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FROM THE

UNITED STATES GOVERNMENT

~~THROUGH~~

11 March 1901

ANNUAL REPORT

OF THE

UNITED STATES LIFE-SAVING SERVICE

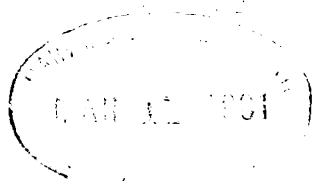
FOR THE

FISCAL YEAR ENDING JUNE 30, 1900.



WASHINGTON:
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1901.

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From the
U. S. Government.

TREASURY DEPARTMENT,
Document No. 2215.
Office of Life-Saving Service.

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ORGANIZATION OF THE UNITED STATES LIFE-SAVING SERVICE.

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

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

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

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

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

Second District {

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 RICHARD O. CRISP, 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 { Captain JAMES H. ROGERS, United States Revenue-Cutter Service, Room 204, Post-Office Building, Detroit, Michigan.

Tenth District {

Eleventh District Lieutenant WILLIAM E. REYNOLDS, 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.

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

LETTER OF TRANSMITTAL.

TREASURY DEPARTMENT,
UNITED STATES LIFE-SAVING SERVICE,
Washington, D. C., November 13, 1900.

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, 1900, 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.

OPERATIONS
OF THE
UNITED STATES LIFE-SAVING SERVICE.
—
1900.

REPORT OF THE UNITED STATES LIFE-SAVING SERVICE, 1900.

OPERATIONS.

There were 269 stations embraced in the Life-Saving Establishment at the close of the fiscal year. Of this number, 194 were situated on the Atlantic and Gulf coasts, 58 on the coasts of the Great Lakes, 16 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)	30
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)	18
Eleventh District (Lake Michigan)	29
Twelfth District (Pacific coast)	16
Total	269

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 1899-1900.

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, Rye Beach, and Great Boars Head.	6 surfmen from Aug. 1, 1899, to May 31, 1900; and 1 additional surfman from Dec. 1, 1899, to Apr. 30, 1900.
2	Salisbury Beach, Plum Island, Knobbs Beach, Gap Cove, 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, 1899, to May 31, 1900; and 1 additional surfman from Dec. 1, 1899, to Apr. 30, 1900.
	Monomoy	7 surfmen from Aug. 1, 1899, to May 31, 1900; and 1 additional surfman from Dec. 1, 1899, to Apr. 30, 1900.
	City Point	9 surfmen from July 1 to Nov. 15, 1899; and from May 1 to June 30, 1900.

Employment of surfmen, season of 1899-1900—Continued.

