.....	23	1,472	3,219	151	237	10
April	1	4	.....	.....	5	737	1,347	40	119	.....
May	5	4	.....	1	10	1,026	873	41	157	2
June	5	8	.....	.....	13	343	5,059	118	254	6
Total	63	88	8	4	163	8,601	40,708	1,512	2,383	41

TABLE 40.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June 30, 1899, showing the number of* VESSELS *and* CARGOES INSURED *and* UNINSURED, *and the* AMOUNT *of* INSURANCE, *where known.*

Months.	Number of vessels and cargoes reported to be insured and the AMOUNT of INSURANCE.					Number of vessels and cargoes reported not insured.		Number of vessels and cargoes, whether insured or not, unknown.		Vessels in ballast.
	Vessels.		Cargoes.		Total amount of insurance.	Vessels.	Cargoes.	Vessels.	Cargoes.	
	Number.	Amount.	Number.	Amount.						
July	4	$29,000	2	$6,400	$35,400	6	2	4	3	7
August	3	68,000	1	22,000	90,000	.....	.....	1	1	2
September	6	44,000	1	2,000	46,000	5	4	1	2	5
October	9	320,000	.....	.....	320,000	7	2	10	8	16
November	7	93,500	.....	.....	93,500	3	2	3	5	6
December	12	134,400	4	41,800	176,200	3	1	1	3	8
January	3	26,500	.....	.....	26,500	2	.....	2	2	5
February	12	69,550	4	8,800	78,350	7	1	1	1	14
March	6	40,335	1	2,000	42,335	14	10	3	5	7
April	5	50,500	1	52,000	102,500	.....	2	.....	1	1
May	7	40,250	2	70,540	110,790	2	.....	1	2	6
June	6	128,500	2	37,000	165,500	4	1	3	4	6
Total	80	1,044,535	18	242,540	1,287,075	53	25	30	37	83

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TABLE 41.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June 30, 1899, distinguishing the* NATURE *of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	4	.....	1	2	1	.....	1	2	4	1	2	.....	18
Stranded	4	1	1	1	.....	.....	.....	2	4	.....	.....	1	14
Collided	.....	.....	4	10	6	2	2	.....	4	.....	.....	2	30
Damage to hull, masts, rigging, etc.	.....	.....	.....	1	.....	1	.....	.....	1	.....	.....	1	4
Damage to machinery.	.....	1	.....	3	.....	1	1	.....	1	.....	.....	3	10
Explosion of boilers and bursting of steam pipes.	.....	.....	.....	2	1	.....	.....	2	.....	.....	1	1	7
Fire	2	1	4	2	3	5	3	5	4	.....	4	4	37
Ice	.....	.....	.....	.....	.....	2	.....	8	1	.....	.....	.....	11
Struck bridge, rock, snag, wharf, etc.	4	1	1	4	2	5	.....	1	4	4	3	1	30
Miscellaneous	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Total	14	4	12	26	13	16	7	20	23	5	10	13	163

TABLE 42.—*Abstract of returns of disasters (excluding collisions) to vessels on the* RIVERS *of the United States during the year ending June 30, 1899, distinguishing the* CAUSE *of each disaster.*

Class and cause of disaster.	Foundrings.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.—*Causes connected with the weather:*					
Currents	.....	2	1	.....	3
Darkness	.....	1	.....	.....	1
Gales, hurricanes, etc.	7	3	7	.....	17
Snowstorm	.....	1	.....	.....	1
Total	7	7	8	.....	22
CLASS 3.—*Causes connected with navigation and seamanship:*					
Error of pilot	.....	1	.....	.....	1
Total	.....	1	.....	.....	1
CLASS 4.—*Causes connected with machinery or boilers:*					
Damage to machinery	.....	.....	10	.....	10
Explosion of boiler and bursting of steam pipes	.....	.....	7	.....	7
Total	.....	.....	17	.....	17
CLASS 5.—*Other causes:*					
Capsized	1	.....	.....	.....	1
Fire	.....	.....	37	.....	37
Ice	.....	.....	11	.....	11
Sprung a leak	2	.....	.....	.....	2
Struck rock, snag, wharf, etc.	.....	5	27	.....	32
Miscellaneous	5	.....	1	.....	6
Unknown	3	1	.....	.....	4
Total	11	6	76	.....	93
Aggregate	18	14	101	.....	133

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

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TABLE 43.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June 30, 1899, showing the number of vessels* COLLIDED *and distinguishing the* CAUSE *of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental	.....	.....	4	3	.....	.....	.....	.....	.....	.....	.....	2	9
Error in judgment	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Fault of other vessel	.....	.....	.....	2	.....	.....	.....	.....	1	.....	.....	.....	3
Fog	.....	.....	.....	4	2	.....	.....	.....	2	.....	.....	.....	8
High and baffling winds	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Miscellaneous	.....	.....	.....	.....	2	2	.....	.....	.....	.....	.....	.....	4
Unknown	.....	.....	.....	1	.....	.....	.....	.....	1	.....	.....	.....	2
Total	.....	.....	4	10	6	2	2	.....	4	.....	.....	2	30

TABLE 44.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June 30, 1899, showing the number of vessels and distinguishing their* DESCRIPTION.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges	2	.....	.....	.....	1	1	.....	.....	2	1	1	.....	8
Ferryboats	.....	.....	1	4	.....	.....	2	.....	1	.....	1	.....	9
Schooners	1	1	3	2	2	1	.....	3	3	2	.....	1	24
Sloops	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Steamers	11	2	8	17	10	14	5	17	11	2	8	12	117
Steam yachts	.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	2
Yachts	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Total	14	4	12	26	13	16	7	20	23	5	10	13	163

TABLE 45.—*Abstract of returns of disasters to foreign vessels on the* RIVERS *of the United States during the year ending June 30, 1899, showing* NATIONALITY *and* DESCRIPTION, *and distinguishing those* TOTALLY LOST *and those* PARTIALLY DAMAGED.

Nationality and rig.	October		March.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British steamers	.....	1	.....	1	1	.....	1	2	3
Total	.....	1	.....	1	1	.....	1	2	3
Aggregate	1		1		1		3		

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TABLE 46.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June 30, 1899, showing the* TONNAGE *and distinguishing the number of those* TOTALLY LOST *and those* PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 50 tons	1	1	.....	.....	3	1	6	2	2	.....	1	2	1	1	2	3	7	.....	.....	2	2	1	.....	2	25	15	40
Over 50 and not exceeding 100 tons	2	3	.....	.....	1	.....	1	.....	1	2	2	1	1	.....	4	.....	2	.....	.....	.....	.....	2	3	1	17	9	26
Over 100 and not exceeding 200 tons	.....	.....	.....	1	.....	2	1	2	.....	1	.....	1	.....	.....	1	4	3	1	.....	1	1	.....	1	.....	7	13	20
Over 200 and not exceeding 300 tons	.....	1	1	1	.....	1	.....	.....	.....	2	.....	2	.....	.....	2	.....	.....	2	.....	.....	1	.....	.....	.....	4	9	13
Over 300 and not exceeding 400 tons	.....	1	.....	.....	.....	1	.....	3	.....	1	.....	2	.....	.....	.....	1	2	1	.....	.....	.....	2	.....	.....	2	12	14
Over 400 and not exceeding 500 tons	.....	2	.....	.....	.....	1	.....	3	.....	.....	2	.....	1	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2	3	10	13
Over 500 and not exceeding 600 tons	.....	.....	.....	.....	.....	1	1	1	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	1	.....	...	.....	2	4	6
Over 600 and not exceeding 700 tons	.....	.....	.....	.....	.....	.....	.....	2	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	3
Over 700 and not exceeding 800 tons	.....	1	.....	.....	.....	.....	.....	.....	.....	1	1	1	.....	1	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2	5	7
Over 800 and not exceeding 900 tons	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	3	3
Over 900 and not exceeding 1,000 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	3	3
Over 1,000 and not exceeding 1,100 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	2	2
Over 1,100 and not exceeding 1,200 tons	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Over 1,200 and not exceeding 1,300 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 1,300 and not exceeding 1,400 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 1,400 tons	.....	1	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	5	5
Unknown	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	1	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	1	.....	1	5	6
Total	3	11	1	3	4	8	9	17	3	10	6	10	3	4	9	11	14	9	1	4	5	5	5	8	63	100	163
Aggregate	14		4		12		26		13		16		7		20		23		5		10		13		163		

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 39.

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TABLE 47.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June 30, 1899, showing the number of vessels and distinguishing* AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years	4	1	1	8	3	3	2	7	5	.. ..	4	2	40
Over 5 and not exceeding 10 years	4	2	3	10	2	3	2	4	5	2	1	2	40
Over 10 and not exceeding 15 years	2	... .	2	.....	2	4	1	1	.....	.....	2	4	18
Over 15 and not exceeding 20 years	1	1	2	3	4	2	1	5	2	1	.....	1	23
Over 20 and not exceeding 25 years	.....	.....	1	1	.....	1	.....	.....	1	.....	1	1	6
Over 25 and not exceeding 30 years	2	.....	2	1	1	1	1	1	4	2	2	1	18
Over 30 and not exceeding 35 years	.....	.....	.....	.....	.....	1	.....	1	1	.....	.....	1	4
Over 35 and not exceeding 40 years	.....	.....	.....	1	.....	.....	.....	.....	2	.....	.....	.....	3
Over 40 and not exceeding 45 years	.....	.. ...	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Over 45 and not exceeding 50 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 50 years	.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	2
Unknown	1	.....	.....	1	1	1	.....	.....	3	.....	.....	1	8
Total	14	4	12	26	13	16	7	20	23	5	10	13	163

TABLE 48.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June 30, 1899, showing the number of vessels and distinguishing their* CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	7	2	5	16	6	8	5	14	7	1	6	6	83
Coal	2	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	4
Cotton, cotton seed, etc	1	1	.....	2	.....	2	.....	2	1	.....	1	.....	10
Fertilizers	.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	2
Fish, oysters, etc	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	3
Fruit, nuts, etc	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Grain	.....	.....	1	1	.....	1	.....	1	.....	1	.....	.....	5
Ice	.....	1	.....	.....	.....	...	.....	.....	.....	.....	.....	.....	1
Iron, iron ore, etc	.....	.....	.....	.....	.....	.....	.....	.....	... ..	1	.....	.....	1
Lumber, timber, etc	.....	.....	.....	2	.....	.....	.....	.....	2	.....	.....	.....	4
Live stock	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Merchandise (general)	3	.....	1	1	2	.....	1	2	1	1	1	5	18
Sand, plaster, etc	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Stone, brick, etc	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Sugar, molasses, etc	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Wood	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	2
Miscellaneous	1	.....	1	.....	2	3	1	.....	2	.....	2	1	13
Unknown	.....	.....	1	4	2	1	.....	.....	3	.....	.....	1	12
Total	14	4	12	26	13	16	7	20	23	5	10	13	163

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TABLE 49.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June 30, 1899, distinguishing the* RIVERS *on which they occurred.*

Rivers.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Apalachicola, Florida	....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Atchafalaya, Louisiana	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	2
Arkansas	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	1	.....	3
Cache, Arkansas	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Chattahoochee	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	3
Columbia, Oregon	1	.....	1	2	.....	.....	.....	.....	.....	.....	.....	.....	4
Cumberland, Tennessee	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Delaware	.....	.....	7	6	.....	1	2	1	2	.....	1	.....	20
Elizabeth, Virginia	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Grand, Louisiana	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Green, Kentucky	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	2
Holston, Tennessee	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Hudson	1	1	1	4	4	1	.....	.....	1	1	1	1	16
Illinois	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
James	2	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	4
Kennebec	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Lewis, Washington	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Mississippi	6	.....	.....	2	4	4	3	3	6	1	3	2	34
Missouri	.....	.....	.....	1	.....	.....	.....	.....	1	.....	.....	.....	2
Mobile, Alabama	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Monongahela	.....	.....	.....	1	.....	2	.....	.....	.....	.....	.....	.....	3
Ocklockonee, Florida	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Ohio	1	1	1	.....	2	2	.....	7	3	2	1	1	21
Osage, Missouri	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Ouachita, Louisiana	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Petaluma, California	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Potomac	.....	.....	.....	2	.....	.....	.....	1	4	.....	1	.....	8
Red, Louisiana	.....	1	.....	1	.....	.....	.....	1	.....	.....	1	.....	4
Sabine, Texas	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Saint Croix, Maine	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Saint Lawrence	1	.....	.....	4	.....	.....	.....	1	.....	.....	.....	1	7
Salt, Kentucky	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
San Joaquin, California	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Savannah	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	2
Skagit, Washington	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Tennessee	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Wabash, Indiana	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
White, Arkansas	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Willamette, Oregon	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	2	3
Yazoo, Mississippi	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Total	14	4	12	26	13	16	7	20	23	5	10	13	163

TABLE 50.—*Summary*—RIVERS *of the United States.*

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.*	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Founderings	18	1,221	318	1,539	6	12	.....	12	6	.....	117	117	6
Strandings	14	136	9,472	9,608	11	3	.....	3	11	255	172	427	6
Vessels collided	30	552	11,708	12,260	9	11	10	2	28	338	264	602	.....
Other causes	101	6,692	19,210	25,902	43	57	1	46	55	919	1,830	2,749	29
Total	163	8,601	40,708	49,309	69	83	11	63	100	1,512	2,383	3,895	41

*** In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 39.**

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TABLE 51.—*Abstract of returns of disasters to American vessels* AT SEA *and in* FOREIGN WATERS *during the year ending June 30, 1899, showing the* NUMBER *and* VALUE *of* VESSELS *and* CARGOES *and amount of* LOSS *to same where known.*

Months.	Total value of vessels.		Number of vessels, value unknown.	Total value of cargoes.		Number of cargoes, value unknown.	Unknown whether laden or not.	Loss to vessels.		Number of vessels totally lost, amount unknown.	Number of vessels damaged, amount unknown.*	Loss to cargoes.		Number of cargoes totally lost, amount unknown.	Number of cargoes not damaged, or damage unknown.
	Number.	Amount.		Number.	Amount.			Number.	Amount.			Number.	Amount.		
July	14	$1,544,500	.....	7	$284,765	2	.....	12	$118,850	.....	2	4	$55,030	1	4
August	12	203,200	1	5	34,840	1	1	12	150,700	.....	1	3	4,800	1	3
September	13	365,500	1	7	28,000	.....	1	13	151,000	.....	1	6	19,600	.....	2
October	16	252,000	1	14	151,335	1	.....	15	160,700	1	1	11	85,980	1	3
November	34	759,500	2	27	366,110	3	1	34	422,850	1	1	22	222,810	1	8
December	27	813,500	.....	18	506,325	2	.....	27	323,320	.....	.....	13	61,450	.....	7
January	25	3,490,900	1	17	1,620,340	3	1	24	387,035	.....	2	13	129,250	1	7
February	28	962,100	.....	21	215,335	1	.....	28	419,115	.....	.....	13	74,880	.....	9
March	5	67,800	.....	4	16,900	.....	.....	5	30,550	.....	.....	2	10,200	.....	2
April	11	502,500	2	10	341,040	.....	2	11	149,700	.....	2	6	139,690	.....	6
May	8	86,000	2	5	184,030	1	1	8	52,555	2	.....	3	42,645	1	3
June	6	444,500	.....	4	57,200	.....	.....	6	139,975	.....	.....	2	26,500	.....	2
Total	199	9,512,000	10	139	3,806,220	14	7	195	2,506,350	4	10	98	872,885	6	56

*In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 52.

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TABLE 52.—*Abstract of returns of disasters to American vessels* AT SEA *and in* FOREIGN WATERS *during the year ending June 30, 1899, showing the number of* VESSELS TOTALLY LOST, *the number* DAMAGED, *their* TONNAGE, *the number of* PERSONS ON BOARD, *and the number of* LIVES LOST.

Months.	Number of disasters resulting in total loss to vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss, unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Number of lives lost.
July	9	3	1	1	14	2,076	16,982	83	524	14
August	8	4	1	.....	13	4,557	5,899	.....	136	32
September	8	5	1	.....	14	3,251	3,122	6	188	36
October	10	6	.....	1	17	4,059	3,694	9	176	8
November	23	12	1	.....	36	13,100	8,988	10	379	65
December	13	14	.....	.....	27	7,623	13,170	16	356	9
January	11	13	1	1	26	5,879	30,395	402	1,115	59
February	10	18	.....	.....	28	6,285	12,611	153	425	15
March	3	2	.....	.....	5	898	1,047	2	49	.....
April	4	7	2	.....	13	2,765	10,018	1	203	20
May	5	5	.....	.....	10	4,617	1,657	6	139	12
June	3	3	.....	.....	6	2,046	4,860	105	134	.....
Total	107	92	7	3	209	57,156	112,443	793	3,824	270

TABLE 53.—*Abstract of returns of disasters to American vessels* AT SEA *and in* FOREIGN WATERS *during the year ending June 30, 1899, showing the number of* VESSELS *and* CARGOES INSURED *and* UNINSURED, *and the* AMOUNT *of* INSURANCE, *where known.*

Months.	Number of vessels and cargoes reported to be insured, and the AMOUNT of INSURANCE.					Number of vessels and cargoes reported not insured.		Number of vessels and cargoes, whether insured or not, unknown.		Vessels in ballast.
	Vessels.		Cargoes.		Total amount of insurance.	Vessels.	Cargoes.	Vessels.	Cargoes.	
	Number.	Amount.	Number.	Amount.						
July	5	$289,285	2	$12,810	$302,095	5	2	4	5	5
August	6	27,100	1	1,800	28,900	5	2	2	4	6
September	7	219,850	2	2,800	222,650	5	3	2	3	6
October	7	130,500	5	82,810	213,310	5	2	5	8	2
November	21	474,500	12	122,330	596,830	9	4	6	15	5
December	17	504,405	8	58,595	563,000	4	4	6	8	7
January	18	3,045,965	5	222,500	3,268,465	5	6	3	10	5
February	18	355,980	10	77,085	433,065	9	6	1	6	6
March	4	54,570	3	13,700	68,270	1	.....	.....	1	1
April	10	232,350	2	106,800	339,150	2	3	1	7	1
May	7	88,700	4	24,030	112,730	2	.....	1	3	3
June	5	333,250	.....	.....	333,250	1	1	.....	3	2
Total	125	5,756,455	54	725,260	6,481,715	53	33	31	73	49

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TABLE 54.—*Abstract of returns of disasters to American vessels* AT SEA *and in* FOREIGN WATERS *during the year ending June 30, 1899, distinguishing the* NATURE *of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	7	6	1	2	3	3	1	2	.....	3	.....	.....	28
Stranded	1	.....	4	7	6	3	7	3	3	.....	7	4	45
Collided	4	2	2	.....	2	.....	2	.....	.....	4	.....	.....	16
Abandoned	.....	.....	.....	1	6	8	1	2	1	.....	.....	1	20
Capsized	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2
Damage to hull, masts, rigging, etc	1	3	2	3	6	6	5	15	1	3	.....	.....	45
Damage to machinery	.....	.....	.....	.....	1	3	1	1	.....	1	1	.....	8
Explosion of boilers and bursting of steam pipes.	.....	.....	1	.....	.....	1	1	.....	.....	.....	.....	.....	3
Fire	1	1	.....	.....	1	3	1	.....	.....	.....	.....	1	8
Never heard from	.....	1	3	1	7	.....	4	3	.....	1	1	.....	21
Sprung a leak	.....	.....	.....	.....	1	.....	2	.....	.....	1	.....	.....	4
Struck wreck	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Water-logged	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Miscellaneous	.....	.....	1	2	2	.....	1	1	.....	.....	.....	.....	7
Total	14	13	14	17	36	27	26	28	5	13	10	6	209

TABLE 55.—*Abstract of returns of disasters (excluding collisions) to American vessels* AT SEA *and in* FOREIGN WATERS *during the year ending June 30, 1899, distinguishing the* CAUSE *of each disaster.*

Class and cause of disaster.	Foundrings.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.—*Causes connected with the weather:*					
Calms, currents, and tides	.....	8	.....	.....	8
Darkness	.....	1	.....	.....	1
Fog	.....	4	.....	.....	4
Gales, hurricanes, etc	19	17	53	.....	89
Heavy sea	1	1	7	.....	9
Snowstorms	.....	2	.....	.....	2
Total	20	33	60	.....	113
CLASS 2.—*Causes connected with vessels, equipments, or stowage:*					
Defective chart	.....	1	.....	.....	1
Error in chronometer	.....	2	.....	.....	2
Total	.....	3	.....	.....	3
CLASS 3.—*Causes connected with navigation and seamanship:*					
Error of pilot	.....	1	.....	.....	1
Total	.....	1	.....	.....	1
CLASS 4.—*Causes connected with machinery or boilers:*					
Damage to machinery	.....	.....	7	.....	7
Total	.....	.....	7	.....	7
CLASS 5.—*Other causes:*					
Absence of buoys and lights	.....	2	.....	.....	2
Explosion of steam pipes	.....	.....	3	.....	3
Fire	.....	.....	8	.....	8
Ice	.....	2	1	.....	3
Misstayed	.....	1	.....	.....	1
Sprung a leak	7	.....	1	.....	8
Struck wreck	.....	.....	1	.....	1
Water-logged	.....	.....	17	.....	17
Miscellaneous	.....	2	.....	.....	2
Unknown	1	1	1	21	24
Total	8	8	32	21	69
Aggregate	28	45	99	21	193

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TABLE 56.—*Abstract of returns of disasters to American vessels* AT SEA *and in* FOREIGN WATERS *during the year ending June 30, 1899, showing the number of vessels* COLLIDED *and distinguishing the* CAUSE *of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Bad management	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Fault of other vessel	1	.....	.....	.....	1	.....	.....	.....	.....	1	.....	.....	3
Fog	2	2	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	6
Unknown	1	.....	.....	.....	1	.....	2	.....	.....	2	.....	.....	6
Total	4	2	2	.....	2	.....	2	.....	.....	4	.....	.....	16

TABLE 57.—*Abstract of returns of disasters to American vessels* AT SEA *and in* FOREIGN WATERS *during the year ending June 30, 1899, 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	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	6
Barks	1	1	2	.....	1	2	3	3	.....	1	2	.....	16
Barkentines	1	.....	1	1	2	.....	.....	.....	1	.....	.....	.....	6
Brigs	.....	.....	.....	2	.....	.....	1	.....	.....	.....	.....	.....	3
Schooners	3	8	8	12	29	16	11	19	4	6	7	2	125
Ships	1	2	.....	.....	.....	1	3	1	.....	.....	1	.....	9
Steamers	4	2	1	2	4	8	8	3	.....	6	.....	4	42
Yachts	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Total	14	13	14	17	36	27	26	28	5	13	10	6	209

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TABLE 58.—*Abstract of returns of disasters to American vessels* AT SEA *and in* FOREIGN WATERS *during the year ending June 30, 1899, showing the* TONNAGE *and distinguishing the number of those* TOTALLY LOST *and those* PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 50 tons	1	.....	1	.....	1	.....	2	.....	.....	.....	.....	.....	.....	.....	3	.....	1	.....	.....	.....	.....	.....	.....	.....	9	.....	9
Over 50 and not exceeding 100 tons	.....	.....	1	1	1	.....	1	.....	1	1	1	.....	4	1	1	3	1	.....	1	1	1	.....	1	.....	14	7	21
Over 100 and not exceeding 200 tons	5	.....	1	.....	2	.....	.....	.....	5	2	1	2	1	1	.....	3	.....	1	1	1	.....	3	1	.....	17	13	30
Over 200 and not exceeding 300 tons	.....	.....	.....	.....	1	.....	1	.....	1	1	1	.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	5	2	7
Over 300 and not exceeding 400 tons	1	.....	1	1	.....	.....	3	3	1	1	1	.....	1	1	2	.....	.....	.....	.....	1	.....	.....	.....	.....	10	7	17
Over 400 and not exceeding 500 tons	1	.....	.....	.....	2	.....	1	1	1	.....	2	2	1	1	1	2	.....	.....	.....	.....	1	.....	.....	1	10	7	17
Over 500 and not exceeding 600 tons	1	1	1	.....	.....	4	1	.....	4	1	.....	4	3	.....	1	2	.....	.....	.....	.....	.....	.....	.....	.....	11	12	23
Over 600 and not exceeding 700 tons	.....	.....	2	1	.....	.....	.....	2	3	.....	1	1	.....	1	.....	2	.....	.....	1	.....	.....	2	.....	.....	7	9	16
Over 700 and not exceeding 800 tons	.....	1	.....	.....	.....	.....	.....	.....	5	.....	2	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	8	2	10
Over 800 and not exceeding 900 tons	.....	.....	.....	.....	.....	1	.....	1	.....	1	3	.....	.....	.....	.....	2	.....	.....	.....	1	.....	.....	.....	.....	3	6	9
Over 900 and not exceeding 1,000 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2	2
Over 1,000 and not exceeding 1,100 tons	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	1	2
Over 1,100 and not exceeding 1,200 tons	.....	.....	.....	.....	1	.....	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	2	3
Over 1,200 and not exceeding 1,300 tons	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
Over 1,300 and not exceeding 1,400 tons	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2	4
Over 1,400 tons	.....	3	1	2	.....	.....	.....	.....	.....	3	.....	2	1	8	2	3	.....	.....	1	3	2	.....	1	1	8	25	33
Unknown	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	4	4
Total	9	5	8	5	8	6	10	7	23	13	13	14	11	15	10	18	3	2	4	9	5	5	3	3	107	102	209
Aggregate	14		13		14		17		36		27		26		28		5		13		10		6		209		

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 52.

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TABLE 59.—*Abstract of returns of disasters to American vessels* AT SEA *and in* FOREIGN WATERS *during the year ending June 30, 1899, showing the number of vessels and distinguishing* AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years	7	2	2	.....	5	.....	2	1	2	.....	1	1	23
Over 5 and not exceeding 10 years	1	4	2	4	7	10	5	5	.....	3	5	2	48
Over 10 and not exceeding 15 years	3	3	2	4	8	3	10	5	2	2	.....	.....	42
Over 15 and not exceeding 20 years	2	.....	2	4	6	7	3	7	.....	3	2	.....	36
Over 20 and not exceeding 25 years	1	3	1	3	5	4	2	2	.....	3	1	3	28
Over 25 and not exceeding 30 years	.....	1	3	2	1	2	2	7	.....	1	1	.....	20
Over 30 and not exceeding 35 years	.....	.....	1	.....	2	1	1	.....	1	.....	.....	.....	6
Over 35 and not exceeding 40 years	....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Over 40 and not exceeding 45 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 45 and not exceeding 50 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 50 years	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Unknown	.....	.....	1	.....	1	.....	1	.....	.....	1	.....	.....	4
Total	14	13	14	17	36	27	26	28	5	13	10	6	209

TABLE 60.—*Abstract of returns of disasters to American vessels* AT SEA *and in* FOREIGN WATERS *during the year ending June 30, 1899, 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	6	6	2	5	7	5	6	1	1	3	2	49
Coal	2	1	2	2	10	3	4	3	2	1	2	1	33
Cotton, cotton seed, etc	.....	.....	.....	.....	.....	2	2	.....	.....	.....	.....	.....	4
Explosives	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Fertilizers	1	1	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Fish, oysters, etc	... ..	1	2	1	3	3	4	5	.....	1	.....	.....	20
Fruit, coffee, nuts, etc	.....	.....	.....	.....	3	....	1	.....	.....	.....	.....	1	5
Ice	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Iron, iron ore, etc	.....	....	.....	.....	.....	1	1	1	.....	.....	.....	.....	3
Lime	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Logwood	.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	.....	3
Lumber, timber, etc	1	.....	2	6	5	5	3	8	.....	3	1	.....	34
Merchandise (general)	2	.....	.....	1	5	.....	3	3	1	1	3	1	20
Petroleum	.....	1	.....	.....	.....	1	2	.....	.....	1	.....	.....	5
Salt	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Sand, plaster, etc	.....	1	.....	1	.....	1	.....	1	.....	.....	.....	.....	4
Stone, brick, etc	.....	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	3
Sugar, molasses, etc	1	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	3
Whale oil	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Wood	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Miscellaneous	1	1	.....	2	1	1	.....	.....	.....	.....	.....	1	7
Unknown	.....	1	1	.....	1	.....	1	.....	.....	2	1	.....	7
Total	14	13	14	17	36	27	26	28	5	13	10	6	209

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TABLE 61.—*Summary*—AT SEA *and in* FOREIGN WATERS.

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.*	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Founderings	28	11,737	.....	11,737	18	10	.....	28	.....	1	265	266	57
Strandings	45	15,675	12,104	27,779	30	14	1	30	15	138	711	849	13
Vessels collided	16	113	23,336	23,449	7	3	6	1	15	78	571	649	.....
Other causes	120	29,631	77,003	106,634	98	22	.....	48	72	576	2,277	2,853	200
Total	209	57,156	112,443	169,599	153	49	7	107	102	793	3,824	4,617	270

*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, 1899.*

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	43	4,913	45,482	50,395	17	7	19	14	29	.....	180	180	4
Pacific coast	5	1,841	5,840	7,681	2	1	2	2	3	19	105	124	23
Great Lakes	3	.....	1,192	1,192	3	.....	.....	.....	3	.....	21	21	.....
Rivers	3	.....	2,232	2,232	.....	1	2	1	2	.....	10	10	2
Total	54	6,754	54,746	61,500	22	9	23	17	37	19	316	335	29

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	Aggregate.
Total value vessels involved	$448,300	$250,000	$83,000	.....	$781,300
Total value cargoes involved	98,920	265,000	75,900	.....	439,820
Aggregate	547,220	515,000	158,900	.....	1,221,120
Total losses to vessels	64,200	62,000	2,800	.....	129,000
Total losses to cargoes	11,100	65,500	15,000	.....	91,600
Aggregate	75,300	127,500	17,800	.....	220,600
Total insurance on vessels	47,800	.....	.....	.....	47,800
Total insurance on cargoes	2,600	.....	.....	.....	2,600
Aggregate	50,400	.....	.....	.....	50,400
Total tonnage vessels totally lost	4,913	1,841	.....	.....	6,754
Total tonnage vessels damaged	45,482	5,840	1,192	2,232	54,746

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TABLE 63.—GENERAL SUMMARY.

Nature of casualties, etc.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Value of vessels.	Value of cargoes.	Losses to vessels.	Losses to cargoes.	Insurance on vessels.*	Insurance on cargoes.*	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.†
Founderings:																		
Atlantic and Gulf coasts	60	18,920	2,511	$905,550	$159,630	$694,070	$148,770	$547,700	$116,825	36	24	.....	41	19	138	329	467	206
Pacific coast	1	215	.....	20,000	5,000	20,000	5,000	10,000	.....	1	.....	.....	1	.....	6	14	20	11
Great Lakes	14	6,634	22	217,500	59,815	216,000	59,815	127,000	53,900	9	4	1	13	1	5	96	101	49
Rivers	18	1,221	318	63,150	3,500	39,650	3,500	6,750	540	6	12	.....	12	6	.....	117	117	6
At sea and in foreign waters	28	11,737	.....	448,200	191,485	448,200	191,485	199,690	12,965	18	10	.....	28	.....	1	265	266	57
Total	121	38,727	2,851	1,654,400	419,430	1,417,920	408,570	891,140	184,230	70	50	1	95	26	150	821	971	329
Strandings:																		
Atlantic and Gulf coasts	353	48,321	60,072	3,779,115	916,670	1,614,035	279,555	1,630,300	477,650	203	144	6	189	164	302	2,312	2,614	95
Pacific coast	26	5,101	7,562	739,000	181,500	269,975	103,765	281,000	41,910	18	8	.....	13	13	455	405	860	24
Great Lakes	78	18,662	65,051	3,691,950	913,320	1,137,310	369,105	2,608,765	398,675	66	12	.....	28	50	.....	957	957	1
Rivers	14	136	9,472	438,700	39,560	38,350	6,480	161,800	23,600	11	3	.....	3	11	255	172	427	6
At sea and in foreign waters	45	15,675	12,104	1,410,900	284,545	810,980	158,815	686,720	115,540	30	14	1	30	15	138	711	849	13
Total	516	87,895	154,261	10,059,665	2,335,595	3,870,650	917,720	5,368,585	1,057,375	328	181	7	263	253	1,150	4,557	5,707	139
Vessels collided:																		
Atlantic and Gulf coasts	272	1,899	160,427	8,397,030	2,079,435	279,315	27,400	3,743,715	1,106,950	117	89	66	18	254	3,805	2,363	6,168	14
Pacific coast	26	1,998	17,221	928,000	296,600	204,890	21,650	345,500	50,000	15	9	2	2	24	364	511	875	6
Great Lakes	102	791	125,692	6,888,500	934,900	162,780	29,050	4,545,500	540,720	61	32	9	4	98	520	1,399	1,919	2
Rivers	30	552	11,708	350,900	10,170	70,510	620	152,250	.....	9	11	10	2	28	338	264	602	.....
At sea and in foreign waters	16	113	23,336	1,745,000	10,875	27,600	150	489,985	6,310	7	3	6	1	15	78	571	649	.....
Total	446	5,356	338,384	18,309,430	3,331,980	745,095	78,870	9,276,950	1,703,980	209	144	93	27	419	5,105	5,108	10,213	22
Other causes:																		
Atlantic and Gulf coasts	157	7,150	78,287	7,660,570	2,046,620	712,150	163,920	3,805,475	846,545	86	71	.....	38	119	2,042	2,115	4,157	18
Pacific coast	12	192	9,280	336,540	26,690	50,440	2,200	94,600	.....	7	5	.....	2	10	964	216	1,180	1
Great Lakes	101	6,677	60,147	3,603,600	907,925	479,365	218,190	2,164,500	366,910	67	34	.....	19	82	858	1,252	2,110	4
Rivers	101	6,692	19,210	1,438,350	346,660	437,645	140,000	723,735	218,400	43	57	1	46	55	919	1,830	2,749	29
At sea and in foreign waters	120	29,631	77,003	5,907,900	3,319,315	1,219,570	522,435	4,380,060	590,445	98	22	.....	48	72	576	2,277	2,853	200
Total	491	50,342	243,927	18,946,960	6,647,210	2,899,170	1,046,745	11,168,370	2,022,300	301	189	1	153	338	5,359	7,690	13,049	252
Grand total	1,574	182,320	739,423	48,970,455	12,734,215	8,932,835	2,451,905	26,705,045	4,967,885	908	564	102	538	1,036	11,764	18,176	29,940	742

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RECAPITULATION.—(GENERAL SUMMARY.)

Coasts, etc.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.†
Atlantic and Gulf coasts	812	76,290	301,297	377,587	442	328	72	286	556	6,287	7,119	13,406	333
Pacific coast	65	7,506	34,063	41,569	41	22	2	18	47	1,789	1,146	2,935	42
Great Lakes	295	32,767	250,912	283,679	203	82	10	64	231	1,383	3,704	5,087	56
Rivers	163	8,601	40,708	49,309	69	83	11	63	100	1,512	2,383	3,895	41
At sea and in foreign waters	209	57,156	112,443	169,599	153	49	7	107	102	793	3,824	4,617	270
Total	1,574	182,320	739,423	921,743	908	564	102	538	1,036	11,764	18,176	29,940	742

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters	Aggregate.
Total value vessels involved	$20,742,265	$2,023,540	$14,401,550	$2,291,100	$9,512,000	$48,970,455
Total value cargoes involved	5,202,355	509,790	2,815,960	399,890	3,806,220	12,734,215
Aggregate	25,944,620	2,533,330	17,217,510	2,690,990	13,318,220	61,704,670
Total losses to vessels	3,299,570	515,305	1,995,455	586,155	2,506,350	8,932,835
Total losses to cargoes	619,645	132,615	676,160	150,600	872,885	2,451,905
Aggregate	3,919,215	677,920	2,671,615	736,755	3,379,235	11,384,740
Total insurance on vessels*	9,727,190	731,100	9,445,765	1,044,535	5,756,455	26,705,045
Total insurance on cargoes*	2,547,970	91,910	1,360,205	242,540	725,260	4,967,885
Aggregate	12,275,160	823,010	10,805,970	1,287,075	6,481,715	31,672,930
Total tonnage vessels totally lost	76,290	7,506	32,767	8,601	57,156	182,320
Total tonnage vessels damaged	301,297	34,063	250,912	40,708	112,443	739,423

*The amount of insurance is on 739 vessels and on 355 cargoes.

†In addition to the number of lives lost here reported, 249 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 991.

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TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, and to American vessels at sea and in foreign waters, involving* LOSS OF LIFE, *during the year ending June 30, 1899, in four divisions, viz: (1) Founderings, (2) Strandings, (3) Collisions, and (4) casualties from Other Causes; showing in each case, when known, the* DESCRIPTION *of the* VESSEL *and the* CARGO, *the number of* LIVES LOST, *and the* DATE *and* PLACE *of disaster, etc.*

(1) FOUNDERINGS.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.
1898.											
July 25	Clipper	American yacht	7	Toledo, Ohio	Put-in-Bay, Ohio	No damage.	Ballast		5	2	Lake Erie.
Aug. 3	Wm. J. Keyser	American steamer	98	Pensacola, Fla	Dry Tortugas, Fla	Total	do		13	4	At sea.
Aug. 20	W. J. Bryan	do	80	Newport, Ark	Paradise Landing	No damage.	Lumber		14	1	Black River, Ark.
Aug. 24	Marion	do	47	Lying at pier		do	Ballast		8	1	South Amboy, N. J.
Aug. 31	Douglas Gregory	American schooner	621	Philadelphia, Pa	Savannah, Ga	Total	Coal		8	6	At sea.
Aug. 31	Jerome B. Look	do	361	New York	Fernandina, Fla	do	Ballast		8	8	Do.
Aug. 31	Jessie C. Woodhull	do	603	do	do	do	do		8	8	Do.
Sept. 19	Fanny T	do	7	Gloucester, Mass	Boston, Mass	do	Fish		3	1	Near Nahant, Mass.
Sept. 25	Monitor	do	314	Sault Ste. Marie, Mich.	Waiska Bay, Mich	do	Iron ore		14	5	Straits of Mackinac.
Sept. —	Edward M. Reed	do	421	New York	Brunswick, Ga	do	Lumber		7	7	At sea.
Sept. —	Sarah E. Palmer	do	1,226	Charlotte Harbor, Fla.	Cartaret, N J	do	Phosphate rock.		10	8	Near Charleston, S. C.
Oct. 14	Churchill	do	1,010	Duluth, Minn	South Chicago, Ill	do	Iron ore		7	2	Lake Michigan.
Oct. 23	Admiral	American barge	203	New York	New Bedford, Mass	do	Coal		2	2	Long Island Sound.
Oct. 25	L. R. Doty	American steamer	2,056	South Chicago, Ill	Midland, Ontario	do	Corn		17	17	Lake Michigan.
Oct. 27	St. Peter	American schooner	290	Oswego, N. Y	Toledo, Ohio	do	Coal	1	6	6	Lake Ontario.
Nov. 9	S. Thal	do	55			do	Unknown		3	3	Lake Michigan.
Nov. 26	F. R. Walker	do	72	Portland, Me	Fishing grounds	do	Fish		16	16	Boston Bay.
Nov. 27	Pentagoet	American steamer	333	New York	Rockland, Me	do	General		18	18	Off Cape Cod, Mass.
Nov. 27	Portland	do	2,284	Boston, Mass	Portland, Me	do	do	65	64	129	Do.
Nov. 27	Helicon	American schooner	1,198	Norfolk, Va	Providence, R. I	do	Coal		4	2	Off Atlantic City, N. J.
Nov. 27	Corsica	do	1,307	do	Boston, Mass	do	do		4	4	Do.
Nov. 27	Daniel I. Tenney	do	1,701	Newport News, Va	do	do	do	1	5	6	Off Sandy Neck, Barnstable, Mass.
Nov. 27	Delaware	do	2,461	do	do	do	do		6	6	Off Scituate, Boston Bay, Mass.
Nov. 27	King Philip	do	1,225	Baltimore, Md	Portland, Me	do	do		10	10	At Sea.
Dec. 31	Protection	American steamer	281	Seattle, Wash	San Francisco, Cal	do	do		15	1	Do.
1899.											
Feb. 21	Huston Combs No. 2	do	96	New Iberia, La	Morgan City, La	do	Ballast		12	3	Atchafalaya River.
Mar. 7	James Bowen	do	77	Norfolk, Va	Philadelphia, Pa	do	do		10	10	Near Hog Island Light, Va.
Mar. —	Three Brothers	American schooner	24		Washington, D. C	do	Wood		3	1	Potomac River.

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Apr. 4	Chilkat	American steamer	215	Eureka, Cal	San Francisco, Cal	do	Lumber and merchandise	6	14	11	Humboldt Bar, Cal.
Apr. 6	Nellie M. Davis	American schooner	93	St. Pierre, Miquelon	Fishing grounds	do	Fish		14	1	At sea.
Apr. 8	Ellangowan	do	841	Philadelphia, Pa	Charlestown, Mass	do	Coal		4	4	Near Montauk Point, N. Y.
Apr. 21	General Whitney	American steamer	1,849	New Orleans, La	New York	do	Sugar, cotton, wool, etc.		31	12	At sea.
May 13	Nelson	American schooner	766	Cleveland, Ohio	Hancock, Mich	do	Coal	2	6	8	Lake Superior.
May 28	Lindsay	American barge	600	Louisville, Ky	Ashland, Ky	do	Mill cinder			2	Ohio River.
June 28	Margaret Olwill	American steamer	12	Kelleys Island, Ohio	Cleveland, Ohio	do	Stone	2	10	8	Lake Erie.

Total: Vessels, 35; tonnage, 22,834; total losses, 32; no damage, 3; number of passengers, 77; number in crews, 379; number of lives lost, 333.

(2) STRANDINGS.

July 31	C. C. Funk	American barkentine.	540	Tacoma, Wash	Melbourne, Australia.	Total	Lumber	3	10	11	Flinders Island, Australia.
Sept. 30	Belle of Suwanee	American steamer	218	Beauford, Fla	Cedar Keys, Fla	No damage.	Ballast	21	11	1	Suwanee River, Fla.
Nov. 2	Talofa	American schooner	1,188	Guatanamo, Cuba	Tampa, Fla	Total	do		10	2	Cozumel Island, Yucatan, Mexico.
Nov. 17	Atalanta	British ship	1,753	Tacoma, Wash	Delagoa Bay, South Africa.	do	Wheat		26	23	Four miles south of Alsea Bay, Oregon.
Nov. 25	St. Lawrence	American steamer	1,437	Chicago, Ill	Prescott, Ontario	do	Corn		15	1	Point Betsey, Mich., Lake Michigan.
Nov. 26	Number Four	American schooner	920	Baltimore, Md	Boston, Mass	do	Coal		5	3	Hull Beach, Mass.
Nov. 26	Amelia G. Ireland	do	284	New York	do	do	Petroleum		7	1	Nenemsha Bight, Marthas Vineyard, Mass.
Nov. 26	Jennie	American sloop	16	Edgartown, Mass	New Haven, Conn	do	Clams		2	2	Nashawena Island, Vineyard Sound, Mass.
Nov. 26	Louis C. H. Finney	American schooner	14	Lying in harbor		do	Ballast		7	5	Pongoteague Flats, Chesapeake Bay.
Nov. 27	Albert L. Butler	do	344	Black River, Jamaica.	Boston, Mass	do	Logwood		8	3	Peaked Hill Bars, Cape Cod, Mass.
Nov. 27	Hattie A. Butler	do	153	Onset, Mass	Poughkeepsie, N. Y.	do	Sand		3	1	Angelica Point, Buzzards Bay, Mass.
Nov. 27	Cassia	American sloop	9	Newport, R. I	Fishing trip	do	Ballast		2	1	Block Island, R. I.
Nov. 27	Abel E. Babcock	American schooner	812	Philadelphia, Pa	Boston, Mass	do	Coal		8	8	Toddy Rocks, Boston Harbor, Mass.
Nov. 27	Addie Sawyer	do	132	Calais, Me	New York	do	Lumber		5	2	Cedar Tree Neck, Marthas Vineyard, Mass.
Nov. 27	Jordan L. Mott	do	138	Hyannis, Mass	Rockland, Me	do	Coal		5	1	Provincetown Harbor, Mass.
Nov. 27	Calvin F. Baker	do	567	Philadelphia, Pa	Boston, Mass	do	do		8	3	Light-House Island, Boston Harbor, Mass.
Nov. 27	Hard Chance	do	75	Westport, Mass	New York	do	Ballast		3	3	Old Field Point, Long Island, N. Y.
Nov. 27	Clara Leavitt	do	455	Perth Amboy, N. J	Portland, Me	do	Molding clay		7	6	Near Gay Head, Marthas Vineyard, Mass.

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TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, and to American vessels at sea, etc.*—Continued.

(2) STRANDINGS—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.
1898.											
Nov. 27	Mertis H. Perry	American schooner	61	Provincetown, Mass.	Boston, Mass.	Total	Fish		14	5	Two miles north by west of Brant Rock, Mass.
Nov. 27	Virginia	American barge	1,500	Newport News, Va.	do	do	Coal		4	4	Near Black Rock, Boston Harbor, Mass.
Nov. 27	Bessie H. Gross	American schooner	116	Stonington, Conn	do	do	Granite		3	2	House Island, Mass.
Nov. 27	Lunet	do	172	Perth Amboy, N. J.	Bangor, Me	do	Coal		5	5	Tarpaulin Cove, Vineyard Sound, Mass.
Nov. 27	Virginia	do	55	Boston, Mass	Salem, Mass	do	Wax		3	2	Thompsons Island, Boston Harbor, Mass.
Nov. 27	Island City	do	71	New York	Cohasset, Mass.	do	Coal		4	4	Vineyard Haven, Marthas Vineyard, Mass.
Nov. 27	Leander V. Beebe	do	749	Philadelphia, Pa.	Boston, Mass.	do	do		8	8	Black Rock, near Cohasset, Mass.
Nov. 27	Lucy A. Nickels	American barge	1,350	Baltimore, Md.	do	do	do		5	2	Do.
Nov. 27	Lester A. Lewis	American schooner	250	Elizabethport, N. J	Bangor, Me	do	Phosphate		5	5	Wood End, Cape Cod, Mass.
Nov. 27	Columbia	do	89	Cruising		do	Ballast		5	5	Scituate, Mass.
Dec. 5	Vamoose	British schooner	387	Sydney, Cape Breton.	St. John, New Brunswick.	do	Coal		8	2	Block Island, R. I.
1899.											
Jan. 13	Jewel	American steamer	265	San Francisco, Cal.	Caspar, Cal.	do	Lumber		15	1	Caspar Harbor, Cal.
Mar. 7	Annie E. Reynolds	American schooner	85	Norfolk, Va.	Alexandria, Va	do	do		6	6	Potomac River.
Apr. 18	Eliza	do	47	Hyannis, Mass.	Fishing grounds	do	Ballast		14	11	Nantucket Shoal, Mass.
Apr. 20	Mystery	do	23	Lake Charles, La	Corpus Christi, Tex.	do	Lumber		2	1	St. Joseph Island, Tex.

Totals: Vessels, 33; tonnage, 14,275; total losses, 32; no damage, 1; number of passengers, 21; number in crews, 243; number of lives lost, 140.

(3) COLLISIONS.

1898.											
July 2	No name*	Skiff							3	1	St. Louis, Mo.
July 8	No name†	Rowboat							1	1	Duluth Harbor, Minn.
Aug. 14	No name‡	Fish boat							3	1	Columbia River.
Aug. 20	No name§	Rowboat							5	3	Delaware River.
Aug. 24	Lyric	American steamer	11	Duluth, Minn	Superior, Wis.	No damage.	Provisions and ice.		3	1	West Superior, Wis.
Sept. 16	Alice C. Jordan	American schooner	86	Gloucester, Mass.	Block Island, R. I.	Total	Ballast		16	9	Vineyard Sound, Mass.
Oct. 14	Nassau	do	303	Detroit, Mich.	Buffalo, N. Y.	do	Wheat		6	1	Lake Erie.
Oct. 16	No name‖	Rowboat							3	1	Raritan River.
Oct. 20	L. P. Smith	American steamer	74	Towing in harbor		Partial	Ballast		3	1	Cleveland Harbor, Ohio.
Nov. 2	J. D. Peters	do	881	San Francisco, Cal.	Stockton, Cal.	Total	General	170	41	6	San Francisco Bay, Cal.

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Nov. 15	Leah	American sloop	7	Town Creek, N. C.	Wilmington, Del.	No damage.	Naval stores	2	1	Cape Fear River.
Nov. 27	Leora M. Thurlow	American schooner	213	Hallowell, Me.	New York	Partial	Stone	5	1	Vineyard Haven Harbor.
1899.										
Jan. 22	William D.¶	Steam launch						5	2	San Francisco Bay, Cal.
Jan. 22	Olive**	American sloop						1	2	1	Mobile Bay, Ala.
Mar. 25	Florence††	Catboat							2	2	Charleston Harbor, S. C.
May 2	May and Eva	American schooner	58	Haverstraw, N. Y.	Ocean City, N. J.	Total	Brick		4	4	Off Barnegat Light, N. J.
June 1	No name‡‡	Rowboat							2	2	Hudson River.
June 7	No name§§	Skiff							1	1	Rock Island, Ill.

Totals: Vessels, 18; tonnage, 1,633; total losses, 4; partial losses, 2; no damage, 12; number of passengers, 171; number in crews, 107; number of lives lost, 39.

* Collision with barge Edna.
† Collision with steamer Selwyn Eddy.
‡ Collision with steamer Sarah Dixon.
¿ Collision with steamer Brandywine.
‖ Collision with schooner Express.
¶ Collision with ferryboat Oakland.
** Collision with steamer Columbia.
†† Collision with schooner Carib.
‡‡ Collision with steamer City of Hudson.
§§ Collision with steamer J. W. Van Sant.

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TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, and to American vessels at sea, 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.
1898.												
July 2	George Stephenson.	Am. str	4,563			No damage.	Unknown			1	St. Marys River	Fatally injured by being caught in a line he was securing to timber head.
July 3	Tivoli	do	704	Baltimore, Md	Salisbury, Md	do	Ballast	31	24	1	Off Salisbury, Md	While lowering boat, line parted and man fell overboard.
July 4	Surf City	do	53	Salem, Mass	Beverly, Mass	Partial	do	63	6	8	Beverly Harbor, Mass.	Vessel capsized in a squall.
July 5	Reliance	Am. sc	64	San Francisco, Cal	New Haven, Cal	No damage.	Unknown		4	1	New Haven, Cal	Capsizing of small boat.
July 5	Juneau	do	10	Astoria, Oreg	Kalama, Wash	do	do		5	1	Columbia River	Fell overboard.
July 8	Kenilworth	Am. shp	2,293	Valparaiso, Chile	New York	Partial	Sugar	1	26	3	At sea	Suffocated in cabin by smoke, cargo being on fire.
July 9	Hildegarde	Am. str	80	Branford, Conn	New Haven, Conn	No damage.	Ballast	325	7	1	Branford (Pawson Park), Conn.	While leaning over rail, came in contact with spiles and was killed.
July 9	Sarah E. Lee	Am. sc	104	Carboneer, Newfoundland.	Baccalieu Bank	do	do		18	2	At sea	Lost in dory while attending trawls.
July 12	Ocean Spray	do	83	Walsh Landing, Cal	San Francisco, Cal	do	Unknown		5	1	Golden Gate, Cal	Fell overboard.
July 12	T. R. Creamer	do	25	Baltimore, Md	Annapolis, Md	do	Brick		3	1	Annapolis Harbor, Md.	Thrown overboard by jib sheet.
July 14	Christopher Columbus.	Am str	1,511	Milwaukee, Wis	Chicago, Ill	do	Ballast	655	75	1	Lake Michigan	Fell overboard.
July 15	A. L. Lee	Am. sc	87	Somers Point, N. J	New York	do	Unknown		4	1	Great Egg Harbor, N. J.	Fell overboard from small boat.
July 16	Iowa	Am. str	80	Henderson, Ky	Newburg, Ind	do	do	400	8	1	Ohio River	Fell overboard.
July 16	Northampton	do	484	Norfolk, Va	Old Point, Va	Total	Ballast	25	18	1	Norfolk, Va	Vessel destroyed by fire.
July 19	Lucia A. Simpson.	Am. sc	216	Chicago, Ill	Ludington, Mich	No damage.	Unknown		7	1	Lake Michigan	Fell from aloft to deck.
July 20	Valkyrie	do	139	Bay of Bulls, Newfoundland.	Fishing grounds	do	Ballast		19	2	At sea	Swamping of overloaded dory.
July 21	Ulster	Am. str	690	New York	Saugerties, N. Y	do	Merchandise	1	20	1	New York Harbor	Jumped overboard while insane.
July 22	A. G. Morey	Am. sc	280	St. Joseph, Mich	Masonville, Mich	do	Shingles		6	1	St. Joseph, Mich	Capsizing of yawl.

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July 22	Nimbus	do	884	Buenos Ayres, South America.	Turks Island, West Indies.	do	Unknown		9	1	At sea	While painting vessel, fell overboard from stage.
July 23	Challenge	Am. slp	18	San Bruno, Cal	San Francisco, Cal	do	do			1	San Francisco, Cal	Fell overboard.
July 25	Uranus	Am. sc	152	San Francisco, Cal	Fishing trip	do	do		23	1	At sea	Lost in small boat while fishing.
July 29	Wau Bun	Am. str	64	Racine, Wis	Houghton, Mich	do	do		4	1	Lake Michigan	Fell through pocket of dump scow alongside.
July 30	S. S. Curry	do	3,260	Two Harbors, Wis	Buffalo, N. Y	do	Iron ore		22	1	Buffalo, N. Y	Lost overboard.
July 30	Atalanta	Am. sc	104	Boothbay, Me	Fishing banks	do	Ballast		18	2	At sea	Lost in dory while attending trawls.
July 31	Charles L. Mather	Am. str	49	Boston, Mass	Cruising	do	do	100	4	1	Boston Harbor, Mass.	Fell overboard.
Aug. 1	Matilda	Am. sc	30	Diamond Creek	Norfolk, Va	do	Fish scrap		4	1	Chesapeake Bay	Fell overboard while walking on rail.
Aug. 2	Algonquin	Am. str	2,833	New York	Charleston, S. C	do	Unknown	42	52	1	At sea	Fell or jumped overboard.
Aug. 10	Twilight	do	9	Fort Schuyler, N. Y	Whitestone, N. Y	do	do	22	3	1	East River, N. Y	Lost overboard.
Aug. 10	Charles Nelson	do	802	San Francisco, Cal	Honolulu, Hawaii	do	do	567	50	1	At sea	In trying to get from vessel to small boat for the purpose of going to the rescue of a passenger, fell overboard.
Aug. 11	Sunshine	do	336	Louisville, Ky	Jeffersonville, Ind	do	do	12	9	1	Jeffersonville, Ind	Fell overboard between vessel and dock while attempting to land.
Aug. 13	Alex. Nimick	do	1,969	Duluth, Minn	Conneaut, Ohio	do	Iron ore		17	1	Conneaut, Ohio	Fell overboard while wrestling.
Aug. 13	Greyhound	do	621	Detroit, Mich	Port Huron, Mich	do	Unknown	500	54	1	Detroit River	Fell overboard.
Aug. 13	State of New York.	do	808	Cleveland, Ohio	Toledo, Ohio	do	do	43	39	1	Lake Erie	Do.
Aug. 14	A. C. Freese	do	206	Union Island	Stockton, Cal	do	do		24	1	San Joaquin River, Cal.	Do.
Aug. 15	Jas. N. White	do	88			do	do			1	Cumberland River	Walked overboard.
Aug. 17	Olie P. Smith	Am. slp	9	Nanticoke River	Baltimore, Md	do	do		2	1	Chesapeake Bay	Fell overboard while asleep.
Aug. 19	W. L Wetmore	Am. str	820	Chicago, Ill	Escanaba, Mich	do	Ballast		15	1	Lake Michigan	Lost overboard at night.
Aug. 20	Bonanza	do	741	Cincinnati, Ohio	Pomeroy, Ohio	do	do		75	1	Hartford, W. Va	Slipped overboard while going into wheel to oil journal.
Aug. 20	R. C. Barkley	do	17	Charleston, S. C	Ashley River, S. C	do	Unknown		4	1	Ashley River, S. C	Fell overboard.
Aug. 21	Hudson	do	87	Fall River, Mass	Providence, R. I	do	Ballast	82	8	1	Narragansett Bay, R. I.	Fell overboard from gangway.
Aug. 22	Norma	Am. sc	20	Lying in harbor		do	do		2	1	Egg Harbor, Green Bay, Mich.	Vessel capsized in cyclone.
Aug. 23	Delos DeWolf	do	808	Cheboygan, Mich	Cleveland, Ohio	do	Lumber		7	1	Lake Huron	Knocked overboard by foreboom.

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TABLE 64.— *Wrecks and casualties on and near the coasts and on the rivers of the United States, and to American vessels at sea, etc.*—Continued.

(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crew.	Lives lost.	Place of disaster.	Nature of casualty.
1898.												
Aug. 23	Jabez Howes	Am. shp	1,648	Baltimore, Md.	San Francisco, Cal.	No damage.	Unknown		227	1	At sea	Fell from aloft to deck.
Aug. 26	Chevalier	Am. str	68	Lying in harbor		do	Ballast		12	1	Proctorville, Ohio	Fell overboard while working in wheel.
Aug. 30	A B. Sherman	Am. sc	612	Savannah, Ga	Baltimore, Md	Partial	Railroad ties.		9	1	At sea	Lost overboard in a hurricane.
Aug. 31	Hudson City	Ferryboat	1,009	New York	Jersey City, N. J.	No damage	Ballast	100	7	1	New York Harbor	Fatally injured by being caught between vessel and dock.
Aug. —	Josiah Linthicum	Am. sc	165	Chesapeake Bay	Jacksonville, Fla	Total	Fertilizer		6	6	At sea	Never heard from.
Sept. 1	Alcedo	Am. st. yt.	552	Aberdeen, Scotland	Cruising	Partial	Ballast		39	1	Stavanga, Norway	Killed by bursting of cylinder head.
Sept. 3	Middletown	Am. str	1,554	New York	Hartford, Conn.	No damage.	Unknown			1	Long Island Sound	Fell overboard while intoxicated.
Sept. 5	Westport	do	212	San Francisco, Cal.	Bear Harbor, Cal.	do	do	1	15	1	Bear Harbor, Cal.	Capsizing of small boat while running line to dock.
Sept. 7	Mary E. Stevenson.	Am. sc	18	Baltimore, Md.	Little Wicomico, Va.	do	do		2	1	Chesapeake Bay	Knocked overboard by jibboom.
Sept. 7	Embla	Am. st. yt.	170	Lying in harbor		Partial	Ballast		17	1	Stamford Harbor, Conn.	Burned while vessel was on fire and died from injuries received.
Sept. 10	St. Johns	Am. str	1,099	New York	Atlantic Highlands, N. J.	No damage.	do	261	35	1	Atlantic Highlands, N. J.	Fell from upper deck.
Sept. 11	Naiad	do	174	Columbus, Ga	Apalachicola, Fla	do	General		34	1	Chattahoochee River.	Fell overboard.
Sept. 14	Mystic	Ferryboat	30	Sailing in Portsmouth Harbor.		do	Ballast	58	4	1	Portsmouth Harbor, N. H.	Do.
Sept. 15	Glad Tidings	Am. bkn	654	Baltimore, Md.		do	Unknown		10	1	Chesapeake Bay	Fell or jumped overboard while intoxicated.
Sept. 18	J. M. Griffith	do	606	Nicolaefsk, Siberia	Port Townsend, Wash.	do	Ballast		11	1	At sea	Fell from aloft.
Sept. 19	Lucille Nowland	Am. str	472	Memphis, Tenn	Vicksburg, Miss.	do	Unknown	6	40	1	Mississippi River	Fell overboard.

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Sept. 19	Wm. A. Wells	do	68	Bristol, Me	Fishing grounds	do	Ballast		20	1	Bristol, Me	While engaged in coaling vessel at dock, fell overboard from staging.
Sept. 19	R. W. Hopkins	Am. sc	936	Boston, Mass	Norfolk, Va	do	do		9	1	At sea	Fell overboard from aloft.
Sept. 23	Henry B. Hyde	Am. shp	2,583	New York	San Francisco, Cal.	do	Unknown	1	27	1	do	Do.
Sept. 24	City of Memphis	Am. str	432	St. Louis, Mo	Memphis, Tenn	do	General	28	31	1	Mississippi River	Fell overboard while unloading freight.
Sept. 26	Scotia	do	181	San Francisco, Cal.	Rockport, Cal	do	Bark		15	2	Near Rockport, Cal.	Capsizing of small boat.
Sept. 26	Arago	Am. sc	185	do	Fishing trip	do	Ballast		14	2	Northwest Harbor, Alaska.	Do.
Sept. 27	City of Memphis	Am. str	322	Cairo, Ill	St. Louis, Mo	do	Cotton	40	50	1	Mississippi River	While handling a bale of cotton, hook slipped off, causing him to fall overboard.
Sept. 27	Archie and Fontie.	Am. sc	64	San Francisco, Cal.	Stewarts Point, Cal.	do	Unknown		5	1	Stewarts Point, Cal.	Capsizing of small boat.
Sept. 28	Park City	Am. str	197	Evansville, Ind	Bowling Green, Ky.	do	do			1	Green River, Ky	Lost overboard at night.
Sept. —	John H. Platt	Am. sc	1,172	New York	Brunswick, Ga.	Total	Ballast	4	10	14	At sea	Never heard from.
Sept. —	Mary	do	182	Sabine Pass, Tex	Campeche, Mex	do	Lumber		6	6	do	Do.
Sept. —	Mary Gibbs	Am. bg	482	Newport News, Va.	Para, Brazil	do	Coal		8	8	do	Do.
Oct. 2	Robert Dillon	do	431	Brunswick, Ga	New York	do	Lumber		8	1	do	Vessel abandoned in a hurricane. Steward lost overboard; others rescued by a passing vessel.
Oct. 4	Geo. B. Raser	Am. str	370	Lying at dock		No damage.	Ballast		4	1	Ashtabula, Ohio	Thrown overboard by breaking of tramway while loading vessel.
Oct. 5	J. V. Taylor	Am. sc	200	Garth, Mich	Michigan City, Ind.	do	Lumber		5	1	Lake Michigan	Fell overboard from main boom.
Oct. 5	Bertha D. Nickerson.	do	143	Liverpool, N. S	Boothbay, Me	do	Unknown		*21	1	At sea	Washed overboard from bowsprit.
Oct. 7	H. M. Stanley	do	118	Boothbay, Me	Grand Banks	do	Ballast		18	1	do	Fell overboard.
Oct. 7	Edward May	Am. bk	928	San Francisco, Cal.	Sidney, N. S. W.	do	Unknown		14	1	do	Lost overboard.
Oct. 8	H. E. Whyland	Am. sc	130	Burin, New Foundland.	Grand Banks	do	do		18	2	do	Capsizing of dory while attending trawls.
Oct. 12	Dana	Am. str	118	Rockland, Me	Bald Island, Me	do	do		6	1	East Penobscot Bay, Me.	Knocked overboard by chain on derrick while loading stone.
Oct. 16	Desmond	do	456	Marquette, Mich	Cleveland, Ohio	do	Lumber		12	1	Lake Superior	Jumped overboard while insane
Oct. 16	Hope	Am. sc	32	Baltimore, Md	Patuxent River, Md.	do	Unknown		10	1	Chesapeake Bay	Fell overboard while intoxicated.
Oct. 17	Carolina	do	18	Charleston, S. C	Cooper River, S C	do	do		2	1	Cooper River, S C	Fell overboard.
Oct. 19	Thistle	Am. str	13	do	Ashley River	do	Merchandise.	1	4	1	Charleston Harbor	Do.