District.	Stations.	Periods of employment (all dates inclusive).
3	Brenton Point, Narragansett Pier, Point Judith, Quonochontaug, Watch Hill, Sandy Point, 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, 1899, to May 31, 1900; and 1 additional surfman from Dec. 1, 1899, to Apr. 30, 1900.
4	Spermaceti Cove, Seabright, Monmouth Beach, Long Branch, Deal, Shark River, Spring Lake, Squan Beach, Bayhead, Mantoloking, Chadwick, 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, 1899, to May 31, 1900; and 1 additional surfman from Dec. 1, 1899, to Apr. 30, 1900.
5	Sandy Hook 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.	8 surfmen from Aug. 1, 1899, to May 31, 1900. 6 surfmen from Aug. 1, 1899, to May 31, 1900; and 1 additional surfman from Dec. 1, 1899, to Apr. 30, 1900.
	Lewes, Hog Island, Cobb Island, and Smith Island.	7 surfmen from Aug. 1, 1899, to May 31, 1900.
6	Seatack, Dam Neck Mills, Little Island, False Cape, Wash Woods, Currituck Inlet, Whales Head, Poyners Hill, Caffey's Inlet, Paul Gamie's 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, 1899, to May 31, 1900; and 1 additional surfman from Dec. 1, 1899, to Apr. 30, 1900.
	New Inlet and Ocracoke.	7 surfmen from Aug. 1, 1899, to May 31, 1900.
	Cape Lookout and Oak Island.	7 surfmen from Aug. 1, 1899, to May 31, 1900; and 1 additional surfman from Dec. 1, 1899, to Apr. 30, 1900.
	Cape Henry, Cape Hatteras, Creeds Hill, and Cape Fear.	8 surfmen from Aug. 1, 1899, to May 31, 1900.
7	Sullivans Island.	6 surfmen from Aug. 1, 1899, to May 31, 1900.
8	Santa Rosa, Sabine Pass, Galveston, Velasco, Saluria, Aransas, and Brazos.	6 surfmen from Aug. 1, 1899, to May 31, 1900.
	San Luis.	7 surfmen from Aug. 1, 1899, to May 31, 1900.
9	Big Sandy and Fort Niagara.	7 surfmen from July 1 to Dec. 15, 1899, and from Apr. 20 to June 30, 1900.
	Oswego and Charlotte.	8 surfmen from July 1 to Dec. 15, 1899, and from Apr. 20 to June 30, 1900.
	Buffalo and Erie.	8 surfmen from July 1 to Dec. 17, 1899, and from Apr. 23 to June 30, 1900.
	Ashtabula and Point Marblehead.	7 surfmen from July 1 to Dec. 17, 1899, and from Apr. 20 to June 30, 1900.
	Fairport and Cleveland.	8 surfmen from July 1 to Dec. 17, 1899, and from Apr. 20 to June 30, 1900.
	Louisville.	6 surfmen from July 1, 1899, to June 30, 1900.
10	Lake View Beach.	7 surfmen from July 1 to Dec. 12, 1899, and from Apr. 16 to June 30, 1900.
	Sand Beach, Pointe aux Barques, Grindstone City, Ottawa Point, Sturgeon Point, Thunder Bay Island, Middle Island, Hammonds Bay, and Bois Blanc.	8 surfmen from July 1 to Dec. 12, 1899, and from Apr. 16 to June 30, 1900.
	Vermilion Point, Crisps, Two Heart River, and Muskallonge Lake.	7 surfmen from July 1 to Dec. 12, 1899, and from Apr. 23 to June 30, 1900.
	Marquette.	8 surfmen from July 1 to Dec. 7, 1899, and from Apr. 24 to June 30, 1900.
	Ship Canal.	8 surfmen from July 1 to Dec. 10, 1899, and from Apr. 25 to June 30, 1900.
	Duluth.	8 surfmen from July 1 to Dec. 15, 1899, and from Apr. 23 to June 30, 1900.
11	North Manitou Island.	7 surfmen from July 1 to Nov. 30, 1899, and from Apr. 8 to June 30, 1900.

Employment of surfmen, season of 1899-1900—Continued.

District.	Stations.	Periods of employment (all dates inclusive).
11	Point Betsie, Frankfort, Manistee, Grande Pointe au Sable, Pentwater, White River, Holland, South Haven, Evanston, Kenosha, Racine, Two Rivers, Kewaunee, Sturgeon Bay Canal, Baileys Harbor, and Plum Island.	7 surfmen from July 1 to Nov. 30, 1899, and from Apr. 5 to June 30, 1900.
	Ludington, Muskegon, and Saint Joseph	7 surfmen from July 1 to Dec. 5, 1899, and from Apr. 5 to June 30, 1900.
	Michigan City, Chicago, and Sheboygan.....	8 surfmen from July 1 to Nov. 30, 1899, and from Apr. 5 to June 30, 1900.
	Grand Haven, South Chicago, Old Chicago, and Milwaukee.	8 surfmen from July 1 to Dec. 5, 1899, and from Apr. 5 to June 30, 1900.
12	Petersons Point, Ilwaco Beach, Yaquina Bay, Coquille River, and Point Reyes.	7 surfmen from July 1, 1899, to June 30, 1900.
	Shoalwater Bay, Cape Disappointment, Point Adams, Umpqua River, Cape Arago, Humboldt Bay, Fort Point, Golden Gate Park, and Southside.	8 surfmen from July 1, 1899, to June 30, 1900.