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TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, and to American vessels at sea, 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.												
Oct. 20	Davis	U. S. str	120	On trial trip		Partial	Ballast		20	7	Portland, Oreg	Explosion of boiler.
Oct. 21	Rescue	Am. str	135	Brownsville, Pa	Pittsburg, Pa	Total	do		12	1	Monongahela River	Do.
Oct. 23	Arthur D	do	22	Alpena, Mich	Squaw Bay, Mich	No damage.	do		4	1	Lake Huron	Bursting of steam-pipes
Oct. 25	Seneca	do	2,669	Chicago, Ill	Buffalo, N. Y	Partial	General		27	1	Lake Michigan	Lost overboard in a gale.
Oct. —	Lizzie Heyer	Am. sc	360	Jacksonville, Fla	Providence, R. I	Total	Lumber		6	6	At sea	Never heard from.
Nov. 1	Croatan	Am. str	1,044	New York	Wilmington, N. C	do	General	7	20	5	do	Vessel destroyed by fire.
Nov. 3	Chicora	Am. sc	21	In harbor		No damage.	Ballast		11	1	Annapolis Harbor, Md.	Three of the crew, intoxicated, were returning to the vessel in small boat, when it capsized and one was drowned.
Nov. 5	Florence Belle	Am str	150	Morgantown, W. Va.	Monongahela City, Pa.	do	Unknown			1	Monongahela River	Fell overboard while intoxicated.
Nov. 5	Courier	do	296	Maysville, Ky	Cincinnati, Ohio	do	Miscellaneous.	16	36	1	Ohio River	Fell overboard.
Nov. 7	M. E. Chelton	Am. sc	24	Kedges Straits, Md	Baltimore, Md	do	Unknown		10	1	Chesapeake Bay	Thrown overboard from dredge alongside.
Nov. 7	William R. Huston.	do	548	Fall River, Mass	Philadelphia, Pa	do	do		8	1	Narragansett Bay	Fell overboard.
Nov. 7	Methebesec	do	376	Rockland, Me	New York	do	Lime	1	10	1	Nantucket Sound	Fell overboard from jibboom.
Nov. 8	Andaste	Am. str	1,574	Marquette, Mich	Cleveland, Ohio	do	Iron ore		19	1	Cleveland, Ohio	Fell overboard while boarding vessel from the dock.
Nov. 8	Pilot	do	120	Philadelphia, Pa	New York	do	Ballast		8	1	Off Cape May	Lost overboard at night.
Nov. 10	Nelson C. Holland	Am. sc	565	Byng Inlet, Canada	Buffalo, N. Y	Partial	Lumber		7	1	Port Huron, Mich	Washed overboard.
Nov. 11	La Salle	Am. str	1,921	Marquette, Mich	Ashtabula, Ohio	No damage.	Iron ore		19	1	Marquette, Mich., Lake Superior.	Thrown through cargo hatch while attempting to remove hatch string back.
Nov. 13	James Fisk, Jr	do	1,095	Lying in port		do	Ballast			1	Chicago, Ill	Fell into hold while intoxicated.

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Nov. 13	J. H. Manning	Am. bge	247	do	do	do	do		3	1	New York Harbor	Suffocated by smoke from fire in cabin.
Nov. 13	City of Troy	Am. str	1,527	Troy, N. Y	New York	do	General	224	51	1	Hudson River	Fell overboard.
Nov. 13	X. L	do	20	Carrabelle, Fla	Sanborns Landing, Fla.	do	Naval stores		4	1	Apalachicola River, Fla.	Bursting of steam pipe.
Nov. 16	C. F. Sargent	Am. shp	1,704	Honolulu, Hawaii	Port Angeles, Wash.	do	Unknown		18	1	At sea	Fell overboard.
Nov. 17	Annie Greenlaw	Am. sc	103	Gloucester, Mass	Fishing grounds	do	Ballast		18	1	do	Capsizing of dory while attending trawls.
Nov. 17	Utopia	Am. str	423	Seattle, Wash	Skagway, Alaska	Partial	Hay, grain, and merchandise.	27	21	1	Frederick Sound, Alaska.	Vessel on fire.
Nov. 17	Sadie Page	Am. sc	9	Baltimore, Md	Choptank River, Md.	No damage.	Unknown		8	1	Baltimore Harbor	Fell overboard while intoxicated.
Nov. 22	John Mackey	Am. str	124	Towing in harbor		do	Ballast			1	Ludlow, Ky., Ohio River.	Slipped overboard from barge in tow.
Nov. 23	Minnie M. North	Am. slp	7	Baltimore, Md	Hills Point, Md	do	do		5	1	Chesapeake Bay	Fell overboard.
Nov. 27	St. Lucie	Am. bkn	707	New York	Santos, Brazil	Total	Miscellaneous.		12	1	At sea	Vessel abandoned in a hurricane; one man lost, the others rescued by the British steamship Orthia.
Nov. 27	T. C. Walker	Am. str	787	San Francisco, Cal	Stockton, Cal	Partial	Merchandise.	179	54	7	San Joaquin River	Explosion of steam drum.
Nov. 27	Warren	Am. bge	283	Philadelphia, Pa	Fall River, Mass	No damage.	Coal		3	1	Delaware Bay	Washed overboard at night.
Nov. 27	S. P. Willard	Am. sc	128	Liverpool, N. S	Grand Banks	do	Ballast		17	1	At sea	Do.
Nov. 27	J. W. Balano	do	537	Boston, Mass	Satilla River, Ga	do	do		8	2	do	Do.
Nov. 27	Carrier Dove	do	707	Vancouver, B. C	Adelaide, Australia	do	Unknown		11	1	do	Fell from aloft and died from injuries received.
Nov. 29	Arago	do	185	San Francisco, Cal	Fishing trip	do	Ballast		14	1	Eagle Harbor, Alaska.	Swamping of small boat.
Nov. 30	J. W. Westcott	Am. str	523	Ludington, Mich	Chicago, Ill	do	Unknown		12	1	Lake Michigan	Fell overboard.
Nov. —	Ida H. Mathis	Am. sc	508	Philadelphia, Pa	Newburyport, Mass.	Total	Coal		7	7	At sea	Never heard from.
Nov. —	Addie E. Snow	do	162	Seal Harbor, Me	New York	do	Stone		5	5	do	do
Nov. —	Howard H. Hanscom.	do	779	Philadelphia, Pa	Allys Point, Conn	do	Coal		8	8	do	do
Nov. —	William O. Snow	do	589	Newport News, Va	Salem, Mass	do	do		8	8	do	do
Nov. —	James B. Pace	do	642	Philadelphia, Pa	Boston, Mass	do	do		9	9	do	do
Nov. —	Edward Lameyer	do	145	New York	Salem, Mass	do	do		5	5	do	do
Nov. —	Ethel	do	151	Atlantic City, N. J	New York	do	Ballast		5	5	do	do
Dec. 3	Alamo	Am. str	2,943	Lying at pier		Partial	General	44	46	6	New York Harbor	Bursting of steam pipe.
Dec. 3	Æolus	Am. sc	45	Baltimore, Md	Oyster grounds, Chesapeake Bay.	No damage.	Ballast		11	1	Chesapeake Bay	Thrown overboard by jib sheet.
Dec. 4	Wiley M. Egan	Am. str	1,677	Milwaukee, Wis	Buffalo, N. Y	do	Wheat		17	1	Buffalo, N. Y	Fell into hold and died from injuries received.
Dec. 4	Advocate	Am. sc	47	Crisfield, Md	Baltimore, Md	do	Ballast		4	1	Chesapeake Bay	Thrown overboard by foresheet.

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TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, and to American vessels at sea, 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.												
Dec. 5	William H. Starbuck.	Am. shp...	1,339	Port Townsend, Wash.	Delagoa Bay, Africa.	Total.....	Lumber.....	.....	18	7	At sea.....	Vessel abandoned on fire. Seven were lost by the capsizing of one of the small boats.
Dec. 6	Irma.....	Am. str.....	230	Little Rock, Ark.....	Cardens Bottom, Ark.	No damage.	Unknown...	46	22	1	Arkansas River, Ark.	Fell overboard while intoxicated.
Dec. 6	Atalanta.....	Am. sc	104	Gloucester, Mass.....	Fishing trip.....	.....do.....	Ballast	.....	18	3	At sea	Washed overboard.
Dec. 6	Carrie S. Allen.....	.....do	24	Charleston, S. C.....	.....do.....	.....do.....	.....do.....	.....	5	1	Charleston Harbor, S. C.	Fell overboard.
Dec. 8	Erskine M. Phelps.	Am. shp...	2,715	Baltimore, Md...	San Francisco, Cal..	.....do.....	Unknown...	.....	32	1	At sea.	Fell overboard from aloft.
Dec. 10	Mary E. Stewart..	Am. sc.....	8	.....do	Jackson Creek, Md..	.....do.....	.....do	.....	2	1	Chesapeake Bay.....	Fell overboard.
Dec. 13	James N. Brooks..	Am. str.....	10	Manitowoc, Wis.....	Fishing grounds.....	.....do.....	Ballast.....	.....	7	1	Lake Michigan.....	Thrown overboard by lurch of vessel.
Dec. 17	Fanita.....	.....do	432	Havana, Cuba.....	Tampa, Fla.....	Partial..	.....do	.....	18	1	Havana, Cuba.....	Bursting of steam pipe.
Dec. 17	Martin Swain	.....do	285	Sault Ste. Marie, Mich.	Lake Erie.....	Total	.....do	.....	11	1	St. Marys River	Lost from burning vessel.
Dec. 18	W. T. Scovell.....	.....do.....	244	New Orleans, La.....	Shreveport, La.....	No damage.	Unknown...	.....	48	1	Red River, La.....	Fell overboard from barge in tow.
Dec. 21	George Shiras.....	.....do	140	Lying at wharf	.....	.....do.....	Ballast.....	.....	8	1	Monongahela River, Pa.	While repairing wheel, was caught between pitman and cylinder timber and killed.
Dec. 25	Teche.....	.....do	486	Jeannette, La	New Orleans, La....	.....do.....	Unknown...	.....	44	1	Atchafalaya River, La.	Fell overboard.
Dec. 25	Josie May.....	Am. sc.....	48	Pensacola, Fla.....	Fishing trip.....	.....do.....	.....do	.....	7	1	At sea.....	Washed overboard.
Dec. 26	John D. Spreckels	Am. bgn...	266	San Francisco, Cal..	Honolulu, Hawaii...	.....do.....	.....do	2	9	1	.....do	Fell overboard.
Dec. 27	Tycoon.....	Am. str.....	95	Newport, Ark	Buffalo, Ark.....	.....do.....	.....do	.....	.....	1	White River, Ark...	Do.
Dec. 29	Ora Lee	.....do	189	Memphis, Tenn	Cairo, Ill.....	.....do.....	.....do	30	60	1	Mississippi River ...	Fell overboard while intoxicated.
Dec. 30	Queen	.....do	2,727	Victoria, British Columbia.	San Francisco, Cal...	.....do.....	.....do	38	87	1	At sea	Washed overboard.
Dec. 30	W. J. Lockerman	Am. sc.....	16	Oyster grounds	Chesapeake Bay	.....do.....	.....do	.....	8	1	Chesapeake Bay.....	Capsizing of yawl.
1899.												
Jan. 1	Lewis H. Goward	.....do	1,191	Boston, Mass.....	Philadelphia, Pa.....	.....do.....	.....do	.....	10	1	At sea	Lost overboard at night.

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Jan. 3	Valley Queen	Am. str	410	Shreveport, La	New Orleans, La	do	do			1	Red River, La	Slipped and fell, striking a box, and died from injuries received.
Jan. 6	Eliza H. Parkhurst.	Am. sc	121	Gloucester, Mass	Fishing banks	do	do		18	1	At sea	Knocked overboard while taking in sail.
Jan. 9	Irma	Am. str	230	Little Rock, Ark	Stouts Landing, Ark.	do	do	22	21	1	Arkansas River, Ark.	Fell overboard while intoxicated.
Jan. 11	Jeremiah	Am. bge	252	Weehawken, N. J	New London, Conn.	Partial	Coal		2	1	New London Harbor, Conn.	Vessel on fire; captain burned to death
Jan. 13	May and Pearl Whitfield.	Am. sc	19	New Orleans, La	Gainesville, Miss	No damage.	Unknown		3	1	Lake Pontchartrain, La.	Fell overboard while handling line.
Jan. 13	Crescent City	Am. str	154	Apalachicola, Fla	Carrabelle, Fla	do	do	10	8	1	St. Georges Sound, Fla.	Fell into fire room and broke his neck, while in a fit.
Jan. 14	Leoni J. Marvel	Am. sc	183	James River, Va	Baltimore, Md	do	do		5	1	James River, Va	While washing out yawl, fell overboard.
Jan. 19	Ouachita	Am. str	457	Lying in port		Total	Hay, grain, etc.	8	20	3	Memphis, Tenn	Vessel destroyed by fire.
Jan. 29	Irene	Am. bg	491	New York	Gibraltar, Spain	No damage.	Unknown	1	10	1	At sea	Lost overboard in a hurricane at night.
Jan. —	Nomad	Am. sc	565	Shanghai, China	Port Townsend, Wash.	Total	Ballast	1	10	11	do	Never heard from.
Jan. —	A. M. Burnham	do	63	Gloucester, Mass	Georges Bank	do	do		12	12	do	Do
Jan. —	James W. Bigelow	do	556	Jacksonville, Fla	Providence, R. I	do	Lumber		8	8	do	Do
Jan. —	Alleghany	Am. str	3,009	Halifax, Nova Scotia.	Dover, England	do	Oil		28	28	do	Do
Feb. 1	S. F. Maker	Am. sc	109	Gloucester, Mass	Fishing banks	No damage.	Ballast		18	1	do	Lost overboard at night.
Feb. 4	Lucile Borden	Am. str	45	Knoxville, Tenn	Kingston, Tenn	Partial	General	1	9	1	Holston River, Tenn.	Explosion of boiler. Man missing from barge alongside and is supposed to have jumped overboard.
Feb. 5	Henry Marx	do	199	New Orleans, La	Bayou Goula, La	No damage.	Unknown	9	28	1	Mississippi River	Lost overboard.
Feb. 11	Apalache	do	161	Columbus, Ga	Apalachicola, Fla	do	do		30	1	Chattahoochee River, Ga.	Fell overboard while intoxicated.
Feb. 11	Margie E. Laird	Am. sc	18	St. Jerome, Md	Baltimore, Md	do	do		5	1	Chesapeake Bay	Do.
Feb. 12	Annie Greenlaw	do	102	Gloucester, Mass	Fishing trip	do	Ballast		18	1	At sea	Knocked overboard by boom while hoisting sail.
Feb. 13	Admiral Dewey	Am. str	2,104	Port Antonio, Jamaica.	Boston, Mass	do	Unknown	18	50	1	do	Lost overboard at night.
Feb. 14	Florence Leland	Am. sc	343	Brunswick, Ga	New London, Conn.	do	Lumber		7	1	do	Do.
Feb. 14	M. H. Perkins	do	76	Gloucester, Mass	Fishing banks	do	Ballast		13	1	do	Washed overboard from wheel.
Feb. 14	Charley McDonald.	Am. str	260	Cairo, Ill	Cincinnati, Ohio	do	do		24	1	Ohio River	Fell overboard.
Feb. 21	Helen G. Mosely	Am. sc	566	Lying at wharf		do	Ballast		7	1	Mobile, Ala	Killed by falling from bowsprit to wharf.

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TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, and to American vessels at sea, 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.
1899.												
Feb. 21	Senator	Am. sc	110	Boothbay, Me	Fishing grounds	No damage.	Ballast		18	1	At sea	Thrown overboard by the rolling of the vessel.
Feb. 23	U and I	Am. str	87	Alexandria, La	Charlotte Station, La.	Total	Cotton	2	18	1	Red River, La	Vessel destroyed by fire.
Feb. 25	Sommers N. Smith	do	211	Cruising		No damage.	Ballast		20	1	Near Pensacola, Fla.	Fell overboard.
Feb. 27	E. C. Holland	Am. slp	6	Charleston, S. C	Cooper River, S. C.	do	Unknown		3	1	Cooper River, S. C.	Thrown overboard by breaking of footrope.
Feb. 27	Mizpah	Am. sc	60	Gloucester, Mass	Georges Bank	do	Ballast		14	1	At sea	Washed overboard.
Feb. 28	Georgie Lee	Am. str	595	Memphis, Tenn	Cairo, Ill	do	Unknown	25	45	1	Cairo, Ill	Walked overboard.
Feb. —	Abbie Dees	Am. sc	31	Lake Charles, La	Point Isabel, Tex	Total	Lumber		2	2	At sea	Never heard from.
Feb. —	Uranus	do	362	New York	Havana, Cuba	do	General		6	6	do	Do.
Feb. —	J. J. Moore	do	411	Pools Landing, Me	Cape Charles, Va	do	Ice		7	7	do	Do.
Mar. 1	H. B. Whipple	Am. str	72	New York	Jersey City, N. J	No damage.	Unknown		6	1	New York Harbor	Fell overboard.
Mar. 6	Josephine Otis	Am. sc	13	Cartwrights Wharf, Va.	James River, Va	do	Ballast		4	1	James River, Va	Do.
Mar. 8	A. B. Dennis	do	19	Baltimore, Md	Chesapeake Bay	do	Unknown		8	8	Chesapeake Bay	Do.
Mar. 12	Levi H. Pelton	Am. str	46	Jacksonville, Fla	Mayport, Fla	do	Ballast	35	4	1	St. Johns River, Fla	Fell overboard while intoxicated.
Mar. 13	Avalon	do	462	Baltimore, Md	Choptank River	do	Unknown	75	27	1	Chesapeake Bay	Do.
Mar. 13	Geo. W. Elder	do	1,709	Astoria, Oreg	San Francisco, Cal	do	do		39	1	At sea	Lost overboard.
Mar. 15	Monie	Am. sc	14			do	do			1	Chesapeake Bay	Do.
Mar. 16	Miranda	do	108	Liverpool, Nova Scotia.	Gloucester, Mass	do	do		18	1	At sea	Knocked overboard by main boom.
Mar. 19	Valley Queen	Am. str	410	New Orleans, La	Shreveport, La	do	do			1	Red River, La	Fell overboard.
Mar. 19	City of Montreal	Am. sc	1,130	Newport News, Va	Providence, R. I	do	do		4	2	Delaware River	Washed overboard in a gale.
Mar. 19	Morris W. Child	do	513	Rockport, Mass	Key West, Fla	do	do		7	1	At sea	Washed overboard while furling sail.
Mar. 23	Lizzie Griffin	do	107	Halifax, Nova Scotia.	Grand Bank	do	Ballast		18	1	do	Capsizing of dory while attending trawls.
Mar. 25	New York	Am. str	10,801	Southampton, England.	New York	do	Unknown	345	338	1	do	Fell overboard while securing boat.
Mar. 25	Hard Cash	do	248	Mobile, Ala	Pickensville, Ala	do	do	10	65	1	Tombigbee River	Knocked overboard by a floating tree.

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Mar. 25	Pinners Point	do	63	Pinners Point, Va.	Norfolk, Va	do	do	19	5	1	Elizabeth River, Va.	Fell overboard from barge in tow.
Mar. 27	Virginia	do	628	Cincinnati, Ohio	Pittsburg, Pa.	do	Miscellaneous.	40	65	1	Ohio River	Lost overboard at night.
Mar. 29	Rowena Lee	do	358	Cairo, Ill	Memphis, Tenn	Total	Cotton, cotton seed, iron, and general.	16	50	3	Mississippi River	Vessel struck obstruction and sunk.
Mar. 30	Admiral Farragut	do	41	Hartford, Conn.	Saybrook Point, Conn.	No damage.	Ballast		8	1	Connecticut River	Struck by falling smokestack.
Apr. 2	Clinton	do	1,187	New Orleans, La.	Key West, Fla	do	Unknown	9	34	1	Near Key West, Fla.	Lost overboard.
Apr. 6	George Lee	Am. sc	19	Neals Ferry, La	New Orleans, La	do	do		4	1	Tickpaw River, La,	Fell overboard.
Apr. 10	Viola May	do	172	Boston, Mass.	Calais, Me	do	do		6	1	Near Cranberry Isles, Me.	Fell from aloft to deck.
Apr. 12	Balize	Am. bge	13	Perth Amboy, N. J.	New Bedford, Mass.	do	Coal		3	1	New Bedford, Mass	Fell from ladder while boarding vessel.
Apr. 12	Neptune	Am. str.	84	Mississippi River		do	Unknown		8	1	Mississippi River	Fell overboard.
Apr. 14	Mary A. Whalen	Am. sc.	134	Boston, Mass.	Fishing grounds	do	Ballast		23	1	At sea	Fell overboard from dory.
Apr. 15	Edith	do	16			do	Unknown			1	Straits of Fuca, Wash.	Fell overboard while taking in sail.
Apr. 18	Jamie	Am. str.	12	Jacksonville, Fla.	Welaka, Fla.	do	Ballast		3	1	St. Johns River, Fla.	Fell overboard.
Apr. 24	Helen Hasbrouck	Am. sc.	325	Scotland, Va.	New York	do	Unknown		7	1	Off Fenwick Island Light, Del.	Fell overboard while skylarking.
Apr. 26	El Blanco	Am. str.	51	Fisk, Mo.	Big Drift, Mo.	do	Ballast		8	1	St. Francis River	Died from inhaling steam.
Apr. 26	Resolute	do	207	Mississippi River		do	do			1	Angola, La., Mississippi River.	Jerked overboard by parting of line from capstan.
Apr. —	Edna and Emma	Am. sc.	182	Wilmington, N. C.	Baltimore, Md	Total	Lumber		7	7	At sea	Never heard from.
May 1	Alcina	do	53	Boston, Mass.	Fishing trip	No damage.	Ballast	2	18	1	do	Capsizing of dory while attending trawls.
May 2	Imperial	Am. str.	494	New Orleans, La.	Bayou Sara, La.	do	Unknown		1	1	Mississippi River	Fell overboard.
May 6	John Twohy	Am. sc.	1,019	Newport News, Va.	Boston, Mass.	do	Coal		10	1	Boston Harbor, Mass	Fell overboard from bowsprit.
May 6	E. Douglas	Am. str.	107	West Newton, Minn	Minnesota River	do	Unknown.		8	1	Minnesota River	Fell overboard.
May 7	Clara R. Harwood	Am. sc.	55	Gloucester, Mass.	Browns Bank	do	Ballast		14	1	At sea	Capsizing of dory while attending trawls.
May 9	Thetis	do	95	Magdalen Islands	Cape North, Cape Breton.	do	do		16	2	do	Swamping of overloaded dory.
May 10	No. 6	Am. bge	102	Lying in harbor		do	do		1	1	New York Harbor	Fell overboard.
May 11	Columbian	Am. sc.	356	Cleveland, Ohio	Port Huron, Mich.	do	Coal		5	1	Straits of Mackinac	Do.
May 11	Leona	Am. str.	2,328	Galveston, Tex.	New York	do	Unknown	14	54	2	At sea	Explosion.
May 13	Merriam	Am. sc.	855	Philadelphia, Pa.	Boston, Mass.	do	do		4	1	Boston Harbor, Mass	Fell into hold.
May 15	Glenn	Am. str.	277	South Haven, Mich	Chicago, Ill.	do	do	103	12	1	South Haven, Mich., Lake Michigan.	Fell overboard in attempting to climb ladder while intoxicated.

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TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, and to American vessels at sea, 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.
1899.												
May 18	Horace B. Parker	Am. sc	98	Hawksberry, Nova Scotia.	Western Banks	No damage.	Ballast		18	2	At sea	Capsizing of dory while attending trawls.
May 18	Carrier	Am. str	245	St. Louis, Mo	Hamburg Bay, Ill	do	Merchandise.	26	30	1	Mississippi River	Fell overboard.
May 18	Osceola	do	152	Lying at wharf		do	Ballast			1	Atchafalaya Bay	Do.
May 18	Quincy	do	806	Lying in port		do	do		1	1	Dubuque, Ia., Mississippi River.	While at work on vessel, accidentally untied the ladder on which he stood and fell into the river.
May 20	Chickasaw	do	733	New Orleans, La	Lockport, La	do	Unknown	16	63	1	Donaldsonville, La.	Fell overboard.
May 21	Camano	do	59	Wenatchee, Wash	Brewster, Wash	do	Ballast	3	7	1	Columbia River	Fatally injured by bursting of steam pipe.
May 26	E. L. Molo	do	35	Lying in harbor		do	Unknown			1	Natchez, Miss	Fell overboard from barge alongside.
May 26	Bee	do	167	Employed in harbor.		do	Ballast		9	1	New York Harbor	Struck by hawser and killed.
May 27	Lafourche	do	27	Lying at wharf		do	do		40	1	Bayou Lafourche, La.	Fell overboard while attempting to jump from vessel alongside.
May 28	Ruth	do	14	Marshfield, Oreg	Sumner, Oreg	do	Unknown			1	Coos River, Oreg	Knocked overboard by the falling of a part of the cargo.
May 29	B. No. 13	Am. scow	116	Employed in harbor		do	Ballast		1	1	Superior, Wis	Capsizing of vessel.
May 31	Fremont	Am. bkn	345	Fishing trip	San Francisco, Cal	do	Unknown		38	1	At sea	Capsizing of small boat.
May —	George F. Manson	Am. bk	1,418	New Castle, New South Wales.	do	Total	Coal		12	12	do	Never heard from.
June 3	Annie Ainslie	Am. sc	303	Richmond, Va	Boston, Mass	No damage.	Lumber			1	James River, Va	Fell overboard.
June 4	R. G. Stewart	Am. str	197	Ontonagon, Mich	Duluth, Minn	Total	Live stock	3	8	1	Lake Superior	Vessel destroyed by fire.
June 5	B. No. 15	Am. scow	108	Employed in harbor		No damage.	Sand and gravel.		2	1	Superior, Wis	Fell overboard.

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June 5	Virginia	Am. str.	628	Cincinnati, Ohio	Pittsburg, Pa.	do	Unknown	50	75	1	Hartford, W. Va.	Jumped overboard while asleep.
June 6	Garland	Ferryboat	248	Detroit, Mich.	Belle Isle Park, Mich.	do	Ballast	200	9	1	Detroit River	Fell overboard while attempting to board vessel.
June 7	Wm. H. Stevens	Am. str.	1,332	Duluth, Minn	Buffalo, N. Y.	do	Flour and copper.		20	1	Buffalo, N. Y.	Fell overboard.
June 9	Edward Leary	Am. sc.	33	Solomons, Md.		do	Unknown		3	1	Chesapeake Bay	Do.
June 10	Edith Olcott	do	1,194			do	do			1	Near Winter Quarter Shoal, Va.	Fell overboard from jibboom.
June 11	Lizzie Crawford	Am. str.	52			do	Ballast		6	1	Delaware River	Fell overboard.
June 12	America	do	399	Lying at wharf.		do	Unknown			1	New Orleans, La.	Fell between wheel and fantail and died from injuries received.
June 14	Retriever	Am. bkn.	547	San Francisco, Cal.	Hadlock, Mass.	do	Ballast		10	1	At sea	Fell from aloft to deck.
June 18	Walla Walla	Am. str.	3,069	Lying at dock		do	do		80	1	Seattle, Wash.	Fell from coal bunkers to stringer pile.
June 18	Neva	Am. slp yt	16	Chicago, Ill	Pleasure trip	do	do	5	5	1	Lake Michigan	Capsizing of small boat in tow.
June 19	Rescue	Am. str.	172	Grays Harbor, Wash	San Francisco, Cal.	do	Unknown		11	1	At sea	Jumped overboard.
June 19	Lawrence	do	447	Milwaukee, Wis.	Michigan City, Ind.	do	Ballast	162	22	1	Lake Michigan	Lost overboard at night.
June 20	Wenona	do	212			do	do			1	Mississippi River	Fell overboard.
June 22	Munson	Br. str		Kingston, Canada		Total	do		10	2	Alexandria Bay, St. Lawrence River.	Vessel destroyed by fire.
June 24	Apalachee	Am. str.	461	Columbus, Ga	Apalachicola, Fla.	do	General	15	35	1	Apalachicola River	Vessel struck snag and sunk.
June 25	State of Kansas	do	1,130	New Orleans, La.	Cincinnati, Ohio	No damage.	do	6	71	1	Ohio River	Walked overboard.
June 26	Walter Vail	do	726	Chicago, Ill.	Manitowoc, Wis.	do	Ballast		13	1	Manitowoc Harbor, Wis.	Fell overboard while intoxicated.
June 27	Bertha Dean	Am. sc.	750	Lying at wharf.		do	Ice		9	1	Baltimore, Md	Jumped overboard; clothing on fire.
June 27	Saint Paul	Am. str.	833	St. Louis, Mo.	Quincy, Ill.	Partial	Merchandise.	31	65	3	Mississippi River	Boiler flues collapsed, scalding men, who died from injuries received.
June 29	John Booth	Am. sc.	414	Harlem, N. Y.	Norfolk, Va.	No damage.	Ballast		7	1	New York Harbor	Fell overboard while casting anchor.
June 30	Mayflower	Am. str.	79	Plymouth, N. C.	Windsor, Nova Scotia.	Partial	Sand, plaster and hay.	9	8	1	Albemarle Sound	Vessel capsized.

Totals: Vessels, 257; tonnage, 136,319; total losses, 34; partial losses, 16; no damage, 207; number of passengers, 5,274; number in crews, 4,589; number of lives lost, 479.

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TABLE 65.—*Summary of wrecks and casualties on or near the coasts and on the rivers of the United States and at sea and in foreign waters during the year ending June 30, 1899, involving loss of life.*

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Founderings:						
Vessels	12	1	7	3	9	32
Tonnage	11,710	215	4,503	720	5,552	22,700
Passengers	66	6	5	.....	.....	77
Crews	146	14	63	15	114	352
Lives lost *	206	11	49	6	57	329
Strandings:						
Vessels	26	2	1	1	2	32
Tonnage	8,789	2,018	1,437	85	1,728	14,057
Passengers	.....	.....	.....	.....	3	3
Crews	150	41	15	6	20	232
Lives lost *	95	24	1	6	13	139
Collisions:						
Vessels	3	1	2	.....	.....	6
Tonnage	357	881	377	.....	.....	1,615
Passengers	.....	170	.....	.....	.....	170
Crews	25	41	9	.....	.....	75
Lives lost *	14	6	2	.....	.....	22
Other causes:						
Vessels	6	1	4	10	29	50
Tonnage	3,981	423	3,716	2,983	19,344	30,447
Passengers	141	27	3	252	13	436
Crews	97	21	53	293	325	789
Lives lost *	18	1	4	29	200	252
Totals:						
Vessels	47	5	14	14	40	120
Tonnage	24,837	3,537	10,033	3,788	26,624	68,819
Passengers	207	203	8	252	16	686
Crews	418	117	140	314	459	1,448
Lives lost *	333	42	56	41	270	742
Vessels totally lost:						
Vessels	41	4	11	10	36	102
Tonnage	21,127	3,114	6,725	2,003	22,735	55,704
Passengers	91	176	8	41	15	331
Crews	334	96	103	166	367	1,066
Lives lost *	315	41	53	23	264	696
Vessels damaged:						
Vessels	6	1	3	4	4	18
Tonnage	3,710	423	3,308	1,785	3,889	13,115
Passengers	116	27	.....	211	1	355
Crews	84	21	37	148	92	382
Lives lost *	18	1	3	18	6	46
Vessels not damaged:						
Vessels	58	11	33	69	52	223
Tonnage	15,605	4,219	23,963	19,042	43,413	106,242
Passengers	1,096	1	1,668	1,065	1,030	4,860
Crews	452	179	428	1,231	1,580	3,870
Lives lost	66	14	34	73	62	249
Aggregate:						
Vessels	105	16	47	83	92	343
Tonnage	40,442	7,756	33,996	22,830	70,037	175,061
Passengers	1,303	204	1,676	1,317	1,046	5,546
Crews	870	296	568	1,545	2,039	5,318
Lives lost	399	56	90	114	332	991

* Exclusive of lives lost on vessels not damaged.

NOTE.—Of the 742 lives lost on vessels sustaining material damage, 285 were lost on steamers and 457 on sailing vessels, as follows: Atlantic and Gulf coasts, steamers 174, sailing vessels 159; Pacific coast, steamers 19, sailing vessels 23; lakes, steamers 13, sailing vessels 43; rivers, steamers 32, sailing vessels 9; at sea, steamers 52, sailing vessels 218.

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years.*

ATLANTIC AND GULF COASTS.*

Name of place.	Fiscal year ending June 30—										Total.
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	
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
Placentia Island										1	1
Swans Island										1	1
Tinkers Island		1									1
York Narrows							1				1
Blue Hill Bay approaches:											
Great Duck Island			1								1
Little Duck Island	1									1	2
Long Island	1				1						2
Spoon Island	1										1
Boothbay:											
Bantam Rock										1	1
Boothbay and Townsend Harbor			1		1		1		2	2	7
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	2
Spurwink River									1		1
Trundys Reef						1					1
Cape Neddick:											
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
Trotts Island					1						1
Cape Small Point						2					2
Bald Head Rocks				1							1
Fullers or Glovers Rock					1				1		2
Wood Island									1		1
Casco Bay:											
Aldens Rock						1		1			2
Bangs Island						1			1		2
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
Harpswell		1				1					2
Horse Island Harbor				1							1
Junk of Pork		2									2
Long Island										1	1
Peaks Island			1							1	2
Ram Island				1							1
Richmonds Island						1			1		2
White Head Passage	1										1
Cobscook Bay:											
West Pembroke										1	1
Cranberry Island, Great	1		1	1					1	2	6
South Bunkers Ledge		1									1
Sperlins Point			1		2						3
Thompsons Ledge									1		1
West Bunkers Ledge	1										1
Cranberry Island, Little	1	1	1	1	1		1				6
Bakers Island and Bar		2	2		3			1	2		10
Hardings Ledge			1								1
Cutler and approaches	2	1		1				2	1	2	9

*In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	Total.
MAINE—continued.											
Damariscotta River and approaches:											
Fishermans Island	.....	.....	.....	1	.....	.....	.....	.....	.....	1	2
Heron Island, outer	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Ram Island	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Thread of Life Ledge	1	.....	.....	.....	.....	.....	.....	.....	.....	1	2
Deer Island Thoroughfare:											
Dumpling or Eastern Mark Island Ledge	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Grog Island	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Long Ledge	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
McGlatherys Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	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
Punch Bowl	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Triangles, The	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
White Island	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Fishermans Island Passage. (See Moosabec Reach.)											
Fletchers Neck	.....	2	.....	.....	2	8	1	.....	4	2	19
Fox Island Thoroughfare:											
Cross Island Ledges	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Frenchmans Bay:											
Crabtree Ledge	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
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)	.....	1	2	.....	.....	.....	.....	.....	.....	.....	3
Atkins Bay	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Bluff Head	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Coxs Head	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Dix Island	.....	1	.....	.....	.....	.....	.....	.....	.....	1	2
Hospital Point, rock near	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Hunniwells Beach	.....	1	3	4	3	.....	.....	.....	.....	2	13
Hunniwells Point	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
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	1	3
Stage Island	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Sugar Loaves, The	1	.....	.....	1	.....	.....	1	.....	1	2	6
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	.....	.....	.....	.....	1	4
Machias Bay:											
Bare Island	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Cross Island	3	.....	.....	1	.....	.....	.....	.....	2	.....	6
Dogfish Ledges	.....	.....	.....	.....	.....	1	.....	1	1	.....	3
Fosters Island	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Howards Bay	.....	.....	.....	1	.....	1	.....	.....	.....	.....	2
Libbey Islands	1	2	.....	1	.....	1	1	.....	.....	2	8
Machias	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Ram Island	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Starboard Island	.....	1	1	.....	.....	.....	.....	.....	.....	.....	2
Machias Bay, Little	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Cape Wash Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Double Headed or Double Shot Island	1	.....	.....	.....	.....	.....	.....	1	1	.....	3

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	
MAINE—continued.											
Moosabec Reach:											
Bar Island					1						1
Beals Island		1									1
Browney Island and Ledges, Fishermans Island Passage			1	2	1						4
Crumple Island, Fishermans Island Passage	1				1						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
Jonesport	2										2
Kellys Point and ledges near		2		1		2			1		6
Man Island				1							1
Sand Ledge								1			1
Sawyers Cove					1						1
Steel Harbor Island								2			2
Western Egg Rock, Fishermans Island Passage			1								1
Moose Cove:											
Shag Rocks			1								1
Mount Desert Island:											
Bar Harbor		1									1
Bass Harbor Bar and Head			2						1	1	4
Long Ledge				1					1		2
Seal Harbor		1									1
Sea Wall					1						1
Southwest Harbor		2				1	1		1	2	7
Suttons Island (ledges near)				1							1
Mount Desert Rock					1	2					3
Muscle Ridge Channel:											
Ash Island Ledge			1								1
Burnt Island and Ledges			2								2
Clam Ledges									2		2
Crescent Island (near)						1					1
Dix Island			1		1	1					3
Ebens Island			1								1
Emery Ledge				1							1
Grindstone Ledge	1		1	1	2	1					6
Halibut Rock							1				1
Hay Island Ledge						1		1	1		3
Howies Rock					1						1
Hurricane Ledge			1	1			1				3
Lark Ledges										1	1
Lobster Cove										1	1
Long Ledge, Seal Harbor	1		1					1			3
Monroe Island				1	1						2
Northwest Ledge		1							1		2
Nortons Island and Ledges	1	1	1								3
Otter Island Ledge		1		1	2					1	5
Rackliffs Island, Seal Harbor				1	1				1		3
Seal Harbor	3	1	1	2			2	1	2		12
Sheep Island and Shoals				1	1	1	1		1		5
Spruce Head Island			1			4	2	1	2	1	11
Upper Gangway Ledges	1							2	1	1	5
Weskeag River (mouth of)				1							1
White Head Island	3	1		2	1		1	1		1	10
Yellow Ledges	1										1
Muscongus Bay:											
Black Island Ledge						1					1
Friendship										1	1
Kegs, The								1		1	2
Little Egg Rock				1							1
Pemaquid Point					1						1
Muscongus Bay approaches:											
Browns Head					1						1
Monhegan Island			2	1		1		1			5
Narraguagus Bay and approaches:											
Baldwins Head										1	1
Bois Bubert Island					1			1			2
Jerrys Ledge										1	1
Millbridge (ledge near)			1								1
Pond Island			1								1

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	Total.
MAINE—continued.											
Penobscot Bay:											
Fort Point	1										1
Fox Islands	1										1
Inner Bay Ledges									1		1
Long Island						1					1
Ragged Island			1				1				2
Seal Island	1								1	1	3
Vinal Haven Island					1	1					2
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		1	4
Drunkards Ledge	1										1
Great Spruce Head										1	1
Green Island, near Leadbetters 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						2					2
Ragged Island						1					1
Roaring Bull Ledges	1										1
Rockland			2	2		1				2	7
Rockport	1		1			1					3
Seal Ledge						1				1	2
Searsport	1										1
Seven Hundred Acre Island		1									1
Southeast Breakers									2		2
Sprague 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 and Point				2			2			2	6
Pleasant Bay approaches:											
Nashs Island	1					1					2
Pot Rock				1							1
Portland Harbor:											
Breakwater 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	2		1			5
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
Quoddy Roads				1		1				2	4
Crowells Ledge							1				1
Middle Ground						1					1
Sail Rock		1									1
West Quoddy Head			2	1		1					4
West Quoddy Head, Carrying Point Cove			1								1
Wormells Ledge	1										1
Saco Bay:											
Eagle Island		1									1
Ferry Beach									1		1
Lobster Rocks	1										1
Negro Island	1	1	2		2	1			2	1	10

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	Total.
MAINE—continued.											
Saco Bay—*Continued.*											
Old Orchard Beach									1		1
Scarboro Beach						1					1
Stage Island				3			1				4
Strattons Island and rocks near		1									1
Whales Back, The							1				1
Wood Island			2				1				3
Saint Croix River:											
Robbinston										1	1
Saint 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
Georges Islands				2			1				3
Griffins Island										1	1
Gunning Rocks										1	1
Harts Island Bar and Ledges	1		2	1		2	2	1	1	1	11
Herring Gut					1	1					2
Hoopers Island					2	1	1			1	5
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	6	1		3	12
Sheepscot Bay and River:											
Cuckolds, The										1	1
Fire Island										1	1
Hardings Ledge			1								1
Jewetts Cove			1								1
Southport Island						1					1
Tennants Harbor			1							1	2
Harts Neck	1						1				2
Southern Island			1					1			2
Wells Beach:											
Fishing Rocks						1					1
West Quoddy Head. (See Quoddy Roads.)											
Wheelers Bay				1				1			2
Calf Island				1							1
Clarks Island								1			1
Norton Island Ledges	1										1
York River and approaches:											
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	2
Eastern Rocks							1				1
Square Rock	1										1
Portsmouth Harbor (New Hampshire side):											
Fort Point	1	2									3
Jerrys Point									2	1	3
Odiornes Point	1			1						1	3
Rocks, mouth of harbor										1	1
Rye Beach							1				1
Stielmans Rocks					1						1
Wallis Sands			1								1
MASSACHUSETTS.											
Beverly Bay				1				1			2
Boston Bay and Harbor		1	1	1		2	3	2		3	13
Black Rock and Channel						1				2	3
Black Rock Cohasset										1	1
Brewsters, The				1		2	1		1	3	8
Broad Sound					1						1
Castle Island		1			1			1		1	4

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	Total.
MASSACHUSETTS—continued.											
Boston Bay and Harbor—*Continued.*											
Cohasset Harbor										2	2
Deer Island	1					1					2
Devils Back		1		1		1				1	4
Dorchester Bay								1		1	2
Fawn Bar			1								1
Gallups Island								1		4	5
Georges Island	2		3	1		1		2	1	1	11
Graves, The									1		1
Great Fawn Bar					1						1
Hardings Ledge		1		2		1			1		5
Hog Island		1						1			2
Hull Beach										2	2
Long Island							1				1
Lovells Island	2				1					2	5
Middle Ground	1									2	3
Minots Ledge									1		1
Moon Island										1	1
Nantasket Beach					1	1		1	1		4
Neponset						1					1
Nixs Mate					2		1	1			4
Nut Island										1	1
Pines Point									1		1
Point Allerton	1				1			2			4
Point Shirley						1			1		2
Quincy Beach										3	3
Rainsford Island										3	3
Rams Head		1			1						2
Spectacle Island										2	2
Thompsons Island										3	3
Toddy Rocks			1	1	1		1	1	4	3	12
Weir River, entrance to Hingham Harbor				1		1					2
Weymouth						1				1	2
Windmill Point	1	1	1		1						4
Brant or Green Harbor Point										2	2
Buzzards Bay:											
Angelica Point										1	1
Clarks Point (rock near)				1							1
Cuttyhunk Harbor							1	2		1	4
Dumpling Rock			1								1
Great Ledge						1					1
Gull Island								1			1
Hen and Chickens		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
Averys Ledge										1	1
Bay View										1	1
Braces Cove		1									1
Dolivers Neck									4		4
Eastern Point	1				2		1		1	1	6
Fresh Water Cove		1									1
Gloucester		1			1	4		1	5	6	18
Halibut Point						1		1			2
Kettle Island							1				1
Lanesville	1				1	1					3
Londoner, The (near Thatchers Island)	2	1				1					4
Milk Island	1										1
Normans Woe						1					1
Pigeon Cove			1						6	6	13
Rockport			1	1	1					3	6
Salvages, The (off Rockport)	1			1							2
Ten-Pound Island									2	5	7
Cape Cod:											
Bearses Shoal		2			3		3	1	1		10
Cahoons Hollow							2	2			4
Chatham	1			2				1	2	2	8
Chatham Bar	4	2	2	1	1	1	1				12
Highland Light				1				1			2
Monomoy Point	1	2				1			3		7
Nauset Beach	1	2	3	1	1		3	2	2	1	15

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	Total.
MASSACHUSETTS—continued.											
Cape Cod—*Continued.*											
Orleans Beach	1	1	.....	.....	.....	2	1	2	1	2	10
Pamet River	1	.....	.....	.....	.....	2	.....	.....	.....	.....	3
Peaked Hill Bar	.....	1	.....	1	2	1	1	2	4	4	16
Pollock Rip	.....	5	1	3	4	5	2	1	2	1	24
Race Point	3	3	1	6	2	2	4	2	3	3	29
Shovelful Shoal	3	5	.....	.....	4	4	2	....	2	4	24
Stone Horse Shoal	1	.....	.....	.....	1	1	1	1	.....	.....	5
Cape Cod Bay:											
Billingsgate Island and Shoal	.....	.....	.....	1	.....	1	.....	.....	.....	.....	2
Brewster	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Long Point	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
North Dennis	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Provincetown	.....	.....	3	6	3	.....	.....	2	.....	18	32
Wellfleet	2	1	.....	.....	.....	.....	.....	.....	.....	.....	3
Wood End	.....	3	.....	.....	.....	.....	1	1	2	3	10
Yarmouth Flats	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Fall River	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Gurnet Point	.....	.....	1	.....	.....	.....	.....	2	.....	2	5
Ipswich Bay:											
Essex Bar	.....	.....	.....	.....	.....	1	.....	.....	.....	3	4
Ipswich Bar	.....	1	2	1	1	1	3	2	2	.....	13
Squam Beach	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Lynn Harbor	1	1	.....	.....	1	1	.....	.....	.....	.....	4
Manchester	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Marblehead	.....	.....	.....	.....	.....	1	.....	.....	.....	4	5
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	1	3	4	3	1	.....	1	.....	.....	1	14
Gay Head	.....	2	.....	.....	1	1	.....	1	2	.....	7
Gay Head, Devil's Bridge	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Menemsha Bight	2	.....	1	1	1	.....	.....	2	3	2	12
No Mans Land	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Old Man Ledge	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Toms Shoal	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Vineyard Haven	4	.....	3	3	3	1	1	7	1	22	45
West Chop	1	4	.....	1	1	1	.....	.....	.....	.....	8
Nahant Bay:											
Egg Rock	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Nahant	1	.....	.....	1	.....	1	.....	.....	1	.....	4
Shag Rock	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Swampscott	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Nantucket:											
Bar and Bay	.....	.....	.....	.....	.....	.....	.....	1	.....	2	3
Coskata	.....	.....	.....	.....	1	.....	.....	2	.....	1	4
East side of	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Great Neck	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Great Point and Great Rip	3	.....	.....	.....	3	.....	2	.....	2	.....	10
Surfside	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Nantucket Shoals	1	.....	2	.....	1	.....	.....	.....	2	1	7
Nantucket Sound:											
Bishop and Clerks Shoal	3	.....	.....	.....	.....	.....	.....	1	.....	.....	4
Chatham Roads	.....	.....	.....	1	.....	1	.....	.....	.....	.....	2
Common Flats (near Chatham Roads)	.....	.....	.....	.....	3	2	.....	.....	.....	.....	5
Dennisport and Beach	.....	5	.....	.....	.....	1	.....	.....	.....	.....	6
Dog Fish Bar	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
Eldridges Shoal	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Great Round Shoal	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Handkerchief Shoal	1	6	3	6	3	5	1	1	2	1	29
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	.....	.....	.....	3	.....	.....	2	.....	.....	.....	5
Monomoy Island (shoals west side of)	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Muskeget Island	.....	.....	.....	.....	.....	1	.....	.....	1	1	3
Mutton Shoal	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Nortons Shoal	.....	.....	.....	1	.....	.....	1	.....	.....	.....	2

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	
MASSACHUSETTS—continued.											
Nantucket Sound—*Continued.*											
Osterville									1		1
Rodgers Shoal				1							1
Shovelful Shoal (near Tuckernuck Shoal)			4	1					1		6
Tuckernuck Shoal				2	1		1		1		5
Newburyport approaches:											
Newburyport Bar	1	4			1		1	1		4	12
Plum Island Point								1		1	2
Salisbury Point				1	2		1				4
Plum Island		1	1	3	1	4	4		1		15
Plymouth Bay:											
Browns Bank, or Browns Island				5		2	2	1	4		14
Cow Yard, The										1	1
Dicks Flat							1				1
Plymouth			1	1	1			1	1	9	14
Saquish Head										1	1
Salem Harbor and approaches:											
Bakers Island and Shoals					1	1		2	1		5
Dry Breakers					1						1
Endeavor Rocks									1		1
House Island										1	1
Kettlebottom, The				1							1
Little Aqua Vitæ Ledge						1					1
Magnolia							1				1
Misery Island and Ledges		1									1
Salem Harbor			1			1			1	2	5
Salisbury Beach							1				1
Scituate	1	2	1							2	6
First Cliff					1						1
Fourth Cliff					1			2			3
North Scituate				1						1	2
Vineyard Sound:											
Cuttyhunk Island	3	5	2	2		1		1		1	15
Hedge Fence Shoal								3	1		4
L'Homme à Dieu Shoal	1	4	1		1		1				8
Middle Ground								1	1		2
Nashawena Island					1	2		2		1	6
Naushon Island	1		1		3	2		1		1	9
Nobska Point	1										1
Nonamesset Island		1									1
Pasque Island		2	5				1	4	1		13
Quicks Hole	1								1		2
Robinsons Hole			1	1	1	1					4
Sow and Pigs		1		1	1		1	1		2	7
Squash Meadow Shoals					1						1
Succonesset Shoal				1							1
Tarpaulin Cove		3	1	2		2		1		1	10
Woods Hole	1	1	1	1	1		2		1		8
RHODE ISLAND.											
Block Island:											
Black Rock	1										1
Block Island Breakwater		1	1			5		5	4	2	18
East side of	2		2	1		1			3	1	10
New Harbor								1			1
Northwest shore of							1	1	4		6
Sandy Point						3		2	2	1	8
South and southwest shore	1				1						2
West side of	1			1		1		3	1	1	8
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	2
Church Point						1					1
Clump Rocks					1						1

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	
RHODE ISLAND—Continued.											
Narragansett Bay—*Continued.*											
Coasters Harbor Island			1								1
Coddington Point	1									1	2
Conanicut Island	2										2
Conimicut Point							1				1
Dutch Island		2	1	2	1	1				1	8
Fish Rock										1	1
Fort Adams				1							1
Fullers Rock, Providence River		1									1
Gardiners Neck										1	1
Goat Island				1		2					3
Kettle-Bottom Rock						1					1
Muscle Bed Shoal										1	1
Narragansett Pier	1										1
Newport		4							1	4	9
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								7	9
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	1			1	1		4	2	2	2	13
Three miles west of				1							1
Squid Ledge	1										1
Quonochontaug Beach							2				1
Watch Hill		1	2	2	1		1	1			8
Catumb Reef		2				1			2		5
Napatree Point	4	2	1		1	2	2			3	15
Sugar Reef	1						1				2
CONNECTICUT.											
Black Rock Harbor					1						1
Branford Harbor							1				1
Branford Reef			1		1						2
Bridgeport					1		1		1		3
Connecticut River (mouth of):											
Blackhall Point	1										1
Cornfield Point		1		1							2
Cornfield Point Shoal					1						1
Saybrook Bar		2					2	1			5
Fairfield Beach										1	1
Fishers Island Sound:											
Bartletts Reef									1	1	2
East Clump										1	1
Groton Long Point				1							1
Latimers Reef	1		1		1				3		6
Mystic River (mouth of)										2	2
Noank (near)			1								1
Quambog Cove					1						1
Grants Neck				1							1
Greenwich		1			2		1				4
Guilford	1			1	1						3
Long Island Sound (near coast of Connecticut):											
Bartletts Reef (near light-vessel)	1										1
Captains Islands			1					1			2
Cows, The								1			1
Faulkners Island			1				1		1		3
Goose Island (near Faulkners Island)				1							1
Long Sand Shoal		1				2					3
Norwalk Islands	1	2	1	1	1			1		1	8
Penfields Reef	1		1	1			1				4
Saugatuck									1		1
Thimbles, The	1				1		1			1	4
Madison	1										1
Millstone Point (near Niantic Bay)			1								1

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	Total.
CONNECTICUT—continued.											
New Haven Harbor:											
Adams Fall Ledge	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
New Haven	2	.....	.....	1	2	.....	.....	.....	.....	.....	5
New London Harbor and approaches	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Black or Southeast Ledge	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Black Rock	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Cormorant Reef	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Eastern Point	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Goshen Reef	.....	.....	.....	.....	.....	1	.....	1	.....	.....	2
New London	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	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	2
Shippan Point	.....	1	.....	.....	.....	.....	.....	1	.....	1	3
Stonington Harbor	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2
Stratford Bar	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
NEW YORK.											
Block Island Sound:											
Fort Pond Bay	.....	.....	.....	.....	.....	3	.....	.....	2	2	7
Gardiners Island	1	.....	1	.....	.....	.....	.....	1	.....	.....	3
Goffes Point	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Napeague Bay	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Shagwong Reef	1	.....	.....	1	1	.....	.....	.....	.....	1	4
East River:											
Berrians Island	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Blackwells Island	.....	1	3	.....	1	1	.....	.....	1	1	8
College Point	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Factory Rock	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Governors Island	.....	2	1	.....	.....	.....	.....	1	.....	.....	4
Hell Gate	5	4	.....	.....	1	.....	2	2	.....	1	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	.....	.....	.....	.....	1	3
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	2	7
Middle Ground, near Lawrence Point	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Newtown Creek (mouth of)	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
North Brother	.....	1	.....	.....	.....	1	.....	.....	.....	1	3
Old Ferry Point	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Reef off Tenth street, New York City	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Rock off East Fifty-sixth street, New York City	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Rylanders Reef	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Sunken Meadows, The	.....	.....	.....	1	.....	.....	.....	2	3	1	7
Wards Island	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Gardiners Bay:											
Gardiners Island (see Block Island Sound).											
Long Beach Bar	.....	.....	.....	.....	1	.....	.....	.....	1	.....	2
Sag Harbor	.....	.....	.....	.....	.....	.....	.....	2	.....	1	3
Long Island (outside):											
Amagansett	.....	.....	.....	.....	1	.....	.....	1	.....	.....	2
Coney Island	2	.....	.....	2	4	1	4	3	2	.....	18
Coney Island (Sheepshead Bay)	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
East Hampton Beach	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Fire Island Beach	1	1	2	3	2	2	1	2	1	1	16
Fire Island Beach (Great South Bay)	.....	.....	.....	3	.....	.....	1	.....	2	7	13
Fire Island Inlet	2	1	2	.....	.....	5	5	5	5	2	27
Hog Island Inlet	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Jamaica Bay	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Jones Beach	3	.....	1	.....	.....	.....	.....	.....	.....	.....	4
Long Beach	.....	1	.....	2	3	2	.....	1	1	3	13
Mecox	.....	.....	.....	.....	1	.....	.....	.....	1	.....	2
Montauk Point	1	.....	.....	1	1	.....	.....	.....	.....	2	5
Moriches Beach	1	.....	.....	.....	1	1	.....	.....	1	1	5
Moriches Beach (Moriches Bay)	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Napeague	.....	.....	1	1	1	1	.....	1	.....	2	7
New, or Jones Inlet	2	3	3	1	2	4	.....	3	3	.....	21

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	Total.
NEW YORK—continued.											
Long Island (outside)—*Continued.*											
Oak Island						1					1
Potunk				1							1
Quogue								1			1
Rockaway and Far Rockaway Beach		1	1			1	1	1			5
Rockaway Inlet and Shoals	3	2	2		1	6	1	3	2	3	23
Shinnecock Beach			1		1	2		4			8
Smiths Point					1						1
Zachs Inlet					1	1	1			2	5
Long Island Sound:											
Big Tom Rock							1		1		2
Browns Hills	1										1
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									2	3
Eatons Neck	2		1	1		3	1				8
Execution Rocks					1						1
Fishers Island			1	1	1	4	1	2	1	2	13
Glen Cove			1								1
Glen Island								1			1
Great Gull Island					1		1		2		4
Hallocks Landing	1										1
Hart Island	1	1		1		1		1	1		6
Hewletts Point			1								1
Hortons Point		1						1		1	3
Huntington	1										1
Larchmont			2								2
Little Gull Island		1	1			1					3
Lloyds Neck			1	1	1			2			5
Luce Landing										1	1
Matinicock Point						1	1				2
Mattituck Beach					1						1
Mount Sinai				1						3	4
New Rochelle Harbor	1				1	1			1		4
Oak Neck Point						1					1
Old Field Point	1					1			1	1	4
Old Silas Reef									1		1
Orient Shoal								1			1
Oyster Bay			2	1		1					4
Oyster Pond Point							1			2	3
Peconic Bay, Little			1								1
Peconic Bay, Great							1				1
Pelham Bay							1				1
Pine Island			1								1
Plum Island	1	1	1			1		1		1	6
Port Jefferson										2	2
Prospect Point		1				1					2
Race Point (near)	1				1						2
Race Rock	1										1
Rocky Point										1	1
Rye Point			1	1			1			1	4
Sands Point	1		1		1	1					4
Valiant Rock	1										1
Wicopesset Island and Reefs			1								1
Woodville Landing (near Herods Point)	1										1
New York Bay and Harbor:											
Bath Beach			1		1						2
Bay Ridge										1	1
Bedloes Island							1				1
Bedloes Island (rock 1 mile west of)							1				1
Black Tom Island										1	1
Castle Point					1						1
Constable Point									1		1
East bank								1			1
Ellis Island					1			1			2
Gedney Channel						1					1
Great Kills					1						1
Oyster Island	2										2
Princess Bay	1								1	1	3
Robbins Reef						1					1
Romer Shoal	2	4	3	1	1	6	3	1	2	2	25
Staten Island			1		1					1	3

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	
NEW YORK—continued.											
New York Bay and Harbor—*Continued.*											
Swinburne Island								2			2
West Bank	1					1	2	1			5
NEW JERSEY.											
Absecon Beach	1	1									2
Absecon Inlet	1		4	1	5	4	6	2		3	26
Atlantic City	1			3	2			3		1	10
Barnegat Bay		1									1
Barnegat Inlet	4	1	2	5	1	2	2	1	3	1	22
Brigantine Beach and Shoals	2		3	2	2	2	2	1	2		16
Cape May		2	1			1	2	3	1	2	12
Cold Spring Inlet						1	1			1	3
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
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
Five Fathom Bank						1			1		2
Five Mile Beach						2					2
Forked River	1										1
Great Egg Harbor Inlet	5		2	2	3	1	3	5	3	10	34
Hereford Inlet	6	6	3		6	2		2	3	1	29
Highlands	1				1	1	3				6
Island Beach	3		1	1	1		2				8
Leaming Beach	1										1
Little Egg Harbor								1	5		6
Little Egg Harbor Inlet or New Inlet	3	4	1	3	3	3	1	4	5		27
Long Beach				2	1	1	2	2	1	3	12
Long Branch	1	1		1			1				4
Ludlam Beach								1		1	2
Monmouth Beach		1		1		1	2	1			6
Newark Bay, Shooters Island									2		2
Pecks Beach				1		1	1				3
Port Monmouth	1									1	2
Raritan Bay:											
Keyport	3				2					1	6
Perth Amboy										1	1
Point Comfort	1					1					2
Red Bank						1					1
Sandy Hook	4	9	2	5	6	1	8	4	3	3	45
False Hook				1							1
Flynns Knoll	1			1						2	4
Horse Shoe						1			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
Townsends Inlet	1						3	2			6
Turtle Gut Inlet		1					1	1			3
DELAWARE.											
Cape Henlopen	4		1	4	1			1	5	2	18
Hen and Chicken Shoal	1	1		1	1				1		5
Delaware Bay (also see New Jersey):											
Bombay Hook Point				1							1
Brandywine Shoal	2	1	1							1	5
Broadkill River (mouth of)		1									1
Cedar Beach									2		2
Fourteen Foot Bank	3								1		4
Joe Flogger Shoals		1	1	1			1		1	3	8
Mispillion River	1					1			1		3
Shears, The				1	1						2
Slaughter Beach	1										1

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	
DELAWARE—continued.											
Delaware Breakwater	1	.....	2	2	1	3	.....	1	1	3	14
Indian River Inlet	2	5	5	1	2	.....	.....	2	.....	3	20
Lewes	21	2	.....	.....	3	1	1	.....	6	2	36
Rehoboth Beach	1	.....	.....	.....	1	.....	.....	.....	.....	.....	2
MARYLAND.											
Chesapeake Bay:											
Bear Point	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Cedar Point	.....	.....	1	.....	.....	.....	.....	.....	1	.....	2
Chester River (mouth of)	1	.....	1	.....	1	.....	.....	.....	.....	.....	3
Choptank River (mouth of)	1	1	.....	1	.....	.....	1	.....	.....	.....	4
Cornfield Point (mouth of Potomac River)	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Cove Point	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Curtis Point	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Devils Woodyard	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Drum Point	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Fishing Bay	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Hacketts Point	.....	.....	1	.....	.....	.....	.....	1	.....	.....	2
Herring Bay	.....	1	.....	.....	2	1	.....	.....	.....	1	5
Holland Island	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Honga River	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Horseshoe Point	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
James Point	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
Magothy River (mouth of)	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Man of War Shoal	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Millers Island	1	.....	.....	.....	.....	1	.....	.....	.....	.....	2
Patapsco River (mouth of)	.....	1	1	1	.....	1	.....	1	2	1	8
Patuxent River (mouth of)	.....	1	.....	.....	.....	.....	.....	.....	.....	1	2
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
Swan Point	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Tallys Point	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Thomas Point Shoal	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Wades Point (Eastern Bay)	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Fenwick Island	.....	2	.....	.....	1	1	.....	.....	.....	1	5
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	.....	.....	.....	1	8
Fishing Point	.....	.....	.....	..	.....	2	.....	1	4	2	9
Turners Shoals	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2
Assawaman Inlet	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Cape Charles	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Cape Henry	4	4	4	.....	3	2	3	2	2	1	25
Cedar Island	.....	.....	1	.....	1	2	.....	.....	.....	.....	4
Cherrystone Inlet	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Chesapeake Bay:											
Back River Shoals	1	1	.....	.....	1	.....	1	.....	.....	.....	4
Bluff Point	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Cape Charles City	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Great Wicomico River (mouth of)	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Gwinns Island	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Horse Shoe Shoal	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Middle Ground	.....	.....	.....	3	1	.....	.....	.....	1	3	8
New Point Comfort	1	.....	.....	.....	.....	.....	1	1	1	.....	4
Ocean View	1	.....	.....	1	.....	.....	1	.....	.....	.....	3
Piankatank River (mouth of)	.....	1	1	.....	1	.....	.....	.....	.....	.....	3
Plum Tree Bar	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Pongateague Creek (mouth of)	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Potomac River (mouth of)	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Smiths Point	.....	1	1	.....	.....	.....	.....	.....	.....	.....	2
Stingray Point	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
Tail of the Horse Shoe	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Watts Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Willoughby Spit	.....	.....	.....	1	.....	.....	.....	1	.....	.....	2

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	Total.
VIRGINIA—Continued.											
Chesapeake Bay—*Continued.*											
Wolf Trap Shoal, Mobjack Bay						1					1
York Spit	1	1									2
Chincoteague Inlet	2	2	2	3	2	1				2	14
Chincoteague Shoals (off Fishing Point)			1	1		1	2				5
Cobbs Island	2	1	1	1	1			1	1		8
Carters Shoals		2	3	1	1	1	2	1	1	1	13
Sand Shoal Inlet	2	7		2	1	1	2	1	4	1	21
Elizabeth River:											
Lamberts Point								1			1
Middle Ground										1	1
False Cape				3			1	2			6
False Cape, Pebble Shoals							2	1			3
Fishermans Island (near Cape Charles)	2		1			1					4
Great Machipongo Inlet		1	1	3		2	1	2	2	2	14
Hampton Roads:											
Browns Shoals (mouth of James River)						1					1
Bush Bluff Shoal				1							1
Craney Island Flats		1									1
Hampton Bar				1				2			3
Hampton Flats		1									1
Nansemond River (mouth of)						1					1
Newport News					1	1			1		3
Old Point Comfort			1			1					2
Pig Point			1		1						2
Rip Raps							1		1		2
Sewalls Point										1	1
Hog Island	2		2	1	1				1		7
Little Island	1			1	1			1	1		5
Little Machipongo Inlet						1	1				2
Lynn Haven Bay	2						2	1			5
Metomkin Inlet	3	1	1		1			4			10
Myrtle Island		1									1
Paramore Beach		1	1								2
Ship Shoals				1	1						2
Smiths Island		1								1	2
Isaac Shoals	3	1	1			1	2	1	2	1	12
Little Inlet Shoals									1		1
Nautilus Shoal							1				1
Virginia Beach	1	1	1		2			1			6
Wachapreague Inlet			2			2	2				6
Dawson Shoals	1	1		2			1	1	2	1	9
Wallops Beach		1			2		1		1	1	9
NORTH CAROLINA											
Albemarle Sound:											
Big Island								1			1
Bull Bay								1			1
Croatan	1										1
Greenfield Point (near)										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		2
Bacons Inlet					1						1
Bear Inlet	1										1
Beaufort			1								1
Big Kinnakeet (also see Pamlico Sound)						1					1
Bodies Island (also see Pamlico Sound)	1	1	1		1	1	2	1	1		9
Bogue Island and Inlet			2		2						4
Cape Fear, Frying Pan Shoals	1	1		2	2	3	1	1	1		12
Cape Fear River (mouth of)	2	1		4		3	1	1	3	1	16
Cape Hatteras	1			1							2
Diamond Shoals (inner and outer)	1			1	1		3	1	1		8
Cape Lookout		1		3		1		2	1	1	9
Cape Lookout Shoals	1		1		3				2		7
Chicamacomico	1	1			1	1			3		7
Core Beach	1				1			2		1	5
Core Sound								1	1	4	6
Currituck Beach	2	2		1	2			2			9
Currituck Sound						2			1	1	4
Currituck Sound, Long Point							1				1