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 364. There were on board these vessels 2,655 persons, of whom 48 were lost. The estimated value of the vessels was \$6,127,500, and that of their cargoes, \$3,342,690, making the total value of property imperiled \$9,470,190. Of this amount \$7,234,690 was saved and \$2,235,500 lost. The number of vessels totally lost was 61.

In addition to the foregoing there were also 329 casualties to undocumented craft—sailboats, rowboats, etc.—carrying 781 persons, 5 of whom perished. The value of property involved in these instances is estimated at \$267,070, of which \$256,770 was saved and \$10,300 lost.

Six hundred and seventy-five persons received succor at the stations, the number of days' relief furnished aggregating 1,447.

The foregoing statistics show that 53 lives were lost during the year within the scope of operations. Over one-half of them were sacrificed by the injudicious attempts of the shipwrecked men of two vessels to escape in their own boats, instead of waiting until aid could reach them from the shore or until their situation should be demonstrated to be hopeless. Landing through the surf in heavy weather is always hazardous, and shipwrecked mariners have been warned against attempting it, both in the annual reports of this Service and in the manual of Instructions to Mariners in Case of Shipwreck. That the 27 lives lost as above stated would have been saved by the life-saving crews is made conclusive by the fact that all who remained on the wrecks were so rescued.

The severest storm of the year was the hurricane of August, 1899, which caused three disasters on the North Carolina coast, attended with a loss of 11 lives, 17 of the 28 persons on board the vessels having been

rescued by the life-savers. Of those lost, 6 were washed overboard in the night while the vessels were beating about, distant from the shore, and when the hurricane was blowing at the rate of a hundred miles an hour. The other 5 perished, with the total destruction of their vessel, after the lines of the Service had been skillfully shot on board by the life-saving crew, the perilous situation of the men in the rigging being such as to preclude the use of them.

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

Number of disasters	693
Value of property involved	\$9, 737, 260
Value of property saved ¹	\$7, 491, 460
Value of property lost	\$2, 245, 800
Number of persons involved	3, 436
Number of persons lost	53
Number of shipwrecked persons succored at stations ²	675
Number of days' succor afforded ²	1, 447
Number of vessels totally lost	61

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. <i>a</i>	Pacific coast.	Total.
Number of disasters	407	254	32	693
Value of vessels	3, 176, 660	2, 968, 820	215, 675	6, 361, 155
Value of cargoes	2, 664, 390	696, 275	15, 440	3, 376, 105
Amount of property involved	5, 841, 050	3, 665, 095	231, 115	9, 737, 260
Amount of property saved	3, 877, 280	3, 519, 940	94, 240	7, 491, 460
Amount of property lost	1, 963, 770	145, 155	136, 875	2, 245, 800
Number of persons on board	1, 981	1, 333	122	3, 436
Number of persons lost	45	4	4	53
Number of shipwrecked persons succored at stations	559	103	13	675
Number of days' succor afforded	1, 320	112	15	1, 447
Number of disasters involving total loss of vessels	49	8	4	61

a Including the river station at Louisville, Kentucky.

b 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	54
Value of vessels	\$107, 700
Value of cargoes	\$29, 140
Total value of property	\$136, 840
Number of persons on board vessels	238

¹ It should not be understood that the entire amount represented by these figures was saved by the Service. A considerable portion was saved by salvage companies, wrecking tugs, and other instrumentalities, often working in conjunction with the surfmen. It is manifestly impossible to apportion the relative results accomplished. It is equally impossible to give even an approximate estimate of the number of lives saved by the station crews. It would be preposterous to assume that all those on board vessels suffering disaster who escaped would have been lost but for the aid of the life-savers; yet the number of persons taken ashore by the lifeboats and other appliances by no means indicates the sum total saved by the Service. In many instances where vessels are released from stranding or other perilous predicaments by the life-saving crews, both the vessels and those on board are saved, although the people are not actually taken ashore, and frequently the vessels and crews, escaping disaster entirely, are undoubtedly saved by the warning signals of the patrolmen, while in numerous cases, either where vessels suffer actual disaster or where they are only warned from danger, no loss of life would have ensued if no aid had been rendered. The number of disasters, the property involved, the amounts saved and lost, the number of persons on board, and the number lost are known, and these facts are all that can be expressed statistically with reasonable accuracy. The narratives which follow under the caption "Loss of life" and the brief statements under the captions "Services of crews" and "Vessels warned from danger" convey as adequate an idea of what the life-saving crews actually do in each instance as space will allow.