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	Total.
NORTH CAROLINA—Continued.											
Drum Inlet	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Durants (also see Pamlico Sound)	1	.....	.....	.....	.....	1	.....	.....	.....	1	3
Gulf Shoal (also see Pamlico Sound)	.....	1	1	.....	.....	.....	.....	1	.....	1	4
Hatteras Inlet (also see Pamlico Sound)	.....	1	3	2	1	2	1	.....	.....	.....	10
Kill Devil Hills	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	2
Kitty Hawk	.....	.....	.....	1	.....	.....	.....	1	.....	.....	2
Little Island	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Little Kinnakeet (also see Pamlico Sound)	1	.....	1	1	.....	.....	.....	.....	.....	1	4
Little River Inlet	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Lockwoods Folly Beach	.....	.....	.....	.....	2	1	.....	.....	1	.....	4
Nags Head	1	.....	.....	.....	.....	2	.....	1	.....	.....	4
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	.....	.....	.....	1	15
Oregon Inlet	.....	.....	.....	1	.....	1	.....	.....	.....	.....	2
Pamlico Sound:											
Big Kinnakeet	2	1	1	.....	.....	2	3	.....	.....	2	11
Bodies Island	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Brant Island	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Cape Hatteras	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Chicamacomico	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Durants	.....	.....	1	.....	.....	.....	.....	1	.....	2	4
Gull Island and Shoal	.....	1	.....	.....	.....	1	1	.....	.....	1	4
Hatteras Inlet	1	1	.....	2	.....	.....	1	2	.....	.....	7
Howard Reef	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Kings Point	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Jennett Landing	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Little Kinnakeet	.....	1	2	.....	.....	.....	1	1	1	.....	6
Log Shoal	.....	.....	1	.....	.....	.....	.....	.....	1	.....	2
Long Shoal	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Neuse River	.....	.....	.....	.....	.....	1	.....	1	.....	.....	2
Ocracoke Inlet	.....	.....	.....	.....	.....	2	.....	2	.....	2	6
Olivers Reef	.....	1	.....	.....	3	1	.....	.....	.....	1	6
Oyster Shoal	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Pamlico Point	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Robinson	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Royal Shoals	.....	.....	.....	.....	.....	.....	2	.....	.....	1	3
Portsmouth Island	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Rich Inlet	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Shallotte Inlet	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Wash Woods	.....	.....	.....	.....	.....	1	.....	1	.....	.....	2
Wrightsville Inlet	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
SOUTH CAROLINA.											
Bay Point	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Beaufort	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Bulls Bay	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Calibogue Sound	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Daufuskie Island	.....	.....	1	.....	1	.....	.....	.....	.....	.....	2
Cape Romain	.....	.....	.....	.....	1	.....	.....	.....	.....	1	2
Capers Island	.....	.....	.....	.....	1	.....	.....	.....	.....	1	2
Charleston	.....	1	.....	1	4	.....	.....	1	1	.....	8
Charleston Bar	.....	1	4	1	3	1	.....	2	1	2	15
Drunken Dick Shoal	.....	1	1	.....	.....	1	1	1	.....	.....	5
Pumpkin Hill Shoal	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Edisto Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Fripps Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Georgetown Breakers	.....	1	.....	.....	1	2	.....	1	.....	.....	5
Hilton Head Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Kiawah Island	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Little River Inlet	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Long Island	.....	.....	.....	.....	1	.....	1	.....	.....	1	3
Morris Island	.....	1	.....	.....	.....	.....	.....	1	1	.....	3
North Island Reach	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Page Island	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Pine Island Beach	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Port Royal Bar	.....	.....	.....	1	.....	.....	.....	1	.....	1	3
St. Helena Sound and approaches	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
St. Phillips Island	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
South Island	.....	1	.....	.....	1	.....	.....	.....	.....	.....	2
Stono Inlet	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Sullivans Island	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	
SOUTH CAROLINA—continued.											
Winyah Bay						1					1
Youngs Island					1						1
GEORGIA.											
Altamaha Sound				1						1	2
Brunswick								1		3	4
Cumberland Island and Shoals				1						1	2
Pelican Shoal		1									1
Darien										1	1
Doboy Sound and approaches		2		2		1		1		1	7
Harris Neck										1	1
Jekyl Island										1	1
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		3			1		2	8
Tybee Island							1	1		1	3
Wassaw Island									1		1
Wilmington River (mouth of)						1				1	2
Wolf Island, Spit, and Shoals		1		1					1		3
FLORIDA.											
Amelia Island									2		2
Apalachicola Bay										1	1
Carrabelle						1					1
East Pass Bar								1			1
Vincent Island										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
Cape San Blas								1			1
Chester Shoals				1		2				1	4
Dog Island		1									1
Flag Island Shoals		1									1
Fernandina Bar and Harbor	1	1				1			1	3	7
Florida Reefs:											
Bird Key (near Tortugas)				1						1	2
Content Key										1	1
Elbow Reef	1			1	1	1					4
Fowey Rocks						1					1
French Reef					1						1
Key West						2	1	1			4
Marquesas Key					1				1		3
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		3
Tennessee Reef	1					2		1			4
Tortugas	1	1	1	1	1	2	1	1	1	1	11
Virginia Key									1		1
Western Dry Docks			2								2
Fort Pickens Point				1				1			2
Gull Point Bar					1						1
Hillsboro Inlet						1				1	2
Indian River, Eau Gallie					2						2
Indian River Inlet						2					2
Jupiter Inlet	2		2	3	3	2	5	1			18
Lake Worth Beach							1				1
Lake Worth Inlet			3			2					5
Lantana							1		1		2
Mosquito Inlet				1							1
Mosquito Lagoon				2							2
New River Inlet			1		2			1			4

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—									
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	Total.
FLORIDA—continued.											
New River Inlet (8 miles north of)	1										1
Orange Grove (8 miles south of)			1								1
Ormond								1			1
Pablo Beach							1				1
Palm Beach								1			1
Pensacola Bar		1		2	2		1			2	8
Pensacola Bay			1		4			4	2	3	14
Perdido River (mouth of)				1						1	2
St. Andrews Bay							2				2
St. Augustine Bar	2	1				1					4
St. Georges Island									1		1
St. Johns Bar	1			1	1		1	2		1	7
St. Josephs Bay	1										1
St. Josephs Point		1									1
Santa Rosa Island	1	1		1	1	2	1	2		2	11
Fifteen miles east of		1									1
Sarasota Pass, Little				1							1
Smiths Creek				1							1
Tampa Bay:											
Anna Maria Key		1				1					2
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						1	3
Point Clear					1						1
Revenue Point									1		1
Sand Island										2	2
MISSISSIPPI.											
Mississippi Sound:											
Bayou Coden					1						1
Gaveline Bayou					1						1
Gulfport							1				1
Horn Island	1			1	1			1	1	2	7
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	3	1	1		1					2	8
Grand Island					1						1
Grand Lake					1						1
Lake Pontchartrain									1		1
Bayou St. John light								1			1
Little Woods							1				1
Little Constance Bayou										1	1
Mississippi River (mouth of)									3		3
Pass Fourchon										1	1
Schofield Bay, West Bay					1						1
Tiger Shoal							1				1
Timbalier Island								1			1
TEXAS.											
Aransas Pass				1	1		2				4
Boca Chica					1						1
Bolivar Beach				2							2
Brazos River (mouth of)				1	2	3		2	1	3	12
Brazos Santiago	4	2	2	2			2	1	1		14

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	Total.
TEXAS—continued.											
Galveston Bar	5	2	3	3	2	6	4	3	1	4	33
Galveston Bay	.....	.....	.....	1	.....	1	1	1	.....	1	5
Pelican Island and Flats	.....	.....	2	.....	.....	.....	1	.....	.....	.....	3
Pelican Spit	1	.....	1	.....	.....	.....	.....	.....	1	.....	3
Galveston Island	1	1	2	2	1	4	2	.....	.....	4	17
High Island	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Matagorda Bay	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Matagorda Island	.....	.....	.....	.....	1	.....	1	.....	.....	.....	2
Matagorda Peninsula	.....	.....	.....	.....	.....	1	.....	1	.....	.....	2
Mustang Island	.....	1	1	.....	.....	.....	.....	.....	1	1	4
Padre Island	1	1	.....	.....	.....	1	2	.....	.....	.....	5
Pass Cavallo	1	.....	2	1	.....	2	.....	2	2	1	11
Sabine Pass	2	1	.....	1	1	4	1	1	.....	1	12
East of	.....	1	.....	.....	.....	.....	1	.....	.....	.....	2
Saint Joseph Island	1	1	.....	2	.....	.....	.....	.....	1	1	6
San Bernard Bar	.....	.....	2	1	1	.....	.....	1	2	.....	7
San Luis Pass	.....	1	.....	.....	1	3	6	5	.....	3	19

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
Chignik Bay	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Chirikoff Island	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Clarence Strait, Blashke Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Coal Bay	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Cooks Inlet	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Dixons Entrance, Devils Rock	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Geese Island, Kadiak Island	.....	.....	.....	.....	.....	1	.....	.....	1	.....	2
Harkanöck	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Juneau	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Kadiak Island	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Kalgin Island, Cooks Inlet	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Karluk, Kadiak Island	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Kashevarof Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Kayak Island	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Lituya Bay	.....	.....	.....	1	.....	.....	1	.....	.....	.....	2
Loring, Naha Bay, Revilla—Gigedo Islands	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Lynn Canal, Shelter Islands	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
Skagway	.....	.....	.....	.....	.....	.....	.....	.....	3	.....	3
Taiya Sahnka	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Marosco Bay	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Middleton Island	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Midway Island, Stephens Passage	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Montague Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Nakchamik Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Neva Point	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Ounga Island	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Point Barrow (reef near)	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Point Hope	.....	1	.....	.....	.....	.....	.....	1	.....	1	3
Port Clarence Harbor	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Pribylof Islands	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Prince of Wales Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Prince William Sound	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Pybus Bay, Frederick Sound	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Return Reef, Midway Island	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Revillagigedo Channel:											
Mary Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Saint Lawrence Island	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Saint Paul Harbor	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1

*In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	
ALASKA TERRITORY—continued.											
Sand Point				1							1
Sankin Island		1									1
Saunakh Islands:											
Hennings Rock	1		1								2
Shelikof Strait								1			1
Katmai Bay									2		2
Shumagin Islands		1									1
Sitka (near)						1					1
Thin Point								1			1
Tigalda Island										1	1
Tongass							1		1		2
Tugidak Island								1			1
Unalaska						1			2		3
Unimak Island									1		1
Wrangell Narrows						1				1	2
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
Grays Harbor			2			1					3
Fifteen miles north of			1								1
Five miles north of								1			1
North Spit						1					1
Ilwaco Beach								1			1
Long Beach							1				1
Puget Sound				2							2
Anderson Island	1										1
Bear Point									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			4
*Port Townsend			1			1	2	1			5
Rocky Point										1	1
Seattle					1						1
Skagit River (mouth of)					1						1
Snohomish River (mouth of)			1								1
Tacoma	1										1
Useless Bay					1						1
West Point				1			1				2
Whidbey Island						1					1
Queetshu River (mouth of)						1					1
Shoalwater Bay	2					2			1	1	6
Strait of Fuca:											
Crescent Bay	2										2
Neah Bay							1				1
New Dungeness				1		1			1		3
Pillar Point										1	1
Smiths Island					1						1
Washington Sound:											
Bellingham Bay		2									2
Deception Pass	1		1					1			3
Fairhaven										1	1
Fidalgo Island		1								1	2
Henry Island		1				1					2
Obstruction Island										1	1
Orcas Island			1							1	2
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

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	Total.
OREGON.											
Alsea Bay	.....	.....	.....	.....	.....	1	.....	.....	.....	1	2
Cape Arago	.....	1	4	1	.....	.....	1	.....	.....	1	8
Cape Blanco	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Chetko Cove	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Coos Bay Bar	2	1	2	1	1	.....	.....	1	.....	1	9
Coquille River (mouth of)	2	.....	2	2	1	.....	2	3	3	9	24
Nehalem River (mouth of)	.....	.....	.....	.....	.....	.....	1	1	.....	.....	2
Point Adams	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
Rogue River Bar	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Rogue River Reef	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Siuslaw River (mouth of)	.....	.....	1	.....	.....	2	.....	.....	.....	.....	3
Tillamook Bar	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
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	.....	1	3
Crescent City	.....	1	.....	.....	.....	.....	1	.....	.....	.....	2
Drakes Bay	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Duxbury Point	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Eel River Bar	.....	.....	1	.....	.....	.....	1	.....	.....	.....	2
Farallon Islands	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Fish Rocks	1	.....	1	1	.....	.....	.....	.....	.....	.....	3
Fort Bragg, Mendocino County	1	.....	.....	.....	1	.....	.....	.....	.....	.....	2
Fort Ross	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Golden Gate	.....	1	1	.....	1	2	.....	.....	.....	.....	5
Fort Point	1	.....	.....	2	1	.....	1	.....	.....	.....	5
Point Cavallo	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Point Diablo	.....	1	.....	.....	.....	.....	.....	.....	1	.....	2
Point Lobos	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Presidio Shoal	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Greenwood Landing, Mendocino County	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Half Moon Bay	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Hardy Creek	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Hueneme, Ventura County	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Humboldt Bar	1	1	1	.....	.....	1	2	1	2	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	.....	.....	.....	.....	.....	1
Monterey Harbor	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Navarro River (mouth of)	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
New Haven, Mendocino County	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Newport	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Noyo, Mendocino County	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Pigeon Point	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Pillar Point	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Point Arena	1	.....	1	.....	.....	.....	2	1	1	.....	6
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	.....	.....	.....	.....	.....	1	.....	1	.....	.....	2
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	.....	.....	.....	.....	2
Salina River (mouth of)	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
San Buenaventura	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
San Francisco Bay and Harbor	1	1	.....	.....	.....	1	.....	.....	.....	.....	3
Alcatraz Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Alviso	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	Total.
CALIFORNIA—continued.											
San Francisco Bay and Harbor—*Continued.*											
Angel Island					1						1
Anita Rock										1	1
Arch Rock									1		1
Bird Rock									1		1
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	2
Santa Cruz Point, Needle Rock						1					1
Santa Rosa Island				1		1					2
Shelter Cove, Humboldt Bay	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
Tomales 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.	1	1	1	2		1				1	7
Braddocks Point				1							1
Charity Shoal								1	1		2
Charlotte		1	1		1		1	2			6
Fair Haven			1								1
Feather Bed Shoals, St. Lawrence River	1										1
Forest Lawn, N. Y.					1						1
Fort Niagara, N. Y.										1	1
Galloo Island	1						1				2
Kingston (near), Canada					1						1
Little Salmon River, N. Y.					4						4
Long Island, Canada						1					1
Niagara, Canada					1			1			2
Oak Orchard Reef									1		1
Ontario, N. Y.				1							1
Oswego		1		4	2	2		1			10
Seven miles west of		1									1
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
Stony Point, N. Y.										1	1
Wellington, Canada					1						1
LAKE ERIE.											
Ashtabula, Ohio	1	1	2	2		2			2	1	11
Avon Point, Ohio			2								2
Ballast Island Reef		1									1
Bar Point, Canada			2		1	1		1			5
Black River, Ohio						1					1
Buffalo, N. Y.	1	2	4		3			5	3		18
Cedar Point, Maumee Bay, Ohio					1			1			2

*In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

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TABLE 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—										
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	Total.
LAKE ERIE—continued.											
Cedar Point, Sandusky Bay, Ohio	2	.....	.....	.....	.....	1	.....	1	1	1	6
Chick-e-nolee Reef, Canada	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Cleveland, Ohio	2	2	.....	5	.....	3	3	5	4	1	25
Colchester Reef, Canada	.....	.....	1	1	1	.....	1	.....	1	.....	5
Conneaut, Ohio	.....	.....	.....	1	.....	.....	1	2	.....	.....	4
Dunkirk	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Erie, Pa	.....	2	1	2	3	1	1	.....	3	.....	13
Fairport, Ohio	2	1	.....	.....	.....	.....	1	1	.....	.....	5
Fort Erie, Canada	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Hen and Chickens Island, Canada	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Horse Shoe Reef	2	.....	3	1	3	3	.....	1	2	.....	15
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	.....	1	8
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	.....	.....	2	5
Niagara River	.....	1	1	2	.....	2	1	1	.....	1	9
North Harbor Isle, Canada	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Pigeon Bay, Canada	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Point Abino, Canada	.....	1	.....	.....	1	.....	.....	.....	1	.....	3
Pointe au Pelée, Canada	1	.....	2	.....	.....	3	5	.....	.....	.....	11
Middle Ground	.....	1	1	.....	.....	.....	1	.....	.....	4	7
Pointe au Pelée Island, Canada	1	.....	1	.....	1	1	2	.....	.....	.....	6
Port Colborne, Canada	.....	.....	1	.....	1	1	.....	.....	.....	2	5
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	.....	.....	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	2	.....	2	.....	.....	1	3	.....	.....	.....	8
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
Vanburen Point, N. Y	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Waverly Shoal, N. Y	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
West Harbor Reef, Ohio	.....	.....	.....	1	.....	.....	.....	.....	2	.....	3
Windmill Point, Canada	1	.....	.....	2	.....	.....	.....	.....	.....	.....	3
DETROIT RIVER.											
Amherstburg, Canada	.....	.....	.....	2	.....	.....	.....	.....	.....	1	3
Ballards Reef	.....	.....	.....	.....	.....	.....	.....	1	5	.....	6
Belle Isle, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Bois Blanc Island, Canada	1	.....	.....	1	1	.....	2	.....	.....	1	6
Detroit River	.....	.....	1	.....	2	.....	3	1	1	.....	8
Fighting Island	1	1	1	2	.....	.....	.....	.....	1	.....	6
Grassy Island and shoal	.....	1	.....	1	1	.....	.....	.....	.....	.....	3
Limekiln Crossing	1	2	1	.....	2	2	1	1	2	2	14
McDougalls Rock	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Stony Island	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
LAKE AND RIVER ST. CLAIR.											
Grosse Pointe, Mich	2	.....	.....	1	.....	2	3	1	2	.....	11
Hersons Island, Mich	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Middle Ground (near Port Huron), Mich	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
Peach Island, Canada	1	.....	.....	.....	.....	.....	2	.....	.....	.....	3
Point Edward, Canada	2	.....	.....	1	1	.....	.....	.....	1	.....	5
Port Huron, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Russell Island, Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	Total.
LAKE AND RIVER ST. CLAIR—continued.											
St. Clair Flats	1	5	.....	.....	2	2	1	1	.....	1	13
St. Clair River	1	2	.....	1	1	.....	3	1	1	2	12
Stag Island, Canada	1	.....	2	.....	.....	.....	.....	.....	.....	1	4
Thames River (mouth of)	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Windmill Point (rock near)	1	.....	.....	.....	.....	.....	1	.....	.....	.....	2
LAKE HURON.											
Adams Point, Mich	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Alabaster, Mich	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Alcona, 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	2	.....	.....	.....	.....	.....	2	1	.....	1	6
Burnt Cabin Point Reef, Mich	.....	.....	.....	2	1	6	.....	.....	.....	.....	9
Cape Ipperwash, Ontario	.....	.....	.....	1	.....	1	.....	.....	.....	.....	2
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	.....	4	11
Drummond Island, Mich	.....	.....	2	.....	3	2	.....	1	.....	.....	8
Elm Creek, Mich	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
False Presque Isle, Mich	.....	.....	.....	1	1	1	3	1	2	1	10
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
Cove Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Hope Island	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Mississauga Point	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Portage Reef	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Rabbit Island	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Scarecrow Island	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Three Star Shoal	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Tobermory, Ontario	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Waubaushene, Ontario	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Western Island	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Grand Manitoulin, Canada	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Grindstone City, Mich	.....	1	.....	.....	1	.....	1	1	.....	1	5
Gull Island, Mich	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Hammonds Bay, Mich	.....	2	.....	1	.....	1	.....	.....	1	1	6
Eight miles northwest of life-saving station	1	.....	1	.....	1	.....	.....	.....	.....	.....	3
Eighteen miles northwest of life-saving station	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Fifteen miles northwest of life-saving station	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2
Five miles northwest of life-saving station	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Hardwood Point, near Sand Beach, Mich	.....	1	.....	.....	1	.....	.....	.....	.....	.....	2
Harrisville, Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Johnsons Reef	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Kincardine, Ontario	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Lake View Beach, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Middle Island, Mich	2	.....	1	1	.....	1	2	1	1	.....	9
Four miles southwest of	.....	2	.....	.....	2	.....	.....	1	.....	.....	5
New London Point, Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
North Point, Mich	.....	1	4	4	1	2	1	1	.....	1	15
Oscoda, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Ottawa Point, Mich	.....	3	1	1	3	.....	1	2	.....	.....	11
Pointe aux Barques, Mich	.....	3	1	5	1	.....	6	1	.....	.....	17
Port Austin, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Port Crescent, Mich	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Port Hope, Mich	.....	1	2	.....	.....	1	.....	.....	.....	.....	4
Prentis 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
Saginaw River (mouth of), Mich	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

GREAT LAKES.—Continued.

Name of place.	Fiscal year ending June 30—										
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	Total.
LAKE HURON—continued.											
Sand Beach	2	1	2	5	1	.....	2	3	1	4	21
Seven miles south of	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Sanilac, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Scarecrow Island, Mich	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Spectacle Reef, Mich	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Sturgeon Point, Mich	2	.....	1	.....	.....	2	2	1	.....	.....	8
Nine miles north of	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Sulphur 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	2	.....	1	1	7
Thunder Bay River (mouth of), Mich	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
ST. MARYS RIVER.											
Fryingpan Island	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Hay Lake	.....	.....	.....	.....	.....	5	.....	2	5	1	13
Mud Lake	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	3
Neebish Rapids	.....	3	1	1	1	.....	.....	.....	.....	.....	6
Pipe Island	.....	1	.....	1	.....	.....	.....	.....	1	1	4
Pointe aux Pins, Canada	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Round Island	.....	.....	1	.....	.....	.....	2	.....	.....	.....	3
Sailors Encampment	1	1	.....	.....	2	1	4	3	.....	.....	12
St. Josephs Island, Canada	3	1	.....	.....	.....	.....	.....	.....	.....	.....	4
St. Marys River	5	7	7	7	3	11	4	3	1	2	50
Sand Island, Ontario	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Sugar Island	1	1	.....	.....	2	.....	.....	.....	.....	.....	4
Topsail Island	1	1	2	.....	1	2	.....	.....	.....	2	9
LAKE SUPERIOR.											
Apostle Islands, Oak Island, Wis	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Baptism River (mouth of), Minn	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Beaver Bay, Minn	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Big Bay Point, Mich	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Caribou Island, Canada	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Chaquamegon Point, Wis	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2
Copper Harbor (reef at entrance), Mich	.....	.....	.....	1	.....	.....	1	.....	.....	1	3
Crisps, Mich	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Deer Park, Mich	.....	.....	.....	.....	.....	2	.....	.....	1	2	5
Devil Island, Wis	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Duluth, Minn	.....	.....	.....	.....	.....	2	.....	1	.....	1	4
Eagle Harbor, Mich	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Eagle River, Mich	1	.....	.....	.....	.....	1	.....	.....	.....	1	3
Fourteen Mile Point (east of Ontonagon), Mich	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Grand Island, Mich	.....	.....	.....	.....	.....	.....	2	.....	.....	1	3
Grand Marais, Mich	.....	.....	.....	.....	.....	.....	.....	1	1	.....	2
Grand Portage, Minn	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Gratiot River (mouth of), Mich	.....	.....	.....	.....	.....	1	.....	.....	.....	2	3
Gull Island, Mich	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2
Heron Bay, Minn	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Hills Creek, Mich	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Huron Island, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Iroquois, Mich	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Isle Royale, Mich	.....	1	.....	1	.....	.....	1	.....	.....	4	7
Keweenaw Bay, Mich:											
Baraga	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Point Abbaye	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Keweenaw Point, Mich	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Laughing Fish Point, Mich	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Magdalene Island	.....	.....	.....	.....	.....	.....	.....	1	1	.....	2
Manitou Island, Mich	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Marquette, Mich	1	.....	.....	.....	.....	2	3	1	.....	.....	7
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
Raspberry Island, Wis	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Sandy Island, Canada	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Sauks Head, Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	Total.
LAKE SUPERIOR—continued.											
Ship Canal, Mich	6	.....	1	2	4	1	2	2	.....	3	21
Sucker River (near), Mich	2	.....	.....	1	1	1	.....	.....	.....	.....	5
Thunder Bay, Canada:											
Fort William	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Hare Island	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Two Harbors, Minn	.....	.....	1	1	.....	.....	.....	1	.....	.....	3
Two Heart River, Mich	1	3	2	.....	.....	.....	.....	.....	...	2	8
Vermilion Point, Mich	.....	.....	.....	2	.....	.....	.....	2	1	1	6
Waiska 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	.....	3
Grahams Shoals, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Gros Cap, Mich	.....	.....	.....	.....	1	.....	1	.....	.....	.....	2
Hessel Bay, Mich	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Isle Marquette, Mich	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
MacGulpins Point, Mich	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Mackinac Island, Mich	.....	.....	.....	1	.....	1	.....	1	1	2	6
McLeod Bay, Mich	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Old Fort Mackinac, Mich	.....	.....	1	1	.....	1	.....	1	3	.....	7
Poe Reef, Mich	.....	.....	3	.....	.....	1	.....	1	.....	.....	5
Round Island, Mich	.....	1	.....	1	1	.....	.....	.....	.....	.....	3
St. Helena Shoal, Mich	1	.....	.....	.....	.....	.....	.....	.....	.....	1	2
St. Martins Bay, Mich	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
LAKE MICHIGAN.											
Ahnapee, Wis	.....	.....	2	1	.....	.....	1	.....	1	.....	5
Antrim, Mich	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Baileys Harbor, Wis	2	.....	1	.....	1	.....	.....	1	1	1	7
Beaver Island, Mich	5	5	2	1	1	.....	3	2	1	1	21
Big Summer Island, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Black Lake Harbor, Mich	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Calumet, Ill	.....	.....	1	1	.....	.....	1	.....	1	.....	4
South of	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Cana Island, Wis	.....	.....	.....	.....	2	.....	.....	.....	.....	1	3
Cat Head Point, Mich	.....	.....	.....	1	.....	.....	1	.....	1	.....	3
Centerville, Wis	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Charlevoix, Mich	.....	1	.....	.....	2	2	.....	.....	.....	.....	5
Chicago Harbor, Ill	1	1	2	1	6	3	1	1	1	1	18
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	.....	2	5
Detroit Island, Wis	.....	.....	2	.....	.....	.....	.....	1	2	.....	5
Edgewater, Mich	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Elk Rapids, Mich	...	.....	1	1	.....	.....	.....	.....	.....	.....	2
Empire, Mich	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Evanston, Ill	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Fishermans Shoals, Wis	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2
Fort Sheridan, Ill	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Fox Point, Wis	1	.....	1	.....	2	.....	1	.....	1	.....	6
Frankfort, Mich	.....	2	1	2	2	2	.....	1	1	1	12
Frankfort and Pierport (between) Mich	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Garden Island, Mich	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Garretts Bay (entrance to Green Bay), Wis	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
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	2
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	1	4	.....	.....	1	.....	2	.....	2	11

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	Total.
LAKE MICHIGAN—continued.											
Grand Traverse Bay, Mich	1	.....	.....	.....	.....	1	.....	.....	.....	.....	2
Gravel Island, Wis	.....	.....	.....	1	.....	.....	1	.....	.....	.....	2
Grays Reef, Mich	6	1	1	.....	.....	.....	1	1	.....	.....	10
Green Bay:											
Bark River (mouth of), Mich	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Burnt Bluff, Mich	.....	.....	1	.....	.....	.....	1	.....	.....	.....	1
Cedar River, Mich	.....	.....	.....	.....	.....	1	.....	1	.....	.....	3
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	.....	.....	.....	.....	1	3
Escanaba, Mich	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	3
Ford River, Mich	1	.....	.....	.....	.....	.....	.....	.....	.....	1	2
Garden Bluff, Mich	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Green Island, Wis	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
Hedge Hog Harbor, Wis	.....	.....	.....	1	.....	.....	3	.....	.....	2	6
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	1	4
Sister Bay, Wis	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Sturgeon Bay (entrance to), Wis	.....	.....	.....	.....	.....	1	1	.....	.....	.....	2
Whale Back Shoal, Mich	1	.....	.....	2	.....	.....	1	3	.....	.....	7
Grosse Pointe, Ill	1	.....	.....	.....	.....	.....	1	.....	.....	.....	2
Gull Island and Reef, Mich	.....	.....	1	1	1	.....	1	.....	.....	1	5
Hamlin, Mich	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
High Island, Mich	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Hog Island and Reef, Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Holland, Mich	2	1	.....	1	2	3	.....	1	.....	.....	10
Jacksonport, Wis	.....	.....	2	.....	1	1	1	1	.....	1	7
Kenosha, Wis	.....	.....	.....	1	.....	1	.....	1	1	.....	4
Kewaunee, Wis	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Lees Pier, Mich	.....	.....	1	1	.....	1	.....	.....	.....	.....	3
Leland, Mich	1	.....	.....	1	.....	1	.....	.....	.....	.....	3
Little Gull Island, Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Little Pointe au Sable, Mich	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Little Traverse Bay, Harbor Point	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	2
Ludington, Mich	1	2	3	1	.....	4	.....	1	.....	1	13
Manistee, Mich	4	4	1	1	.....	1	.....	.....	1	1	13
Manistique, Mich	.....	.....	1	1	.....	1	1	1	.....	.....	5
Manitowoc, Wis	.....	.....	.....	1	1	.....	1	1	.....	.....	4
Michigan City, Ind	.....	1	.....	.....	3	.....	.....	.....	.....	1	5
Milwaukee, Wis	1	.....	.....	3	3	2	1	1	3	3	17
Eight miles south of	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Five miles south of	2	.....	.....	1	.....	2	.....	.....	.....	.....	5
Muskegon, Mich	4	3	1	2	1	1	.....	.....	.....	3	15
Naubinway, Mich	.....	1	1	1	.....	.....	3	.....	.....	.....	6
New Buffalo, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
New Mission Point, Mich	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
North Bay, Wis	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
North Fox Island, Mich	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
North Manitou Island, Mich	3	1	1	2	2	5	2	1	2	1	20
North Point, Wis	1	2	2	.....	1	2	1	.....	1	.....	10
Pentwater, Mich	1	.....	2	2	.....	.....	6	2	.....	.....	13
Pierport, Mich	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Pilot Island, Wis	2	.....	1	2	.....	.....	2	.....	1	1	9
Pine Station, Ind	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Plum Island, Wis	.....	.....	.....	.....	.....	.....	1	.....	2	2	5
Pointe aux Barques, Mich	.....	.....	.....	.....	1	.....	2	.....	.....	1	4
Point Betsy, Mich	.....	.....	.....	1	.....	.....	.....	.....	.....	1	2
Point Creek, Wis	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	2
Point Detour, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Portage Bay, Mich	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Port Sheldon, Mich	.....	.....	.....	.....	1	.....	.....	.....	.....	1	2
Poverty Island and shoal (entrance to Green Bay), Mich	.....	.....	.....	1	1	1	.....	.....	.....	.....	3
Pyramid Point, Mich	.....	.....	.....	.....	.....	1	.....	.....	1	.....	2
Racine, Wis	4	2	1	1	4	2	.....	.....	1	.....	15
Racine or Wind Point, Wis	.....	1	.....	2	1	.....	.....	.....	.....	.....	4
Racine Reef, Wis	1	3	2	3	2	2	1	.....	1	.....	15

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TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years*—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	Total.
LAKE MICHIGAN—continued.											
Rock Island, Wis	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Rose Shoal, Mich	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Rowleys Bay, Wis	.....	1	.....	.....	.....	.....	.....	1	.....	.....	2
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	.....	.....	.....	.....	.....	2
Scotts Point, Mich	.....	.....	.....	.....	.....	.....	1	1	.....	1	3
Seul Choix Point, Mich	.....	.....	.....	.....	1	1	.....	1	.....	.....	3
Sheboygan, Wis	.....	.....	1	.....	4	4	.....	2	.....	1	12
Seven miles south of	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Six miles north of	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Skilligalee, Mich	1	.....	.....	.....	1	.....	.....	.....	.....	2	4
Sleeping Bear Point, Mich	3	1	1	1	1	4	.....	1	2	.....	14
South Fox Island, Mich	.....	2	2	2	.....	2	.....	.....	1	1	10
South Haven, Mich	2	2	2	1	.....	4	1	2	3	2	19
South Manitou Island, Mich	2	1	.....	7	2	3	.....	.....	2	1	18
Spider Island, Wis	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Squaw Island, Mich	.....	1	1	.....	.....	.....	.....	1	.....	1	4
Sturgeon Bay, Wis	3	1	1	.....	2	1	.....	.....	.....	2	10
Summer Island (entrance to Green Bay), Mich	.....	.....	.....	.....	.....	.....	1	2	.....	.....	3
Torch Lake, Mich	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2
Twin River Point, Wis	.....	.....	.....	.....	.....	.....	1	2	2	.....	5
Two Rivers, Wis	.....	.....	.....	2	.....	1	1	.....	.....	.....	4
Vienna Shoal, Mich	.....	.....	.....	.....	1	.....	1	.....	.....	.....	2
Washington Island, Wis	1	1	1	.....	.....	.....	.....	1	.....	1	5
Waugoshance Island, Mich	.....	1	1	.....	.....	.....	.....	.....	.....	.....	2
Whiskey Island Reef, Wis	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
White Fish Bay and Point, Wis	.....	1	.....	.....	1	.....	3	2	.....	1	8
White River Harbor, Mich	4	.....	.....	.....	1	1	1	.....	1	1	9
White Shoals, Mich	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
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.*

Abrolhos Island, Brazil	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2
Accra, west coast of Africa	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Agiabampo, Mexico	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Alacran Reef, Gulf of Mexico	.....	.....	1	.....	.....	.....	1	.....	.....	1	3
Algoa Bay, Port Elizabeth, South Africa	.....	.....	.....	.....	.....	.....	.....	1	1	.....	2
Altata Harbor, Mexico	.....	1	.....	.....	.....	.....	.....	1	.....	.....	2
Alvarado Bar, Mexico	.....	1	.....	.....	.....	.....	1	.....	.....	.....	2
Anagedas Reef, Mexico	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Anticosti, Canada	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Antigua, British West Indies	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Aracaju, Brazil	.....	.....	.....	.....	.....	2	.....	1	.....	.....	3
Arenas Cay, Campeche Bay, Mexico	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Arthurs Passage, British Columbia	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Aspinwall, United States of Colombia	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Atlas Strait, Malay Archipelago, Java	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Aves Island, Venezuela, Caribbean Sea	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Azores (Fayal Island)	.....	1	.....	.....	1	.....	.....	.....	.....	.....	2
Bagdad, Mexico	.....	.....	.....	.....	.....	.....	1	.....	.....	1	2
Bahamas	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Abaco Island	.....	.....	1	.....	.....	.....	.....	1	.....	.....	2
Andros Island	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Bimini Island	1	1	2	.....	2	.....	1	.....	.....	.....	7
Brothers Shoal	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Caicos Islands and Reefs	1	.....	.....	1	1	2	1	.....	1	.....	7
Conception Island	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Diamond Bank	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1

*In a few instances the number of stranded vessels in this table does not agree with that reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

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TABLE 67.—*List of places where American vessels have stranded during the last ten years*—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	Total.
Bahamas—*Continued.*											
Egg Island				1							1
Eleuthera Island		1			1					1	3
Exuma Island								1			1
Factory Cay Reef								1			1
Fish Cay Bank				1							1
Fortune Island		1			1	1		1	1		5
Ginger Cay						1					1
Gingerbread Ground						1	1				2
Great Bahama Bank			1							2	3
Harbor Island	1					1					2
Hog Cays					1		1				2
Hogsties Reef					1					1	2
Inagua Islands and Reefs		1		1							2
Long Island	1				1	1					3
Man-of-war Cay	1										1
Memory Rock						1		1			2
Mucaras Reef					1		1				2
Ragged Island								1			1
Rum Cay									1		1
Sandy Cay			1	1							2
Silver Key Bank						1					1
Turks Island						2	1	1	1		5
Walkers Cay						1				1	2
Wattling 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
Billiton Island, Dutch East Indies, China Sea	1										1
Bramble Cay Straits, New Guinea	1										1
British Honduras:											
Buttonwood Caye										1	1
Glovers Rock		1									1
Half Moon Key Reef								1			1
Buenos Ayres, South America					1						1
Punta de la Piedras										1	1
Bute Island, Scotland							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				2				4
Madams Island			1								1
St. Esprit Island			1								1
St. Peters 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
Cape Whittle, Labrador										1	1
Caratasca Bar, Honduras, Central America						1					1
Cardiff, Wales										1	1
Caroline Islands, Pacific Ocean										2	2
Providence Island	1										1
Cartagena, United States of Columbia					1						1
Carzonas, Mexico			1	1							2
Caspar Strait, Java Sea								1			1
Caymans:											
Grand Cayman Island	1		2								3
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										1	1

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TABLE 67.—*List of places where American vessels have stranded during the last ten years*—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	
Coatzacoalcos River Bar, Mexico	1		2								3
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		2
Cardenas							1			1	2
Cay San Felipe						1					1
Cienfuegos									1		1
Colorado Reef		1	2	1		2	1	1			8
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
Nuevitas										1	1
Sagua la Grande Harbor			1		1	1			1	2	6
Salt Key Bank	1				1				1		3
San Carlos Reef										1	1
Santiago de Cuba						1					1
Diego Ramirez Island, South Pacific Ocean						1					1
Dog Island, Caribbee Isles							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	2
Finlayson Channel, British Columbia									1		1
Flinders Island, Tasmania										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
Gerrit Dennis Island, near New Guinea, Pacific Ocean		1									1
Gibraltar, Spain						1					1
Goree, Africa										1	1
Green Island, British Columbia								1			1
Gaudaloupe, Caribbee Isles		1									1
Gulf of Georgia:											
Entrance Island								1			1
Hawaii:											
French Frigate Shoal							1				1
Hawaii		1			1						2
Honolulu										1	1
Mahukona	1										1
Oahu Island								1			1
Puna Island			1								1
Haiti:											
Aux Cayes			1								1
Azlino						1					1
Isle la Vache (south of)			1								1
Jacmel				1							1
Jeremie Harbor	1										1
Navassa Island						1					1
Herald Island (reef near), Arctic Ocean	1										1
Hi Kish Narrows, British Columbia									1		1
Hongkong, China						1				1	2
Hudson Bay, Dominion of Canada								1			1
Hull, England		1									1
Isle of France, or Mauritius			1								1
Jamaica, West Indies:											
Negril Point					1						1
Point Morant									1		1
Port Maria, (near)										1	1
St. Anns Bay					1						1
Japan:											
Awa							1				1
Hakodadi		1						1	1		3
Ishinomaki						1					1

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TABLE 67.—*List of places where American vessels have stranded during the last ten years*—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	Total.
Japan—*Continued.*											
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 Ri Hama	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Johnson's 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	.....	.....	.....	1
Lands End, England	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Leixoes, Portugal	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Los Todos Santos, Mexico	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Lower California, Mexico	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Lazaro Point	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Manuel Lagoon	.....	.....	.....	.....	1	.....	1	.....	.....	.....	2
Point St. Eugenia, (near)	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
San Felipe	.....	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	.....	1	10
Magdalena Point, Buenos Ayres, South America	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Malden Island, South Pacific Ocean	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Malin Head, Ireland	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Marshall Islands, (Ebon Island), Pacific Ocean	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Martinique Islands, West Indies	.....	.....	3	.....	.....	.....	1	.....	.....	.....	4
Moresby Island, Washington Sound, British Columbia	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Nassau Bay, Cape Horn	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Natal, Brazil	1	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Natunas Island, China Sea	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Navidad Bay, Mexico	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
New Brunswick:											
Campobello Island	1	.....	.....	.....	.....	1	1	2	1	.....	6
Cape Lepreaux, Bay of Fundy	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Grand Manan Island	1	.....	1	.....	1	1	.....	.....	1	.....	5
Green Island	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Hopewell Cape	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Musquash, Bay of Fundy	.....	.....	1	.....	.....	.....	1	1	.....	.....	3
Sackville	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
St. John	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Newfoundland:											
Baccalieu Island	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Barnes Head	.....	.....	.....	.....	.....	.....	.....	.....	.....	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	.....	.....	.....	.....	2
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	1	.....	.....	.....	.....	.....	2
St. Pierre Island (off south coast)	1	.....	1	.....	.....	.....	4	.....	1	.....	7
Sand Island	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Nicaragua (coast of)	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Alargate Reef	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Consiguina Point	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1

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TABLE 67.—*List of places where American vessels have stranded during the last ten years*—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	
Nicaragua (coast of)—*Continued.*											
Greytown		1									1
Mosquito Coast (Bluefields)	1										1
Mosquito Coast (Sandy River)	1										1
Nova Scotia:											
Apple River (mouth of)						1					1
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			3			1	1				5
Cape Chignecto							1				1
Cape Jack Ledges						1					1
Cape Negro	1		1						1		3
Cape Sable	1		2							1	4
Cape St. Mary		1									1
Centerville			1								1
Cheverie			1								1
Ellingwood Island			1								1
Emerald Island, Shelburne County									1		1
Goose Island										1	1
Green Island						1					1
Gull Island						1					1
Gut of Canso										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									5
Liverpool Harbor		1	1		1	1	1				1
Locke Port			1		1						2
Lunenburg					1						1
Murder Island	1										1
Port Jolly Head							1				1
Port La Bear					1						1
Port Medway										1	1
Port Monton					1						1
River Herbert							1				1
Robinsons Creek			1								1
Rockport								1			1
Sable Island					1			1		1	3
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			1				1			1	3
Otterndorf, Germany								1			1
Parana River, South America						1					1
Paysander, Uruguay				1							1
Philippine Islands:											
Alegua	1										1
Luzon							1				1
Mindoro						1					1
Samara		1									1
Platte River (mouth of), South America			1								1
Point Arcana, Peru						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
North Cape					1						1
Quaco								1			1
Richmond Bay		1									1
Tignish					1						1
Progreso, Mexico						1					1

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TABLE 67.—*List of places where American vessels have stranded during the last ten years*—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1890.	1891.	1892.	1893.	1894.	1895.	1896.	1887.	1898.	1899.	
Queen Charlottes Island, British Columbia	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Raratonga, Cook Islands, Pacific Ocean	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
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
Saint Martin Island, West Indies	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Saint Vincent, West Indies	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
San Fernando, Trinidad	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Santa Ana, Mexico	.....	.....	.....	1	.....	1	1	.....	.....	.....	3
Santa Cruz, West Indies	1	.....	.....	1	.....	1	1	.....	.....	1	5
Santa Rosalia, Mexico	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2
Santo Domingo, West Indies	.....	.....	.....	.....	1	.....	1	.....	.....	.....	2
Azua	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Coral Reef	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Isle La Vache	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Palenque	.....	.....	.....	1	.....	.....	.....	1	.....	.....	2
Porto Plata	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Saona Island	.....	.....	.....	.....	.....	1	1	.....	.....	.....	2
Silver Bank	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Sapadillo Keys, Guatemala	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Senegal, Africa	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Senegambia, west coast of Africa	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
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 Magellan, South America	.....	.....	.....	.....	.....	.....	.....	.....	.....	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
Vancouver Island, British Columbia	.....	.....	.....	1	.....	1	.....	1	.....	.....	3
Barclay Sound	.....	.....	.....	1	.....	.....	.....	.....	1	.....	2
Bonilla Point	.....	.....	.....	1	.....	.....	.....	1	.....	.....	2
Cape Beale	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Discovery Passage	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Nitinat	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Rosedale Reef	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Secretary Island	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Venezuela (coast of), South America	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
La Vela de Cora	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Vera Cruz, Mexico	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Victoria Harbor, British Columbia	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Vieque, or Crab Island, West Indies	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Woo-Sung, China	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Yucatan, Mexico	.....	.....	.....	.....	1	.....	1	.....	.....	.....	2
Cozumel Island	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
Rio Huach	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Zanzibar (near), east coast of Africa	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1

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REPORT OF THE BOARD ON LIFE-SAVING APPLIANCES.

BOSTON MEETING, MAY, 1899.

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LETTER OF TRANSMITTAL.

BOARD ON LIFE-SAVING APPLIANCES,
ROOM 148 POST-OFFICE BUILDING,
Boston, Mass., May 19, 1899.

SIR: I have the honor to transmit herewith the report of the Board on Life-Saving Appliances, etc., together with accompanying papers.

Very respectfully,

C. H. PEABODY,
President of the Board.

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

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REPORT OF THE BOARD ON LIFE-SAVING APPLIANCES.

I.—PREAMBLE.

The Board on Life-Saving Appliances, constituted by the honorable the Secretary of the Treasury in Department letter of January 3, 1882, met at Boston, Massachusetts, in the post-office building, room 148, at 10 a. m., on May 8, 1899, upon the call of the president of the Board dated April 11, 1899, for the transaction of such business as should be properly brought before it.

Captain Thomas D. Walker, R. C. S., Inspector of Life-Saving Stations, having been relieved from duty in connection with the Life-Saving Service, and ordered to another station, Captain Charles A. Abbey, R. C. S., Inspector of Live-Saving Stations, was detailed by Department letter dated March 9, 1899, as a member of the Board *vice* Walker, relieved. A copy of this letter is appended and marked "I."

First Lieutenant William V. E. Jacobs, R. C. S., Assistant Inspector of Life-Saving Stations, having been relieved from duty in connection with the Life-Saving Service and ordered to a distant station, Second Lieutenant Chas. E. Johnston, R. C. S., Assistant Inspector of Life-Saving Stations, was designated as recorder of the Board *vice* Jacobs, relieved, by Department letter dated March 9, 1899. A copy of this letter is appended and marked "II."

Second Lieutenant Chas. E. Johnston, R. C. S., Assistant Inspector of Life-Saving Stations, having resigned as recorder of the Board, Second Lieutenant Francis A. Levis, R. C. S., Assistant Inspector of Life-Saving Stations, was designated as recorder of the board *vice* Johnston, resigned, by Department letter dated May 1, 1899. A copy of this letter is appended and marked "III."

Present: Cecil H. Peabody, Esq., president; Captain Charles A. Abbey, U. S. R. C. S.; Major D. A. Lyle, Ordnance Department, U. S. A.; Lieutenant Francis A. Levis, U. S. R. C. S., recorder; Superintendent B. C. Sparrow, Second District U. S. L. S. S.; Superintendent J. G. Kiah, Tenth District U. S. L. S. S.; Assistant Superintendent H. M. Knowles, Third District U. S. L. S. S.

II.—DOCKET.

CLASS I.—*Wreck ordnance.*

1. Oil-distributing projectile. (W. H. Lee.)
2. Apparatus for facilitating the launching of lifeboats. (Hervey H. Hallett.)
3. Line-throwing appliance. (H. C. Dimond.)

CLASS II.—*Boats and miscellaneous appliances.*

1. Redmond's lifeboat. (Edmond Redmond.)
2. Hampton's lifeboat. (Lawson W. Hampton.)

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3. Verburg's lifeboat. (Edwin Verburg.)
4. Stevens' surfboat. (Lewis W. Stevens.)
5. Gresham's serpentine boat. (James Gresham.)
6. Carley's life raft. (Horace S. Carley.)
7. McLellan's beach-apparatus wagon. (E. W. Creecy.)
8. Cart for transporting life car. (David M. Pugh.)
9. Alterations in old-style boat wagon. (F. H. Newcomb.)
10. Alterations in old-style boat wagon. (W. A. Hutchings.)
11. Alterations in old-style boat wagon. (T. D. Walker.)
12. Device to prevent fouling of whip line and hawser. (B. G. Cahoon.)
13. Becket attachment for boat hook. (Joseph Hodgson.)
14. Blocks and bushings. (Boston and Lockport Block Company.)
15. Tobin's whip-line block. (E. J. Tobin.)
16. Rathbone's life-preserver. (E. N. Rathbone.)
17. Molier's reindeer-hair life preserver. (C. Molier, of Norway.)
18. Device for launching lifeboats. (G. W. Chance.)
19. Method of signaling with flags at night. (F. Wyneken.)
20. Use of wireless telegraphy. (Suggestions by H. L. Wehmer.)
21. Signal apparatus. (Willard VanPatten.)
22. Method of signaling. (W. W. Taylor.)
23. Belt and case for Coston signals. (Thomas J. Maddock.)
24. Life-saving apparatus. (G. P. Fromm and others.)
25. System of wind propulsion for boats. (H. A. Flechs.)
26. Life saving kite. (Dr. Frederick W. F. Riehl.)
27. Life-saving kite. (Dr. A. LePlongeon.)
28. The Buckeye light. (Macleod & Clark.)
29. The Ever-Ready pocket searchlight or torch. (Lynn Electric Novelty Company.)
30. Waterproof garments. (Cairns & Bro.)
31. Use of tents for life-saving crews at places where vessels are stranded. (Captain John W. Shackford.)
32. Device for protecting persons exposed to severe cold. (Dr. C. F. Dight.)
33. Hahn's time detector. (Nanz & Co.)
34. Knickerbocker fire extinguisher. (John V. Lewis.)
35. Underwriters' fire extinguisher. (Knight & Thomas.)
36. Bellamy grip. (George A. Mudge.)
37. Walker's resuscitating device. (James C. Walker.)
38. Project for establishing a searchlight at City Point Life-Saving Station. (Statement as to its necessity made by the commodores of 3 yacht clubs in the vicinity of Boston.)

III.—COMMITTEES.

1. *Committees appointed.*

CLASS I.—*Wreck ordnance.*

1. *On Lee's oil-distributing projectile.*—Major D. A. Lyle; Superintendent J. G. Kiah; Lieutenant F. A. Levis.
2. *On Hallett's apparatus for facilitating the launching of lifeboats.*—Major D. A. Lyle; Superintendent J. G. Kiah; Lieutenant F. A. Levis.
3. *On Dimond's line-throwing appliance.*—Major D. A. Lyle; Superintendent J. G. Kiah; Lieutenant F. A. Levis.

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CLASS II.—*Boats and miscellaneous appliances.*

1. *On Redmond's lifeboat.*—The full Board.
2. *On Hampton's lifeboat.*—The full Board.
3. *On Verburg's lifeboat.*—The full Board.
4. *On Stevens' surfboat.*—The full Board.
5. *On Gresham's serpentine boat.*—The full Board.

Subcommittee.—Captain C. A. Abbey; Assistant Superintendent H. M. Knowles; Lieutenant F. A. Levis.

6. *On Carley's life raft.*—The full Board.
7. *On McLellan's beach apparatus wagon.*—Lieutenant F. A. Levis; Superintendent B. C. Sparrow; Assistant Superintendent H. M. Knowles.
8. *On cart for transporting life car.*—Lieutenant F. A. Levis; Superintendent B. C. Sparrow; Assistant Superintendent H. M. Knowles.
9. *On alterations in old style boat wagon.*—Superintendent B. C. Sparrow; Superintendent J. G. Kiah; Major D. A. Lyle.
10. *On Cahoon's device to prevent fouling of whip line and hawser.*—Superintendent B. C. Sparrow; Captain C. A. Abbey; Assistant Superintendent H. M. Knowles.
11. *On becket attachment for boat hook.*—Superintendent B. C. Sparrow; Superintendent J. G. Kiah; Captain C. A. Abbey.
12. *On blocks and bushings.*—Superintendent B. C. Sparrow; Superintendent J. G. Kiah; Captain C. A. Abbey.
13. *On Tobin's whip-line block.*—Superintendent B. C. Sparrow; Superintendent J. G. Kiah; Captain C. A. Abbey.
14. *On Rathbone's life-preserver.*—Captain C. A. Abbey; Major D. A. Lyle; Assistant Superintendent H. M. Knowles.
15. *On Molier's reindeer-hair life-preserver.*—Captain C. A. Abbey; Major D. A. Lyle; Assistant Superintendent H. M. Knowles.

Subcommittee.—Superintendent J. G. Kiah.

16. *On Chance's device for launching lifeboats.*—Captain C. A. Abbey; Major D. A. Lyle; Assistant Superintendent H. M. Knowles.
17. *On Wyneken's method of signaling with flags at night.*—Lieutenant F. A. Levis; Major D. A. Lyle; Superintendent B. C. Sparrow.
18. *On suggestions of Mr. H. L. Wehmer relative to use of wireless telegraphy for life-saving purposes.*—Lieutenant F. A. Levis; Major D. A. Lyle; Superintendent B. C. Sparrow.
19. *On VanPatten's signal apparatus.*—Lieutenant F. A. Levis; Major D. A. Lyle; Superintendent B. C. Sparrow.
20. *On Taylor's method of signaling.*—Lieutenant F. A. Levis; Major D. A. Lyle; Superintendent B. C. Sparrow.
21. *On Maddock's belt and holder for Coston light.*—Superintendent B. C. Sparrow; Lieutenant F. A. Levis; Superintendent J. G. Kiah.
22. *On Fromm's life-saving apparatus.*—Major D. A. Lyle; Assistant Superintendent H. M. Knowles; Superintendent B. C. Sparrow.
23. *On Flechs' system of wind propulsion for boats.*—Major D. A. Lyle; Assistant Superintendent H. M. Knowles; Superintendent B. C. Sparrow.
24. *On Riehl's life-saving kite.*—Captain C. A. Abbey; Assistant Superintendent H. M. Knowles; Lieutenant F. A. Levis.
25. *On LePlongeon's life-saving kite.*—Captain C. A. Abbey; Assistant Superintendent H. M. Knowles; Lieutenant F. A. Levis.
26. *On the Buckeye light.*—Superintendent J. G. Kiah; Superintendent B. C. Sparrow; Captain C. A. Abbey.
27. *On the Ever-Ready pocket searchlight or torch.*—Superintendent J. G. Kiah; Superintendent B. C. Sparrow; Captain C. A. Abbey.

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28. *On Cairn's waterproof garments.*—Assistant Superintendent H. M. Knowles; Lieutenant F. A. Levis; Captain C. A. Abbey.

29. *On use of tents for life-saving crews at places where vessels are stranded.*—Assistant Superintendent H. M. Knowles; Lieutenant F. A. Levis; Captain C. A. Abbey.

30. *On Dight's device for protecting persons exposed to severe cold.*—Assistant Superintendent H. M. Knowles; Lieutenant F. A. Levis; Captain C. A. Abbey.

31. *On Hahn's time detector.*—Superintendent J. G. Kiah; Superintendent B. C. Sparrow.

32. *On fire extinguishers.*—Assistant Superintendent H. M. Knowles; Major D. A. Lyle; Lieutenant F. A. Levis.

33. *On the Bellamy grip.*—Superintendent B. C. Sparrow; Superintendent J. G. Kiah; Captain C. A. Abbey.

34. *On Walker's resuscitating device.*—Major D. A. Lyle; Superintendent J. G. Kiah; Lieutenant F. A. Levis.

35. *On project for establishing a searchlight at City Point Life-Saving Station.*—The full Board.

2. *Committees continued.*

1. *On Gresham's serpentine boat.*—Captain C. A. Abbey; Assistant Superintendent H. M. Knowles; Lieutenant F. A. Levis.
2. *On Molier's reindeer-hair life-preserver.*—Superintendent J. G. Kiah.

3. *Committees reported.*

CLASS I.—*Wreck ordnance.*

1. On Lee's oil-distributing projectile.
2. On Hallett's apparatus for facilitating the launching of lifeboats.
3. On Dimond's line-throwing appliance.

CLASS II.—*Boats and miscellaneous appliances.*

1. On Redmond's lifeboat.
2. On Hampton's lifeboat.
3. On Verburg's lifeboat.
4. On Stevens' surfboat.
5. On Gresham's serpentine boat.
6. On Carley's life raft.
7. On McLellan's beach-apparatus wagon.
8. On Pugh's cart for transporting life car.
9. } On alterations in old-style boat wagon.
10. }
11. }
12. On Cahoon's device to prevent fouling of whip line and hawser.
13. On Hodgson's becket attachment for boat hook.
14. On Boston and Lockport Company's blocks and bushings.
15. On Tobin's whip-line block.
16. On Rathbone's life-preserver.
17. On Molier's life-preserver.
18. On Chance's device for launching lifeboats.
19. On Wyneken's method of signaling with flags at night.
20. On suggestions of Mr. H. L. Wehmer, relative to the use of wireless telegraphy.

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21. On VanPatten's signal apparatus.
22. On Taylor's method of signaling.
23. On Maddock's belt and holder for Coston light.
24. On Fromm's life-saving apparatus.
25. On Flechs' system of wind propulsion for boats.
26. On Riehl's life-saving kite.
27. On LePlongeon's life-saving kite.
28. On the Buckeye light.
29. On the Ever-Ready pocket searchlight.
30. On Cairns's waterproof garments.
31. On use of tents for life-savers at places where vessels are stranded.
32. On Dight's device for protecting persons exposed to severe cold.
33. On Hahn's time detector.
34. } On fire extinguishers.
35. }
36. On Bellamy grip.
37. On Walker's resuscitating device.
38. On project for establishing a searchlight at City Point Life-Saving Station.

IV.—Presence of Exhibitors.

Inventors and exhibitors were allowed to appear before the Board to explain the methods of construction and set forth the merits claimed for their devices.

V.—Results, Opinions, and Recommendations.

Class I.—*Wreck ordnance.*

1. Oil-distributing projectile. (*W. H. Lee.*)

Results.—This projectile can be made to suit the caliber of any small gun that may be available. The sample submitted is designed for use with the 2½-inch Lyle gun. The projectile is made of tin tubes, one inside the other with an intervening air space to give buoyancy. The head is conical and is attached to an axial rod extended through the projectile, and carries a conical valve that rests upon a perforated valve-seat of the same form. It is intended when the projectile is fired and strikes the water, that the weighted head will carry the front end down, leaving the base upward. The axial rod has a longitudinal play, sufficient under the influence of gravity to unmask the perforations in the ends; thus permitting, as it is claimed, the water to flow in at the lower end, displacing the oil which escapes from the holes in the conical valve at the other end and spreads over the water. This projectile seems to be designed more especially for use from vessels at sea. The use of oil on the water has been carefully considered at a previous meeting of the Board.

Opinion.—The Board is of the opinion that this device comes within the category of devices of a similar nature considered heretofore by the Board, and respectfully adheres to its opinion expressed on page 412, Report of the Life-Saving Service for the year 1883, viz: "That the results of the experiments made (heretofore) show that oil does not smooth rough seas in shallow water, or prevent the breaking of the surf on shores."

2. Hallett's apparatus for facilitating the launching of lifeboats. (*Hervey H. Hallett.*)

Results.—This apparatus consists of an anchor or grapnel with 4

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flukes attached to a long shank with an eye at the end furnished with a link or swivel for attaching a line. The shank extends beyond the fluked head and terminates in a ball suited to the bore of the gun from which it is designed to be projected. A wooden plug or sabot of suitable length is inserted in the gun over the powder charge to fill the intervening space between the cartridge and ball on end of shank. A cork-covered can containing oil is attached by a light metallic hook or loop to the swivel link. This oil can is furnished with a line fastened to a temporary bight in the main line, and when the apparatus is in use the anchor is intended to be projected beyond the breakers by firing from the gun, detaching the oil can and its secondary line. The grapnel is designed to hold on the bottom, and the oil can retained by its line floats in rear of the anchor and permits the oil to percolate through a porous body for the purpose of subduing the surf. The lifeboat is launched and is supposed to be drawn through the breakers and surf, bow on, by the men in the boat. (*See plate and description.*)

Experience has shown that oil is of no use in shallow water which breaks, due to contact with the bottom. The oil device is therefore useless.

Experience in violent surf, so far as the knowledge of the Board extends, with anchors and grapnel devices shows that they are not of sufficient utility to warrant their adoption. Various devices have been tried for this purpose but all have been laid aside as being either inefficient or dangerous.

OPINION.—The Board is of the opinion that this apparatus is not adapted to the Life-Saving Service.

3. *Dimond's line-throwing appliance.*

RESULTS.—This apparatus was before the Board at its meeting in 1895 and was reported upon by the Board in 1896. (See Reports of the Life-Saving Service, page 462 of report for 1895 and page 484 of report for 1896.) At the latter meeting the Board recommended "that the General Superintendent of the Life-Saving Service purchase such number of these line-throwing small arms, fitted with the Sharp breech-mechanism, for issue to such station or stations as may seem to him advisable." It appears from the records that the General Superintendent sent one of these guns to the superintendent of the Second District, Life-Saving Service, with instructions to test and report upon it. These tests have been made by Superintendent Sparrow of the Second District, and the results given in his report dated May 12, 1899, appended to the present report of the Board and to be printed therewith for future reference. The report shows that the system experienced some of the defects that were anticipated by the Board. Care must be taken in handling this gun to avoid accidents from entanglements, etc.

OPINION.—The Board is of the opinion that its report of 1896 (see page 484, Report of the Life-Saving Service for year 1896) covers this case, and sees no reason to change the recommendation then made. The Board would respectfully invite the attention of the Department to its opinion relating to the inspection of material, etc., given upon the Blakeney gun on page 462.—Report of the Life-Saving Service for the year 1895.

CLASS II.—*Boats and miscellaneous appliances.*

1. Redmond's lifeboat.

RESULTS.—From the evidence before the Board it appears that no boat of this model has been constructed—in fact, it is merely an idea that has never been reduced to practice. It is designed to be made of

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sheet metal, with an "oval or semicircular cross section, to be water-tight and the interior filled with cork or secondary air-tight tanks. The keel is a flat bar of metal, heavy enough to counterbalance the weight of passengers and superstructure." The seats and upper works above the deck are "open metal work" to facilitate the escape of water. This form of boat is impracticable for use upon the coasts within the scope of the Life-Saving Service.

OPINION.—The Board is of the opinion that this form of lifeboat is not adapted to the needs of this Service.

2. Hampton's lifeboat.

RESULTS.—This device is presented to the Board by letter and drawings only. No model or boat is offered for examination or experiment. The boat consists of a closed cylinder with flanges placed at intervals along its exterior. It is proposed to roll the cylinder along by turning cranks, which are formed in a central shaft through the cylinder, by hand power, the crew being supported by a platform suspended from this same shaft, and so propel the craft.

The means of observing the movements and directing the progress of the boat are neither stated nor obvious.

OPINION.—It is the opinion of the Board that this device does not offer any advantages which recommend it for use in the Life-Saving Service.

3. Verburg's lifeboat.

RESULTS.—The patent and printed descriptions are all the data submitted to the Board in this case. The boat is driven by having a screw revolve in a central trunk by the power of the crew, who are to sit on saddles and work pedals which are geared to the screw shaft.

OPINION.—While the full merits of the plan may not be appreciated by the Board until the inventor builds and operates a working boat of this kind for its examination, experience regarding other devices having the same object, *i. e.* the transmission of man power without the use of oars, prevents the Board from offering any encouragement to the inventor of this one, and it is recommended that he be so informed.

4. Stevens' surfboat.

RESULTS.—The specifications of the patent of this boat and the correspondence in regard to it are all that is before the Board. No model is presented and it is understood that no boat of this description has been built. It is a closed flatboat or scow and built of wood or iron. For life-saving purposes it is to be handled by means of lines or cables operated by a winch either within the boat or upon the shore, hauling it to and from the wreck. In order to attach the line to the wreck in the first instance this boat is to be rowed out through the surf by means of oars operating through the side air ports. How the well-known difficulties and dangers of this first trip are to be surmounted, how the progress of the craft is to be observed, and how it is to be steered or controlled under the constantly varying conditions of a high surf or sea, is not fully set forth, notwithstanding the fact that the inventor claims to have had a large sea and boating experience.

OPINION.—In the work of the Life-Saving Service it has sometimes been found impracticable to launch even the lightest and ablest boats and pass through the surf; while to take off the heavier boats under similar conditions is quite impossible. It is not, therefore, seen how a heavy closed boat, such as Mr. Stevens proposes, could be successfully operated under similar conditions.

If it is proposed to use this boat as a life car, it is not seen what advantages it presents over the life car so long and successfully used in

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the Life-Saving Service. Its disadvantages are that it would be much heavier, more difficult to handle, and far more expensive.

The Board is of the opinion that this surfboat is not adapted to the needs of the Life Saving Service.

5. Gresham's serpentine boat.

RESULTS.—The inventor submits a small model and blue-print drawings. The Board understands that a boat has been built upon the plans submitted, and will be ready for examination by the Board at Jamaica Bay, N. Y., in a short time.

The Board therefore decided to have the president appoint a subcommittee to examine this boat and report to the Board at its next meeting. The subject will be continued on the docket as unfinished business.

6. *Carley's life raft.*

RESULTS.—A model and sketches were submitted to the Board. This device consists of a rectangular frame or body, with rounded corners, about 15 feet long and 7½ feet wide, with an interior network for the occupants. The construction of this body is as follows: The cross section at either side or end is circular. The frame has an interior metal tube, 12 inches in diameter, divided into 10 water tight sections, placed end to end—2 straight sections on each side, 1 slightly curved section on each end, and 1 curved section at each corner. The inside air tube is covered with 4 inches of "compressed cork," making the total diameter of the right section at any point 20 inches. The whole frame is covered with canvas. A light bottom is slung from the frame by a network of cord, and short life lines hang from the exterior. A canvas drogue hangs from the middle of the bottom by lines; this may be drawn up until it is in contact with the bottom.

OPINION.—The Board in previous reports to the General Superintendent upon this and similar subjects (see Annual Reports of the Life-Saving Service for 1886, 1892, 1893, and 1896) expressed the opinion, which in the light of present information and careful consideration, it sees no reason to recede from, viz, that "experience has been that life rafts are virtually useless for this Service, and later experience shows no reason for changing its opinion."

7. McLellan's beach-apparatus wagon. (E. W. Creecy.)

RESULTS.—This wagon received favorable recommendation from the Board in the year 1884. A number of them are now in use at certain stations throughout the Service, where, in the opinion of the General Superintendent, they are useful. It appears from the correspondence submitted to the Board that an order for more wagons is solicited, or Mr. Creecy, the holder of the patents covering the wagon, offers to sell the same to the Government for the sum of $10,000, which purchase he suggest would be economical, as the Government could make more favorable contracts for their construction than he could make.

OPINION.—The Board is of the opinion that it would not be to the best interest of the Service to purchase this patent right at the price submitted, inasmuch as the ordinary service beach-apparatus cart, costing much less, fulfills the requirements at most stations. The Board adheres to its former recommendations, viz, that the General Superintendent purchase this wagon for the use of the Service when, and for such stations as, in his opinion, the requirements of the Service demand.

8. *Pugh's cart for transporting life car.*

RESULTS.—A model of this cart is submitted to the Board by Keeper Pugh of the Gull Shoal Station. It seems to have been offered after experiencing much difficulty in transporting a life car to a wreck some 2½ miles from his station. The model shows a 2 wheel hand cart with

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a frame on which are 2 bilge supports, formed to fit the car, and to which it is lashed for transportation. The cart is designed to be dismantled and stowed away when not in use, provided there is not room on the boat-room floor for it. No estimate of cost is submitted, but it would not exceed that of the beach-apparatus cart now in general use.

The Board is aware that at many of the life-saving stations the life car is kept triced up to the ceiling of the boat room for lack of space for it on the floor, and there is no convenient means of transporting it along shore. Whenever a life car is required the need is urgent, and it seems desirable that some suitable means for transporting it should be provided.

OPINION.—The Board is of the opinion that some cart or other means should be provided for the transportation of the life car at stations where no auxiliary means of transportation are available for this purpose.

9. *Newcomb's alterations in old-style boat wagon.*

10. *Hutchings' alterations in old-style boat wagon.*

11. *Walker's alterations in old-style boat wagon.*

RESULTS.—The alterations suggested by Lieutenant F. H. Newcomb were acted upon by the Board at its last meeting and the conclusions of the Board were embodied in its report for 1897. (See page 478, Annual Report of the Life-Saving Service for 1897.) The papers presented at this time give the specifications to secure the alterations and improvements suggested by Lieutenant Newcomb. They have been referred to the Board for its information in connection with the alterations suggested by Superintendent W. A. Hutchings, and embodied by Captain Walker, who places in clear form these alterations, in amended specifications.

The changes suggested by Superintendent Hutchings and Captain Walker are, in brief, as follows, viz:

First. To adopt the Sarven wheel, thus saving from 15 to 20 pounds in weight per wheel.

Second. To make the reach adjustable, from a maximum length of 16 feet to a minimum of 12½ feet, thus giving a range of 3½ feet to adjust it to different sized boats.

Third. To make a change in bolsters, so that the keepers can build up to suit different boats.

There seems to be no reason why the changes suggested by Superintendent Hutchings and Captain Walker may not be embodied with the suggestions of Lieutenant Newcomb, except those relative to change in bolster and reach. In the former case both bolsters could not be used together, and the preference is given by the Board to the Newcomb cushioned gripes. The Newcomb trussed reach can be made to be adjustable to different boats, hence the adjustable reach suggested by Superintendent Hutchings and Captain Walker would be superfluous. Consequently the only virtual change is the substitution of the Sarven wheel to the Newcomb alterations.

OPINION.—The Board is therefore of the opinion that in the new alterations of the old-style boat wagon the advantageous and useful details of the suggestions of Lieutenant Newcomb, Superintendent Hutchings, and Captain Walker, as set forth in the Board's report, should be combined and that the new specifications be drawn up to embody these views, in cases where other boat wagons are not ordered by the Department.

12. Cahoon's device to prevent fouling of whip line and hawser.

RESULTS.—This device was before the Board, meeting in the year

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1897, and its opinion is recorded on pages 478 and 479, Annual Report of the Life-Saving Service for that year. It appears from the correspondence submitted that Mr. Cahoon is not satisfied with the decision of the Board, and desires to have his device placed at one or more life-saving stations, at his expense, where it can be tested in actual work at wrecks.

OPINION.—The Board sees no objection to allowing this device to be sent, without expense to the Government, to a life-saving station, and instructing the keeper that he may use it or not at his own discretion.

13. Hodgson's becket attachment for boat hook.

RESULTS.—This device consists of attaching a piece of 18-thread stuff to a boat-hook staff by sennit seizings, one at the hook and the other at a point about 26 inches up the staff, leaving a bight large enough to contain a man's body.

It is claimed that this becket can both be used for reaching and hauling into the lifeboat a person struggling in the water, and to hold on to projecting pieces of a wreck or other vessel when alongside. This attachment was condemned in a letter submitted from the keeper of the Umpqua River Station, who had used it.

OPINION.—The Board is of the opinion that this device should not be adopted for the use of the Life-Saving Service.

14. Blocks and bushings. (*Boston and Lockport Company.*)

RESULTS.—This company presents a patent self-adjusting, 5-roller sheave, as described in Report of the Life-Saving Service for the year 1897.

OPINION.—The Board having carefully reconsidered the whole subject of roller bushing for blocks are now of the opinion that it is not advisable to recommend any roller bushing for general use in the Service.

15. Tobin's whip-line block.

RESULTS.—No model of this block was received by the Board for examination, consequently it was decided to drop this subject from the docket.

16. Rathbone's life-preserver.

RESULTS.—This life-preserver is a canvas-covered, painted, ring buoy filled with granulated cork. The ring is severed at one point in order that the buoy may be readily put about the body by pulling or springing the ends apart.

It is stated in the letter submitting this buoy that the granulated cork, prepared by the Roussel process for use in these buoys, is lighter and superior to ordinary granulated cork, although the reason for this is not explained.

OPINION.—Experience has shown that common granulated cork absorbs water readily and loses much of its buoyancy when immersed in water; that it crumbles and pulverizes easily if handled much, and so becomes unserviceable. For these reasons it is not used in the life-preservers of the Life-Saving Service. It is doubtful if the Roussel process would remove these objections. The opening or cut in the ring makes the buoy easy of adjustment, but this springing open of the buoy would crack the paint and soon admit the water. In the opinion of the Board there are no qualities in this buoy which would commend it for use in preference to a ring buoy of solid cork, and therefore the Board does not recommend its adoption.

17. Molier's reindeer hair life-preserver.

RESULTS.—The claim is made that reindeer hair, whether dry or wet, is as buoyant as cork and more durable. It is urged that life-preservers

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or belts made of canvas and filled with reindeer hair will be more flexible, give more freedom of action, and be less liable to catch obstructions or injure the hands by contact when rowing.

In view of the fact that this life-preserver has not been well tested, and that an opportunity for testing it offers in the Tenth District, the Board decided to refer this device to the superintendent of the Tenth District, who is a member of the Board, to examine, test, and report upon it.

18. Chance's device for launching lifeboats.

RESULTS.—This device consists of two towers of steel; one to stand just above the high-water line, the other to stand in the sea outside the surf. The towers are to be connected by a steel wire rope. The boat is to be hoisted to this rope, and by means of traveling pulleys and the action of gravity (the sea tower being lower than the one upon the shore) the boat runs out beyond the surf and there can be lowered or instantaneously released.

OPINION.—A device similar to this and having the same object in view, was presented to the Board at its meeting in 1894, and was then fully considered. As this device presents no advantages over the other the Board deems it sufficient to quote the opinion of the Board at that time, viz, "The Board is of the opinion that, as most rescues from wrecked vessels take place directly in the breakers, such a device would contribute nothing toward the accomplishment of the actual work of the Service, and its introduction into the Service is therefore unnecessary." The Board adheres to this opinion.

19. Wyneken's method of signaling with flags at night.

RESULTS.—This method of signaling consists of illuminating the signal flags by throwing a beam of light upon them. The suggestion is also made that the flags be painted on zinc plates and inserted in a light portable frame.

OPINION.—This method necessitates the employment of a powerful light of some kind and other apparatus, and, in the opinion of the Board, is not adapted to the needs of the Life Saving Service.

20. Suggestions of Mr. H. L. Wehmer relating to use of wireless telegraphy.

RESULTS.—Mr. Wehmer submits no plan of using wireless telegraphy, but urges in a letter addressed to the General Superintendent that this mode of sending messages would be very useful in establishing communication between a distressed vessel and a life-saving station. He also urges that the Life Saving Service experiment with and perfect the same for use on shipboard.

OPINION.—Wireless telegraphy is now in its experimental stage. The Signal Corps, United States Army, within whose province the matter lies, is now engaged in making experiments on this subject. To adapt it for use on board ship is not a duty of the Life-Saving Service. The Board is of the opinion that it is premature at this time to discuss its employment at life-saving stations.

21. Signal apparatus. (*Willard VanPatten.*)

RESULTS.—It is understood from the blue print and the correspondence submitted that the inventor proposes to signal between remote points by means of clock-work alarms set in motion by electricity. It is designed for the purpose of having a means of communication between the patrolman and station. Poles strung with wires are necessary between the points in communication. The patrolman applies a magnet to the wire and thus sounds the alarm at the station, or the keeper can call the patrolman by sounding the alarm at the key post. The inventor also claims that it can also be used in connection with

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telephones. In establishing this signal apparatus it would seem to involve nearly or quite the same expense as required by the telephone system now in use to a large extent in the Life-Saving Service. Therefore, whenever it is desirable to employ electrical communication between distant points, it would appear to the Board as more consistent to adopt the telephone system. It does not appear that this signaling apparatus is needed to supplement the telephone.

OPINION.—The Board is of the opinion that this apparatus would be an unnecessary addition to the Service, since an efficient telephone service has been already installed where expedient.

22. Taylor's method of signaling.

RESULTS.—This is a system of wig-wag signals using the Morse alphabet. A motion with a flag on one side of the sender being a dot and on the other side a dash. This system can also be used in connection with sound signals. The men of the Life-Saving Service are proficient in the use of the International Code of Signals for communicating with vessels at sea.

The Army and Navy use as a wig-wag system the Myer Code which is available for use in the Life-Saving Service.

OPINION.—The Board is of the opinion that this system has no advantages over the Myer system which would warrant its adoption.

23. *Maddock's belt and holder for Coston light.*

RESULTS.—This belt is intended to be worn on the outside of the clothing. It carries a Coston signal holder and two copper Coston-light cases. While this device shows ingenuity in construction and simplicity in operation, the experience of the Board has been that if worn on the outside of the clothing there would be a liability, in stormy and freezing weather, of the holder becoming so clogged with ice or frozen snow that it would be impossible to use it without first thawing it out.

The separate copper case, for the protection of the signal lights when carried in the pocket, is of the same size and construction as the tin cases now in use, and does not possess any great advantage over them.

OPINION.—The Board is of the opinion that it would not be advisable to recommend the adoption of either of these articles.

24. The Konrad Fromm Kauer life-saving apparatus for vessels.

RESULTS.—This is an electrically propelled, cigar shaped, dirigible boat, fitted with various details for certain purposes, and is designed, as the name given by the inventors indicates, to be used for carrying a line from a vessel to the shore to effect communication between them. The boat is steered and controlled by electricity, manipulated from the vessel from which it is launched. (*See plate and description.*)

Such apparatus does not come within the province of this Board. To adopt it for use from shore would require the employment of electricians and machinists to operate and keep it in repair, entailing an expansion of the personnel and an expense that would probably not meet with the approval of the law-making power, to say nothing of the cost of installation.

OPINION.—The Board is of the opinion that this apparatus is not adapted to the needs of the Life-Saving Service.

25. Flechs' system of wind-propulsion for boats.

RESULTS.—The Board has received no plans, specifications, or model of this invention. A letter from the inventor contains certain vague statements relating to a blower and run pipe extending along the length of the boat, either outside or inside. The blower is to be worked by hand, foot, or some other power.

OPINION.—The statements are too indefinite for the Board to form any

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opinion of the invention, and the Board recommends that it be dropped from the docket.

26. Reihl's life-saving kite.

RESULTS.—This device was before the board in the year 1896 and was unfavorably reported upon. Its use from ship to shore, upon which the inventor chiefly claims for it great advantages, does not come within the province of this Board. It use from shore to ship depends apparently upon the ability of a swimmer to take a line off through the breakers, and thus establish communication with a wreck. The inventor claims that any strong swimmer can do this, the distance being 400 yards. The Board, however, does not feel justified in admitting this claim. The practical utility of this device is not sufficiently apparent to warrant the expense to the Government of appointing a committee to witness its operation as the inventor requests.

OPINION.—The Board deems its opinion of this device, as expressed in Report of the Life-Saving Service for the year 1896, a proper one and still maintains it.

27. LePlongeon's life-saving kite.

RESULTS.—The inventor states that his kite is peculiarly constructed and is to be used to establish communication between a stranded ship and the shore by means of a reel of wire or twine which unrolls as the kite progresses, and is let drop at the proper moment. In offshore winds the kite is to be used from the shore to the ship.

No kite or model is presented, but from a free-hand sketch attached to one of the letters it appears that the kite line proper is to carry another kite (a messenger) which takes out the wire or twine to such point as may be desired, whence it is to be dropped to shore or to the wreck. Communication can doubtless be established in this way if there is wind enough.

OPINION.—While the use of kites for life-saving purposes may occasionally be desirable, the Board is of the opinion that the method proposed by Dr. LePlongeon is not sufficiently practical to be adopted in the Life-Saving Service.

28. The Buckeye light. (*Macleod & Clark.*)

RESULTS.—The Board finds upon examination that this light, which is recommended by the manufacturers as a beach light, is much the same in construction and operation as the Wells light, which was recommended by the Board at its annual meeting in the year 1892.

RECOMMENDATION.—In view of the fact that the manufacturers of this light ask permission to send three of their lights for trial at life-saving stations, without expense to the Government, the Board recommends that their offer be accepted, if not incompatible with the interest of the Service, and that the General Superintendent have the lights placed at such stations for trial and report as he may deem best suited to the purpose.

29. The Ever-Ready pocket searchlight. (*Lynn Electric Novelty Company.*)

RESULTS.—The Board finds, upon examination of the papers submitted, that this is a light similar to the electric storage battery torch. In order to make a complete report one of these lights should have been submitted. Some members of the Board are familiar, however, with this style of light.

OPINION.—The Board is of the opinion that a light of this nature would be well adapted for the use of the Service, but, in the absence of this light for examination, would recommend that it be dropped from the docket and the committee discharged.

If, however, the manufacturers desire to have this light tested at some

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life-saving station, it is recommended by the Board that they correspond with the General Superintendent with that end in view.

30. Cairn's waterproof garments.

RESULTS.—The makers of this style of clothing offer protection from cold and rain in the same garment. The suit is constructed of light canvas with a rubber lining, to render it waterproof, and an additional blanket lining. The trousers are designed to cover the entire length of the legs. The price of the suit is about $7.50.

OPINION.—The Board is unable to recommend the adoption of these garments for the following reasons, viz:

First. The price is higher than that of other rubber suits, much worn by the men of the Life-Saving Service.

Second. The length of the trousers would greatly impede the action of the limbs of the wearer in walking or jumping in and out of boats; the preference of surfmen is for trousers cut off at the knee.

Third. The weight of these garments is too much for waterproof purposes, for the reason that in rainy weather the temperature of the atmosphere is never especially low, and the blanket and fleece linings would produce more perspiration than would be comfortable.

It is the opinion of the Board that this style of garment is not adapted for use in the Life-Saving Service.

31. Use of tents for life saving crews at places where vessels are stranded. (John W. Shackford.)

RESULTS.—It appears that this suggestion was made in view of the experience of a station crew at the stranding of the steamship *Rhynland* within the province of the Fenwick Island Station, Fifth Life-Saving District, on January 31, 1899. The station crew were in attendance on the beach, near the stranded vessel for about four days without shelter from the severity of the weather until sails and other material were sent on shore from the vessel for a temporary tent.

OPINION.—As occasions for prolonged attendance are liable to occur at uninhabited points, it would seem that a light, strong, and easily transported tent, accompanied by a small portable stove, should be added to the station outfit.

RECOMMENDATION.—The Board therefore recommends that at such isolated points of the coasts, covered by the Life-Saving Service, as experience warrants, there be provided some means of temporary shelter.

32. Dight's device for protecting persons exposed to severe cold.

RESULTS.—This device consists of a cap or covering for the nose, with a tube leading upward and backward to the top of the head and terminating in an inspirator filled with a mass of aluminum with interstices distributed throughout it, thus securing a large surface in a small space. The end of the tube is to protrude through the cap or covering for the head. Exhaling through these interstices, the warm air moves over this surface which it heats, which in turn gives off this heat to the fresh air drawn into the chamber. There are two systems of interstices within the inspirator—one for inhalation, the other for exhalation—whereby the mingling of the inhaled and exhaled air is prevented. The weight of the device is from 3 to 5 ounces.

OPINION.—While this device may be of value to persons exposed to very low temperatures, it seems to be ill-adapted for use by the men of the Life Saving Service; where their exertions in boats and with beach apparatus would be liable to disarrange it, or at best, it would interfere with their activity. The Board does not recommend its adoption.

33. Hahn's time detector.

RESULTS.—This device has been placed for trial at the Jerrys Point

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Life-Saving Station, First District, and at the Assateague Beach Life-Saving Station, Fifth District, for a period of two months during the active season of 1898, and has been duly reported upon by both station and district officers. The only objection offered from the First District is the absence of any sound which indicates the striking of the dial, as is heard in the time detectors now used. The reports from the Fifth District show that this detector is susceptible of being both opened and struck with other keys than those manufactured for the purpose. It further appears that the mechanism of this time detector more easily permits the accidental introduction of sand and moisture than the one now in use.

OPINION.—In view of the reports above outlined, the Board does not recommend the purchase of this time detector for the use of the Service.

34. Knickerbocker fire extinguisher.

35. Underwriters' fire extinguisher.

RESULTS.—There are many devices in the market for fire-extinguishing purposes, all more or less similar in their objects. It is probable that any one of them would answer the requirements for extinguishing small fires. These devices do not properly come under the head of life-saving apparatus; they belong more strictly within the province of the executive administration of the Service and may be safely left to the discretion of the purchasing officers, who may be trusted to pay due attention to utility and economy.

OPINION.—The Board is of the opinion that no official action is necessary in regard to the various kinds of fire extinguishers, but that the subject of the purchase of said apparatus should be left to the discretion of the General Superintendent.

36. Bellamy grip for ropes and hawsers. (*George A. Mudge.*)

RESULTS.—This device may be made of any metal, and costs from $7 to $10, according to metal used. The one submitted to the Board is made of aluminum, and consists of two parts joined by a removable bolt which can be adjusted for different sizes of rope. Between the two parts are corrugated jaws to hold the rope. When a purchase is hooked into a chain connecting the ends of the two parts, one part, being cam-shaped, jams the hawser in the jaws and holds it fast.

A device for nipping a hawser was presented to the Board at its meeting in 1892. (See Report of the Life-Saving Service for 1892, page 350.) The findings of the Board were unfavorable for its adoption. Consultation was held by telephone with twelve station keepers of the Second District, Life-Saving Service. Of these, nine state that they have had no difficulty in making an ordinary selvagee strap hold upon a hawser. One states that he has no difficulty except when some inexperienced man adjusts the strap. Another says that he has had trouble from the strap slipping when the gear is stiff. Another says that he has known his strap to slip when the hawser was covered with snow. Another states that he would not dare to use a device of this kind on account of the tendency to injure the hawser. Several keepers state that if the strap seems liable to slip they take a half hitch in the hawser back of the strap before it is put on. Several other keepers say that at a wreck, when the tackle is long enough to set up the hawser without fleeting, they throw a cat's-paw in the hawser and do not use a strap.

OPINION.—The Board is of the opinion that it should adhere to its former opinion in regard to devices of this nature.

37. Walker's resuscitating device.

RESULTS.—The Board has carefully considered this apparatus and

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finds that it is too complicated to be placed in the hands of inexperienced and untechnical men such as compose the crews of the Life-Saving Service, few of whom are skilled mechanics, electricians, or anatomists.

There are too many uprights, crosspieces, ellipsoidal guides, metal rods, tubes, braces, sprocket wheels, chains, axles, cranks, arms, grooved wheels, pumps, pistons, valves, valve chambers and boxes, rubber tubes, rubber flaps, battery cells, electrodes, etc., to enumerate a part of the accessories of this apparatus, to say nothing of the many adjustments necessary to make it efficient, if it should prove efficient at all. It would be beyond the capacity of tired surfmen after arduous labor when their faculties are numbed by fatigue or cold.

OPINION.—The Board is of the opinion that this apparatus is not adapted for use in the Life-Saving Service.

38. Project for establishing a searchlight at the City Point Life-Saving Station.

RESULTS.—After an informal discussion of this subject by the Board, a visit to this station was decided upon for the purpose of studying the matter upon the ground. The Board carefully weighed the subject of the establishment of a searchlight at this point, and, after mature consideration, concluded that such a light would not be of sufficient advantage to the Service for assisting in the saving of life to justify its establishment.

OPINION.—The Board is of the opinion that a searchlight at the City Point Life-Saving Station would not be of sufficient importance to justify its establishment.

VI.—UNFINISHED BUSINESS.

CLASS II.—*Boats and miscellaneous appliances.*

1. Gresham's serpentine boat.
2. Molier's reindeer-hair life-preserver.
3. Buckeye light.

VII.—ADDENDA.

I.—Letter of the Secretary of the Treasury appointing Captain Charles A. Abbey, R. C. S., Inspector of Life-Saving Stations, a member of the Board *vice* Captain Thomas D. Walker, R. C. S., relieved.

II.—Letter of the Secretary of the Treasury appointing Lieutenant C. E. Johnston, R. C. S., Assistant Inspector of Life-Saving Stations, member and recorder of the Board *vice* Lieutenant W. V. E. Jacobs, relieved.

III.—Letter of the Secretary of the Treasury appointing Lieutenant F. A. Levis, R. C. S., Assistant Inspector of Life-Saving Stations, member and recorder of the Board *vice* Lieutenant C. E. Johnston, resigned.

IV.—Daily record of proceedings of the Board.

V.—Plates and description of Hallett's launching apparatus.

VI.—Plates and description of the Konrad-Fromm-Kauer life-saving apparatus.

VII.—Report of Superintendent B. C. Sparrow, Second District, on experiments with Dimond's line-throwing appliance.

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VIII.—All papers of inventors or agents received from the General Superintendent on the following subjects:

1. On Lee's oil-distributing projectile.
2. On Hallett's apparatus for facilitating the launching of lifeboats.
3. On Dimond's line-throwing appliance.
4. On Redmond's lifeboat.
5. On Hampton's lifeboat.
6. On Verburg's lifeboat.
7. On Stevens' surfboat.
8. On Gresham's serpentine boat.
9. On Carley's life raft.
10. On McLellan's beach-apparatus wagon.
11. On Pugh's cart for transporting life car.
12. On alterations in old-style boat wagon.
13. On Cahoon's device to prevent fouling of whip line and hawser.
14. On Hodgson's becket attachment for boat hook.
15. On Tobin's whip-line block.
16. On Boston and Lockport Company's blocks and bushings.
17. On Rathbone's life-preserver.
18. On Molier's reindeer-hair life-preserver.
19. On Chance's device for launching lifeboats.
20. On Wyneken's method of signaling with flags at night.
21. On suggestions of Mr. H. L. Wehmer relating to the use of wireless telegraphy.
22. On VanPatten's signal apparatus.
23. On Taylor's method of signaling.
24. On Maddock's signal belt and holder.
25. On Fromm's life-saving apparatus.
26. On Flechs' system of wind propulsion for boats.
27. On Riehl's life-saving kite.
28. On LePlongeon's life-saving kite.
29. On Buckeye light.
30. On Ever-Ready pocket searchlight.
31. On Cairn's waterproof garments.
32. On Shackford's suggestions relating to the use of tents for life-savers.
33. On Dight's device for protecting persons exposed to severe cold.
34. On Hahn's time detector.
35. On Knickerbocker fire extinguisher.
36. On Underwriters' fire extinguisher.
37. On Bellamy grip.
38. On Walker's resuscitating device.
39. On project for establishing a searchlight at the City Point Life-Saving Station.

IX.—Reports of Committees.

Class I.—*Wreck ordnance.*

1. On Lee's oil-distributing projectile.
2. On Hallett's apparatus for facilitating the launching of lifeboats.
3. On Dimond's line-throwing appliance.

Class II.—*Boats and miscellaneous appliances.*

1. On Redmond's lifeboat.
2. On Hampton's lifeboat.

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3. On Verburg's lifeboat.
4. On Stevens' surfboat.
5. On Gresham's serpentine boat.
6. On Carley's life raft.
7. On McLellan's beach-apparatus cart.
8. On Pugh's cart for transporting life car.
9. On alterations in old-style boat wagon.
10. On Cahoon's device to prevent fouling of whip line and hawser.
11. On Hodgson's becket attachment for boat hook.
12. On blocks and bushings.
13. On Tobin's whip line block.
14. On Rathbone's life-preserver.
15. On Molier's reindeer-hair life-preserver.
16. On Chance's device for launching lifeboats.
17. On Wyneken's method of signaling with flags at night.
18. On suggestions of Mr. H. L. Wehmer relating to use of wireless telegraphy.
19. On VanPatten's signal apparatus.
20. On Taylor's method of signaling.
21. On Maddock's signal belt and holder.
22. On Fromm's life-saving apparatus.
23. On Flechs' system of wind propulsion for boats.
24. On Riehl's life-saving kite.
25. On LePlongeon's life-saving kite.
26. On Buckeye light.
27. On Ever Ready pocket searchlight.
28. On Cairn's waterproof garments.
29. On Shackford's suggestions on the use of tents for life-savers at places where vessels are stranded.
30. On Dight's device for protecting persons exposed to severe cold.
31. On Hahn's time detector.
32. On fire extinguishers.
33. On Bellamy grip.
34. On Walker's resuscitating device.
35. On the project for establishing a searchlight at the City Point Life-Saving Station.

C. H. PEABODY,
President of the Board.
C. A. ABBEY,
Captain, R. C. S., Inspector, L. S. S.
D. A. LYLE,
Major, Ordnance Department, U. S. A.
F. A. LEVIS,
Lieutenant, R. C. S., Recorder.
B. C. SPARROW,
Superintendent Second District, L. S. S.
JEROME G. KIAH,
Superintendent Tenth District, L. S. S.
H. M. KNOWLES,
Assistant Superintendent Third District, L. S. S.

There being no further business before the Board, it adjourned *sine die.*

C. H. PEABODY,
President of the Board.
F. A. LEVIS,
Lieutenant, R. C. S., Recorder.

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ADDENDA.

I.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, D. C., March 9, 1899.

SIR: You are hereby designated a member of the Board of Life-Saving Appliances, *vice* Captain T. D. Walker, R. C. S., relieved.

Respectfully, yours,

L. J. GAGE,
Secretary.

Captain C. A. ABBEY, R. C. S.,
Inspector of Life-Saving Stations, No. 24 State street, New York, N. Y.

II.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, D. C., March 9, 1899.

SIR: You are hereby designated as Recorder of the Board on Life-Saving Appliances, *vice* Lieutenant Wm. V. E. Jacobs, relieved.

I inclose herewith, for your information, a copy of the original letter of the Secretary of the Treasury, dated January 3, 1882, constituting the Board, and stating the object of its organization, together with a copy of the rules and regulations of the Board now in force.

Respectfully, yours,

L. J. GAGE,
Secretary.

Lieutenant CHAS. E. JOHNSTON, R. C. S.,
Assistant Inspector of Life-Saving Stations, Treasury Department.

III.

TREASURY DEPARTMENT,
OFFICE OF THE SECRETARY,
Washington, D. C., May 1, 1899.

SIR: You are hereby designated as Recorder of the Board on Life-Saving Appliances, *vice* Lieutenant Chas. E. Johnston, resigned.

I inclose herewith, for your information, a copy of the original letter of the Secretary of the Treasury, dated January 3, 1882, constituting the Board, and stating the object of its organization, together with a copy of the rules and regulations of the Board now in force.

Respectfully, yours,

O. L. SPAULDING,
Acting Secretary.

Lieutenant FRANCIS A. LEVIS, R. C. S.,
Assistant Inspector of Life Saving Stations, Treasury Department.

IV.

DAILY RECORD OF THE PROCEEDINGS OF THE BOARD.

Post-Office Building, Boston, Massachusetts.

Monday, May 8, 1899.

In compliance with the call of the president, at the request of the General Superintendent of the Life-Saving Service, the Board on Life-

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Saving Appliances met in the Post-Office Building, Boston, Massachusetts, on Monday, May 8, 1899, at 10 a. m.

Present: Cecil H. Peabody, esq., president; Captain Charles A. Abbey, U. S. R. C. S.; Major D. A. Lyle, Ordnance Department, U. S. A.; Lieutenant F. A. Levis, U. S. R. C. S., recorder; Superintendent B. C. Sparrow, Second District, U. S. L. S. S.; Superintendent J. G. Kiah, Tenth District, U. S. L. S. S.; Assistant Superintendent H. M. Knowles, Third District, U. S. L. S. S.

General Superintendent Sumner I. Kimball, U. S. L. S. S., was also present, and called the attention of the Board to section 38, New Regulations of the United States Life-Saving Service, providing that the General Superintendent may be present at the meetings of the Board, and participate in its discussions, but have no vote.

On motion of Captain Abbey the proceedings of the last meeting were not read fully, as they had been read and approved by the Board during that meeting.

A letter was then read from the General Superintendent, dated May 2, 1899, referring the following papers to the Board for consideration, viz:

Letters from B. G. Cahoon, relative to his nonfouling device for whip line and hawser.

Letter from Hervey H. Hallett, inclosing letters patent of his apparatus for facilitating the launching of lifeboats.

Letter from W. H. Lee, relative to his oil-distributing projectile, and forwarding sample.

Letters from E. W. Creecy, agent of the McLellan beach-apparatus wagon, offering to sell the patent covering the wagon as well as proposing to sell the wagons.

Letters from the superintendent of the Twelfth District, and from the keeper of the Umpqua River Station, in relation to a becket attachment for boat hook, and submitting a sample.

Letters from E. N. Rathbone, relative to his life-preserver, a sample of which he forwards.

Letters from Edmond Redmond, relative to his new lifeboat, and submitting a description.

Letters from F. Wyneken in relation to his process of signaling with flags at night.

Letters from the Boston and Lockport Block Company, requesting an opportunity to intruduce their blocks into the Service.

Letter from the keeper of Plum Island Life-Saving Station, Second District, asking permission to submit a device for holding a Coston light and a belt for use of surfmen while on patrol at night.

Letters relating to a life-saving apparatus, patented by Mr. Fromm.

Letter from James Gresham, submitting model and plans of his serpentine boat.

Letter from keeper of Thunder Bay Island Station relative to reindeer-hair life-preserver, sent by C. Molier, of Norway.

Letters from H. L. Wehmer in relation to wireless telegraphy.

Letter from Surfman E. J. Tobin, of Gurnet Station, Second District, in relation to his improvement on the whip-line block.

Letters from H. A. Flechs, relative to his invention for propelling boats by the power of wind.

Letter from the superintendent of the Tenth District, transmitting plans of a signal apparatus, submitted by Surfman Willard VanPatten, Ship Canal Station.

Letters from Dr. Frederick W. F. Riehl in regard to his life-saving kite.

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Letters from Macleod & Clark transmitting blue print and description of their Buckeye light.

Letter from Cairns & Brother calling attention to their waterproof garments and submitting sample.

Letters from G. W. Chance & Co. relative to a device for launching lifeboats. Inclosing plans.

Letters from Lawson W. Hampton forwarding plans and specifications of his lifeboat.

Letter from W. W. Taylor asking authority to exhibit his chart for signaling before the Board.

Letters from Hon. Geo. C. Perkins, J. W. Chapman, and Lewis W. Stevens in regard to the Stevens' surfboat. Letters patent inclosed.

Letters from Dr. C. F. Dight with description of his device for protecting persons exposed to severe cold.

Letters from Lieutenant W. G. Ross and Superintendent B. C. Sparrow, Second District, relative to the line-throwing appliance of H. C. Dimond.

Report of the Inspector of Life-Saving Stations on Hahn's time-detector.

Letter from Edwin Verburg relative to his improved lifeboat, inclosing letters patent.

Letter from John V. Lewis, Knickerbocker Fire Extinguisher Company in regard to their apparatus for extinguishing fire.

Letter from David M. Pugh, keeper of Gull Shoal Life-Saving Station, relative to a cart for transporting life car, and forwarding model.

Letters from Lieutenant W. G. Ross, assistant inspector, First and Second districts, and from the Lynn Electric Novelty Company, relative to their Ever-Ready pocket searchlight.

Letters from James C. Walker, relative to his lifeboat and forwarding plans of his resuscitating device.

Letters from Dr. A. LePlongeon in relation to his invention of a life-saving kite.

Communication from John W. Shackford, relative to supplying canvas tents, to be used where vessels are stranded.

The General Superintendent also submitted for consideration by the Board a letter from Horace S. Carley, containing plans of the Carley life raft.

There being no unfinished business from the last meeting, it was decided to allow exhibitors to submit and explain their plans and models.

The Underwriters' fire extinguisher was exhibited and explained to the Board. The agent having complied with the regulations of the Board, this device was referred to the Board by the General Superintendent and was placed upon the docket.

An agent of the Boston and Lockport Block Company, exhibited their patent roller sheaves and bushings.

Mr. Cahoon exhibited his nonfouling device for whip line and hawser, and requested that his device be placed at a life saving station for practical use. It was referred to a committee for a report.

Mr. Hervey H. Hallett appeared before the Board and explained his gear for facilitating the launching of lifeboats. He requested that the Board appoint a time to put his appliance to a practical test. His apparatus not being ready for use, no definite time was appointed until he again communicated with the Board. The plans he submitted were referred to a committee.

Mr. Fromm and his associates appeared before the Board and explained

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a device for carrying a line to a wreck, or from a wreck to the shore. They submitted plans of their invention.

Mr. W. W. Taylor exhibited his chart for signaling to the Board.

The Bellamy grip was brought before the Board by the agent for it, Mr. George A. Mudge, but, as the device had not been presented to the General Superintendent of the Life-Saving Service and the regulations of the Board had not been complied with, the agent was instructed as to the proper mode of procedure.

At 1.30 p. m. the Board took a recess until 2.30 p. m.

At 2.30 p. m. the Board reassembled, and the regular order of business was taken up. The president of the Board appointed the committees for the investigation of the appliances on the docket and to report to the Board upon the same.

At 4 p. m. the Board adjourned until 10 a. m. on the following day.

F. A. LEVIS,
Recorder.

TUESDAY, *May 9, 1899.*

The Board met pursuant to adjournment at 10 a. m. The president being absent, Captain Abbey took the chair.

The minutes of the previous session were read and approved.

The Board decided to invite the inventor of the Gresham serpentine boat, Mr. James Gresham, to appear before the Board and explain his model and plans, as he was not able to remain longer in Boston without detriment to his business. The Board listened to his explanations, asking questions, and discussing his plans until 12.30 p. m.

A communication from Dr. Frederick W. F. Riehl was read, relating to his plan of saving life on the beach by the use of a kite; it was ordered to be filed with the other papers relating to the same subject.

The members of the Board then became engaged in committee work until 1.30 p. m. when a recess was taken until 3 p. m.

At 3 p. m. the Board reassembled and the members continued committee work. The docket was made up and the appliances before the Board were classified.

The General Superintendent referred a letter to the Board, in which the agent for the Bellamy grip complied with the requirements of the Board. A working model also having been submitted, this device was ordered to be placed upon the docket.

At 4 p. m. the Board adjourned until 10 a. m. on the following day.

F. A. LEVIS,
Recorder.

WEDNESDAY, *May 10, 1899.*

Board met at 10 a. m. pursuant to adjournment, Professor Peabody in the chair and all the members present.

The minutes of the previous session were read and approved.

Mr. Horace S. Carley appeared before the Board and explained his device for saving life at sea and on the beach, which he called the Carley Automatic Water-Ballast Lifeboat.

The Board then engaged in an informal preliminary discussion on the following subjects, viz:

Use of oil for smoothing surf, Rathbone's life-preserver, Molier's reindeer-hair life-preserver, Use of wireless telegraphy, Blocks and bushings.

Mr. George A. Mudge appeared before the Board and requested that

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his device for nipping a hawser, known as the Bellamy grip, be tried at a life-saving station. His device was referred to a committee consisting of Superintendents Sparrow and Kiah, and Captain Abbey.

The preliminary report of the committee on Cahoon's nonfouling device for whip line and hawser was presented to the Board, discussed, and referred back to the committee for final report.

At 1 p. m. a recess was taken until 2 p. m., when the Board reassembled and went into session as a committee of the whole to consider the several lifeboats that were upon the docket.

Plans were examined and the letters of explanation discussed, relating to the following, viz, Redmond's lifeboat, Hampton's lifeboat, Stevens' surfboat, Verburg's lifeboat, Gresham's serpentine boat, and Carley's life raft.

At 4.30 p. m. the Board rose from sitting as a committee of the whole, resumed its regular session, and then adjourned until 10 a. m. on the following day.

F. A. LEVIS,
Recorder.

THURSDAY, *May 11, 1899.*

At 10 a. m. the Board met pursuant to adjournment, Captain Abbey in the chair, the president, Professor Peabody, being absent.

The minutes of the previous session were read and approved.

The Board decided to devote the day to committee work.

At 1 p. m. the Board took a recess until 2 p. m.

At 2 p. m. the Board reassembled and the various committees continued their work until 4 p. m., when the Board adjourned to meet again at 10 a. m. on the following day.

F. A. LEVIS,
Recorder.

FRIDAY, *May 12, 1899.*

At 10 a. m. the Board met pursuant to adjournment, Captain Abbey in the chair.

The minutes of the previous session were read and approved.

The various committees continued the work of making up their reports.

A communication from Macleod & Clark, relating to their Buckeye light, was referred to the Board by the General Superintendent, and was ordered filed with the other papers on the same subject.

At 12.30 p. m. the Board took a recess until 1.30 p. m.

The Board reassembled at 1.30 p. m., Professor Peabody in the chair. Upon motion being made and carried, the Board sat as the committee of the whole on lifeboats.

The committee on lifeboats discussed and formulated reports on the following lifeboats, viz, Redmond's lifeboat, Carley's life raft, Hampton's lifeboat, Verburg's lifeboat, and Stevens' surfboat.

At 2 p. m. the committee on lifeboats rose and the Board resumed its regular session.

A motion was made and carried that the reports of the committee on lifeboats be adopted as the reports of the Board.

COMMITTEE REPORTS.

The President of the Board now called for committee reports.

The committee on Cahoon's nonfouling device for whip line and

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hawser presented their report, which was accepted as the report of the Board. The committee was discharged.

The committee on Wehmer's suggestions relating to the use of wireless telegraphy, presented their report, which was accepted as representing the opinion of the Board. The committee was discharged.

The committee on the Buckeye light read its report, which was adopted as the report of the Board. The committee was discharged.

The report of the committee on the Ever-Ready pocket searchlight was read, discussed, and accepted. The committee was discharged.

The report of the committee on Hahn's time detector was read and accepted by the Board. The committee was discharged.

The report of the committee on Flechs' system of wind propulsion for boats was then considered and adopted as the report of the Board. The committee was discharged.

The report of the committee on Wyneken's method of signaling with flags at night was presented to the Board and discussed. The report was amended and then accepted as the report of the Board. The committee was discharged.

The report of the committee on Lee's oil-distributing projectile was considered and accepted as the report of the Board. The committee was discharged.

A letter from the Acting General Superintendent was then read, referring to the consideration of the Board the following subjects, viz:

Alterations in old-style boat wagon by Lieutenant F. H. Newcomb, U. S. R. C. S.

Alterations in old-style boat wagon by Superintendent W. A. Hutchings, Eighth District, U. S. L. S. S.

Alterations in old-style boat wagon by Captain T. D. Walker, U. S. R. C. S., Inspector, U. S. L. S. S.

These subjects were ordered to be placed upon the docket, and a committee consisting of Superintendents Sparrow and Kiah and Major Lyle was appointed to report thereupon.

At 3 p. m. the Board adjourned until 10 a. m. on the following day.

F. A. LEVIS,
Recorder.

SATURDAY, *May 13, 1899.*

At 10 a. m. the Board met pursuant to adjournment with Captain Abbey in the chair.

The minutes of the previous session were read and approved.

The session was devoted to the preparation of committee reports to be submitted to the Board.

At 1 p. m. the Board adjourned until 10 a. m. on Monday, the 15th instant.

F. A. LEVIS,
Recorder.

MONDAY, *May 15, 1899.*

At 10 a. m. the Board met pursuant to adjournment with all the members present.

The minutes of the last session of the Board were read and approved.

The General Superintendent referred a statement to the Board, signed by the commodores of three Boston yacht clubs, representing the necessity of a searchlight at the City Point Life-Saving Station. It

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was ordered to be placed upon the docket, and upon a motion being made and carried, it was referred to a committee of the whole Board for discussion and report.

COMMITTEE REPORTS.

The president then called for committee reports.

The first report under this call was on Maddock's signal belt and case for Coston light. The report was discussed by the Board, and referred back to the committee to be amended in accordance with instructions from the Board.

The committee on VanPatten's signal apparatus reported, and its report was adopted as expressing the opinion of the Board. The committee was discharged.

The report of the committee on fire extinguishers was considered and accepted as the report of the Board. The committee was discharged.

The report of the committee on Fromm's life-saving apparatus was then presented to the Board. It was agreed to and adopted as representing the opinion of the Board. The committee was discharged.

The committee's report on Chance's launching device was then considered and accepted as the Board's report. The committee was discharged.

Walker's resuscitating apparatus was then discussed and the committee's report was received and adopted as expressing the opinion of the Board. The committee was discharged.

The report of the committee on Rathbone's life preserver was read and approved by the Board. The committee was discharged.

The committee on Dight's device for protecting persons exposed to severe cold submitted its report to the Board. It was adopted as the report of the Board and the committee discharged.

The report of the committee on the Dimond line-throwing appliance was read, and after a rather lengthy discussion a motion was made and carried that the report be adopted as the Board's report. The committee was discharged.

The report on Maddock's signal belt and case for Coston light, having been amended in committee, was now accepted as the report of the Board. The committee was discharged.

The report of the committee on cart for transporting life car was then read, and a long discussion upon the needs of the Service for a cart of this kind followed. The report of the committee was amended and then adopted by the Board. The committee was discharged.

The report of the committee on becket attachment for boat hook was considered; it was amended and then approved by the Board. The committee was discharged.

The report of the committee on Cairn's waterproof garments was considered and adopted as the report of the Board. The committee was discharged.

The report of the committee on Tobin's whip-line block was received and approved by the Board. The committee was discharged.

The report of the committee on the Bellamy grip was received and approved by the Board. The committee was discharged.

The report of the committee on Taylor's system of signaling was considered, amended, and adopted. The committee was discharged.

At 12.30 p. m. the Board took a recess until 2 p. m.

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The Board reassembled at 2 p. m. and continued the regular order of business.

The report of the committee on McLellan beach-apparatus cart was laid before the Board for discussion. It was adopted by the Board as its report and the committee discharged.

The Board then considered the Gresham serpentine boat and formulated its report on the subject. The president appointed a committee, consisting of Captain Abbey, Assistant Superintendent Knowles, and Lieutenant Levis, to examine further into the claims of the inventor and to inspect a boat of this model when ready for trial.

The subject of improvements in boat wagons was then taken up and a lengthy and spirited discussion ensued. The committee on this subject made a report to the Board which, upon motion being made and carried, was laid upon the table for discussion at some future time.

At 4.45 p. m. the Board adjourned to meet again on the following day at 10 a. m.

F. A. LEVIS,
Recorder.

TUESDAY, *May 16, 1899.*

The Board met at 10 a. m., as per adjournment of yesterday, Captain Abbey in the chair.

The minutes of the previous session were read, amended slightly, and then approved.

The regular order of business was suspended in order to allow the preparation of committee reports on subjects that had not yet been brought before the Board.

At noon the Board adjourned until 10 a. m. on the following day, in order to allow the members to visit the City Point Life-Saving Station to investigate the project of establishing a searchlight at that point, and also to allow the recorder to begin work on the report of the Board.

F. A. LEVIS,
Recorder.

WEDNESDAY, *May 17, 1899.*

At 10 a. m. the Board met pursuant to adjournment. All the members present.

The minutes of the previous session were read, amended, and then approved.

A communication from Edward C. Perkins, relating to the Bellamy grip, was read and considered.

COMMITTEE REPORTS.

The president then called for committee reports.

The report of the committee on the LePlongeon kite was read; it was amended and then accepted as the report of the Board. The committee was discharged.

The Board then considered the recommendations of Captain Shackford, relative to the use of tents for the shelter of life-saving crews at places where vessels are stranded. The report of the committee on this subject was adopted as the report of the Board, and the committee was discharged.

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The report of the committee on Boston and Lockport Company's blocks and bushings was then considered. A long discussion followed. The opinion of the Board was formulated and ordered to be inserted in the report. The committee was discharged.

The report of the committee on Riehl's life saving kite was then presented to the Board and accepted as the report of the Board. The committee was discharged.

The report of the committee on Hallett's apparatus for facilitating the launching of lifeboats was read and accepted by the Board. The committee was discharged.

Molier's reindeer-hair life-preserver was then discussed and the report of the committee considered. The Board decided to discharge the committee and adopt the report, which referred the subject to Superintendent Kiah, Tenth District, for further examination and report.

At 1 p. m. the Board took a recess until 2 p. m.

The Board reassembled at 2 p. m. and continued the regular order of business.

The project of establishing a searchlight at City Point Life-Saving Station was then brought up and freely discussed. An opinion of the Board was formulated for insertion in its report.

A motion was made and carried that the subject of improvements in boat wagons be taken from the table and discussed. A lengthy discussion ensued. The report of the committee was reconsidered, revised slightly, and then adopted as the opinion of the Board. The committee was discharged.

At 4.15 p. m. the Board adjourned to meet again at 11 a. m. on the following day.

F. A. LEVIS,
Recorder.

THURSDAY, *May 18, 1899.*

The Board met pursuant to adjournment at 11 a. m., Captain Abbey in the chair.

The minutes of the previous session of the Board were read and approved.

There being no further business before the Board, it adjourned until 11 a. m. to-morrow in order to allow the recorder to prepare the report of the Board for signatures.

F. A. LEVIS,
Recorder.

FRIDAY, *May 19, 1899.*

The Board met pursuant to adjournment at 11 a. m., Major Lyle in the chair.

The minutes of the previous session were read and approved.

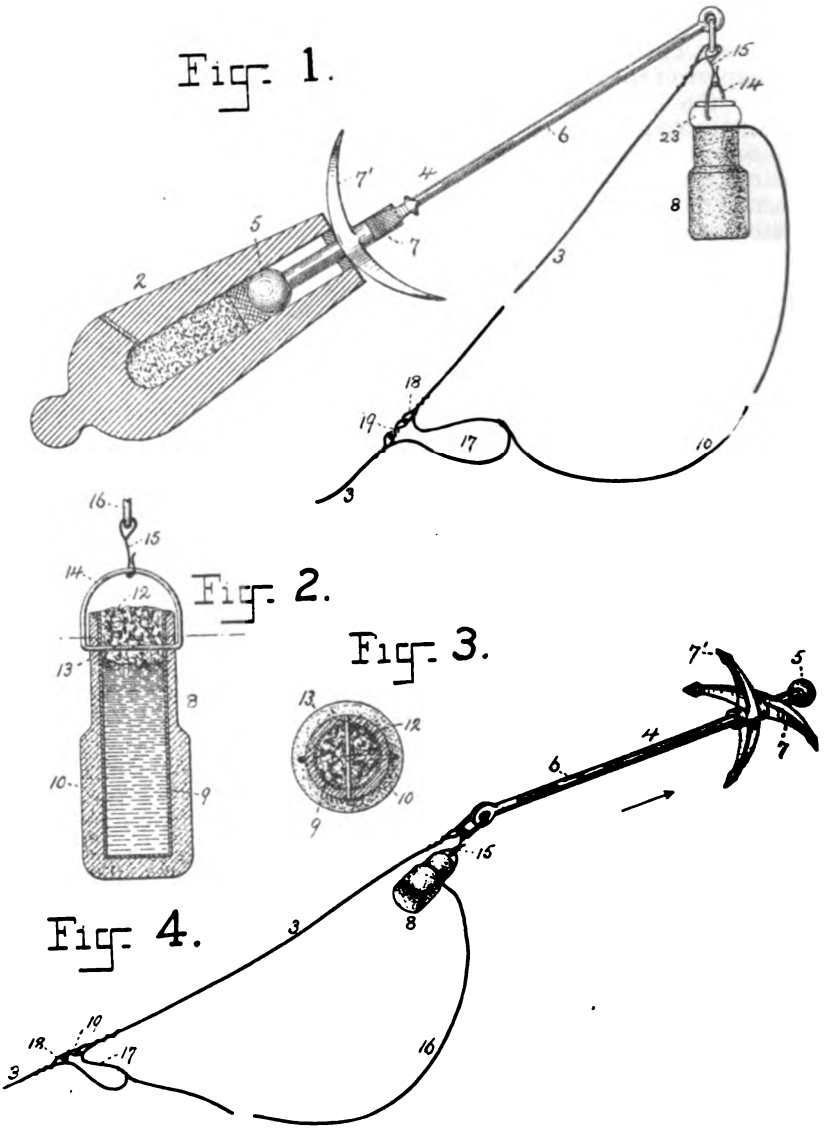
The Board's report, being now completed, was signed by the members.

There being no further business before the Board, it adjourned at 11.30 a. m. *sine die.*

F. A. LEVIS,
Recorder.

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V.



Apparatus for facilitating launching lifeboats. Patented by H. H. Hallett, November 20, 1894.

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APPARATUS FOR FACILITATING LAUNCHING LIFEBOATS. PATENTED BY HERVEY H. HALLETT, OF ROCKLAND, MASSACHUSETTS.

INVENTOR'S DESCRIPTION.

This invention relates to improvements in apparatus designed to assist and render less hazardous the launching of lifeboats employed in saving life or property during storms, either along the sea coast or on lake fronts.

This apparatus comprises essentially an anchor, kedge or grapnel provided with a line which is to connect it with the shore, and to which line, near the end thereof which is attached to the anchor, is connected an oil reservoir which is to be thrown outward offshore with the anchor, this oil reservoir being of such construction that, when thrown out with the anchor to a point beyond the breakers, it will discharge its contents. Means are provided for projecting the anchor and the oil reservoir connected therewith offshore, and when the anchor has thus been thrown out the line held thereby, and extending to the shore, may be utilized to enable the life boat to be warped out and held bow on toward the breakers when in the act of launching.

Fig. 1 represents the anchor and oil reservoir positioned in a mortar in readiness to be thrown off-shore. Fig. 2 is a vertical section of the oil reservoir. Fig. 3 is a plan of the same. Fig. 4 represents the anchor with the oil reservoir in the act of flight.

The act of launching lifeboats, more particularly from a lee shore, is attended with considerable difficulty, and ordinarily with great danger, since not only are the breakers or combers to be successfully encountered and surmounted, but the risk occurs that the boat may be swung off and thereby be struck, and if not upset, be swamped in the breakers.

As before premised, the purpose of this invention is to provide a line or rope having one end anchored offshore by means of which the boat can be held bow onto the breakers, while the crew can be materially assisted in rowing by straining or warping on the line. In addition to this means of assisting mechanically the launching of a lifeboat, an oil discharge is provided directly in the course of the boat, or toward the point of anchorage of the warp line.

In carrying out the invention, a mortar, gun, or any approved apparatus for projecting a line offshore is provided, as shown at Fig. 1. At one end of a stout line 3 is attached a kedge, grapnel or anchor 4 furnished with a weight 5, the latter adapted to enter the bore of the gun. This anchor is composed as usual of the shank 6 and the arms 7, 7′, while an eye fitted with a link or swivel is formed at the other extremity of said shank. To this end of the anchor is attached an oil reservoir 8. This device is preferably made as shown in Fig. 2, of a metallic cylinder 9 inclosed within a covering of cork 10, while the upper end or mouth is open and contains a sponge 12 or other porous substance which shall allow filtration of the oil therethrough. Transverse pins 13 13′ at the mouth of the reservoir and through the sponge serve to retain the latter in place. The lower portion of the cork covering is made somewhat thicker than the upper part in order to give this portion greater buoyancy. Hence the reservoir floats bottom up or in an oblique position and its contents escape by gravity. In lieu of the thick cork at the bottom, a weight 23 may be attached about the neck as shown in Fig. 1 of the drawings. Furthermore the upper end of this reservoir is fitted with a bail 14, which engages a detachable hook or fastening 15 adapted for release after the anchor has been projected, but sufficiently

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strong to resist the pull necessary to convey it with said anchor to the spot desired. From the neck of this reservoir extends a line 16, which is made fast to the main line at any desired point, and is to be of such length as will enable the reservoir to float upon the surface not far distant from a point vertically above where the anchor rests A loop or bight 17 is formed in the main line at the point where the reservoir rope is made fast. This loop forms a cut-out, so that no strain is brought upon said rope 16, when the anchor is projected, and said loop is formed from the main line by an eye 18, which engages a detachable hook 19 or other device. Thus, as shown in Fig. 1, the anchor is placed in the mortar with the shank projecting outwardly. The bight 17 is then formed by engagement of the hook 19 with the eye 18, while the oil reservoir is removably secured to the anchor shank.

After the anchor has been fired the position is changed, it turning end for end and during its flight assumes the position shown in Fig. 4, the arrow indicating the direction of its path of travel. After the anchor has been positioned offshore, a strain is brought upon the line by the relief party on the shore, the hook 19 is detached from the eye 18 and the pull is now transferred to the reservoir rope. When this takes place the reservoir is separated from the anchor shank and said reservoir rises to the surface, where the oil is dispersed over the water. Generally this oily surface will trend toward or along the shore or in the direction with the wind, and in this way cut down or subdue to a great degree the wave action. At the same time the main rope is now in position to be employed by the crew in warping the lifeboat out from the shore in the smoother water created by the oil dispersion.

Preferably in launching a boat under this method, a man in the bow handles the line which passes in over a chock, and in this way the bow cannot swerve very much. Under the above conditions the launching of a lifeboat is accomplished with less risk and danger, in fact can be effected where, under ordinary conditions, putting off would be impossible, since with this apparatus the joint action of rowing and warping is able to overcome wind and wave resistance, not possible by rowing alone.

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VI.

FIG. 1.

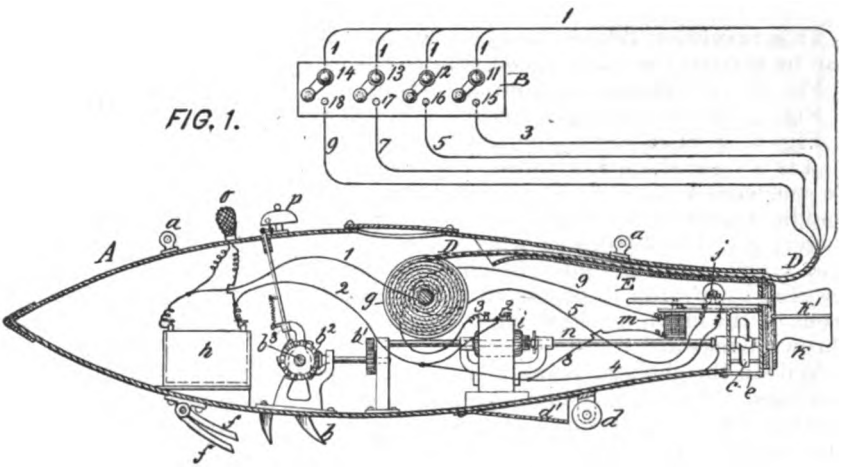


FIG. 3.

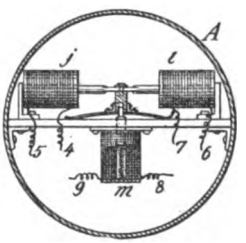
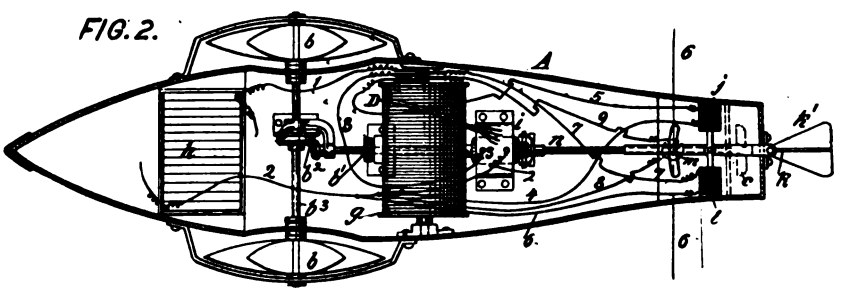


FIG. 2.



Life-saving apparatus for vessels. Patented by L. Konrad, G. P. Fromm, and H. Kauer, October 6, 1896.

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LIFE-SAVING APPARATUS FOR VESSELS. PATENTED BY L. CONRAD, G. P. FROMM, AND H. KAUER.

This invention relates to an apparatus by means of which a life line can be carried from a stranded ship to the shore or vice versa.

Fig. 1. A vertical longitudinal section.

Fig. 2. A horizontal section.

Fig. 3. A cross section on line 6, 6, Fig. 2.

A is a cigar shaped or torpedo shaped floating body or shell that may be suspended from davits by eyes *a*. The shell *A* is propelled by paddle wheels *b*, and by a screw *c*, protected by surrounding bars or fingers *e*. The blades of wheels *b* are curved and pointed to sink in and crawl over the sand in shallow water. The crawling action is assisted by a roller *d*, protected by a guard d^1. Claws *f*, pivoted to the front of the shell, act as anchors and prevent the apparatus from being thrown backward by the waves.

Within the shell *A*, is hung a reel *g*, around which the life line *D* is wound. This line passes through a tube *E*, and is made in the form of a submarine cable containing the wires which are necessary to propel and steer the apparatus.

Wire *1* leads from buttons *11*, *12*, *13*, *14*, of switchboard *B*, situated on board ship *C*, to battery *h*; wire *2*, from battery *h* to motor *i*; wire *3*, from motor *i* to contact *15*; wire *4*, from the battery to the right hand-steering solonoid *j* of the rudder *k*; wire *5*, from solonoid *j*, to the contact *16*; wire *6*, from the battery to the left hand solonoid *1*; wire *7*, from such solonoid to contact *17*; wire *8*, from the battery to solonoid *m* that locks the rudder in its central position; wire *9*, from such solonoid to contact *18*.

The motor *i* transmits motion to the propeller shaft *n*, and also to the paddle wheel shaft b^3, by transmissions b^1, b^2.

By closing the circuit at *15*, motion is imparted to the motor *i*, and the apparatus will thus be driven through the water, and may be steered from board of ship *C* by manipulating the buttons *12*, *13*, *14*.

The rudder *k* should be provided with a horizontal blade k^1, so that the apparatus may be steered even if turned over on one side. An electric light *o* and an alarm *p*, sounded from the motor service, to properly locate the apparatus in the night or during a fog.

If desired a seat may be arranged within the apparatus to convey persons to the shore.

VII.

BOSTON, MASSACHUSETTS, *May 12, 1899.*

DEAR SIR: In compliance with the order of the General Superintendent of the Life-Saving Service, I have the honor to submit report of trial of the H. C. Dimond line carrying gun. This device is described in the report of the Life Saving Service of 1896, page 484; therefore it is not repeated in this connection.

The following shots were made experimentally:

	Shots.					
	First.	Second.	Third.	Fourth.	Fifth.	Sixth.
Powder charge..... grains...	40	40	60	60	60	60
Projectile..... ounces...	6	6	6	6	6	6
Distance..... feet...	147	152	.....	227	245	250
Variation..... feet...	4	0	.....	10	10	3

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REMARKS.

The above shots were fired at a target 3 feet high, placed 100 feet distant. The first four shots were fired across a light wind; the fifth and sixth against a brisk wind. In the first, second, fourth, fifth, and sixth shots, at a distance of about twenty feet from the projectile, was found an entanglement of the line which, upon being measured, was upward of seventy feet. In the third shot the line parted from the projectile 35 feet from the gun and the projectile was lost. A similar entanglement to that already noted was observed also in the other shots. One-half the line carried out next to the projectile, upon falling to the ground, was found to resume the form of the fakes which held it in the case. The remaining half (or part nearest the gun) lay upon the ground fairly straight. It was noticeable that the entanglements were less in the lines newly faked than in those probably faked before the last meeting of this Board.

The lines were taken from the firing field by winding them around the outside of the cases and were found to be much twisted and kinked, so that in rewinding them upon the arbor, provided for the purpose, it required an assistant to constantly manipulate them to take out the twists, as any twist whatever reduced the diameter of the line and caused it to wind irregularly upon the arbor and present indentations, into which the next turn in winding would penetrate and increase the likelihood of its fouling when again fired. The rewinding of the lines aided by an assistant required twenty minutes each. The first three firings were made in heavy overcoat and gloves to guard against recoil of the gun, which under these conditions was not noticeable. The fourth shot was made without overcoat and gloves, and was what a sportsman would call "a careless shot," for the purpose of testing the recoil. In this test the gun was laid upon the ground, suddenly seized and fired with no other attention or adjustment than to point it in the right direction. The recoil was severe and its effects felt for perhaps an hour afterwards, but in reality was no more violent than that of a heavily loaded 8-lb. sporting gun. The fifth and sixth shots were fired with greater elevation than the previous shots in order to better test the range. The maximum charge of powder was used, and no precautions taken against recoil except to carefully adjust the piece to the shoulder, under which conditions there was no serious inconvenience to the operator.

Even with the imperfections of the line in paying out as above set forth, I am of the opinion that communication may be made by use of this gun at a distance greater than can be covered by a line thrown either with or without the heaving stick now employed in the Service.

Respectfully, yours, B. C. SPARROW,
Superintendent Second District, United States Life-Saving Service.

PRESIDENT BOARD ON LIFE-SAVING APPLIANCES.

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