² These figures include persons to whom succor was given who were not on board vessels embraced in table of casualties.

Number of persons lost	None
Number of shipwrecked persons succored at stations	37
Number of days' succor afforded	100
Value of property saved	\$118, 910
Value of property lost	\$17, 930
Number of disasters involving total loss of vessels	5

Second District.

Number of disasters	126
Value of vessels	\$452, 230
Value of cargoes	\$81, 445
Total value of property	\$533, 675
Number of persons on board vessels	468
Number of persons lost	3
Number of shipwrecked persons succored at stations	98
Number of days' succor afforded	126
Value of property saved	\$438, 910
Value of property lost	\$94, 765
Number of disasters involving total loss of vessels	8

Third District.

Number of disasters	35
Value of vessels	\$301, 280
Value of cargoes	\$231, 480
Total value of property	\$532, 760
Number of persons on board vessels	192
Number of persons lost	4
Number of shipwrecked persons succored at stations	86
Number of days' succor afforded	138
Value of property saved	\$276, 865
Value of property lost	\$255, 895
Number of disasters involving total loss of vessels	6

Fourth District.

Number of disasters	62
Value of vessels	\$363, 780
Value of cargoes	\$139, 525
Total value of property	\$503, 305
Number of persons on board vessels	314
Number of persons lost	None
Number of shipwrecked persons succored at stations	64
Number of days' succor afforded	100
Value of property saved	\$479, 895
Value of property lost	\$23, 410
Number of disasters involving total loss of vessels	4

Fifth District.

Number of disasters	43
Value of vessels	\$142, 765
Value of cargoes	\$27, 450
Total value of property	\$170, 215
Number of persons on board vessels	155
Number of persons lost	None.
Number of shipwrecked persons succored at stations	61
Number of days' succor afforded	118
Value of property saved	\$80, 505
Value of property lost	\$89, 710
Number of disasters involving total loss of vessels	7

Sixth District.

Number of disasters	42
Value of vessels	\$1, 022, 850

Value of cargoes	\$1, 963, 040
Total value of property	\$2, 985, 890
Number of persons on board vessels	394
Number of persons lost	38
Number of shipwrecked persons succored at stations	162
Number of days' succor afforded	636
Value of property saved	\$1, 820, 165
Value of property lost	\$1, 165, 725
Number of disasters involving total loss of vessels	14

Seventh District.

Number of disasters	12
Value of vessels	\$252, 000
Value of cargoes	\$12, 565
Total value of property	\$264, 565
Number of persons on board vessels	52
Number of persons lost	None.
Number of shipwrecked persons succored at stations	9
Number of days' succor afforded	9
Value of property saved	\$2, 010
Value of property lost	\$262, 555
Number of disasters involving total loss of vessels	1

Eighth District.

Number of disasters	33
Value of vessels	\$534, 055
Value of cargoes	\$179, 745
Total value of property	\$713, 800
Number of persons on board vessels	168
Number of persons lost	None.
Number of shipwrecked persons succored at stations	42
Number of days' succor afforded	93
Value of property saved	\$660, 020
Value of property lost	\$53, 780
Number of disasters involving total loss of vessels	4

Ninth District.

Number of disasters	77
Value of vessels	\$574, 475
Value of cargoes	\$188, 100
Total value of property	\$762, 575
Number of persons on board vessels	422
Number of persons lost	2
Number of shipwrecked persons succored at stations	50
Number of days' succor afforded	53
Value of property saved	\$676, 750
Value of property lost	\$85, 825
Number of disasters involving total loss of vessels	3

Tenth District.

Number of disasters	75
Value of vessels	\$1, 697, 935
Value of cargoes	\$375, 410
Total value of property	\$2, 073, 345
Number of persons on board vessels	487
Number of persons lost	1
Number of shipwrecked persons succored at stations	28
Number of days' succor afforded	34
Value of property saved	\$2, 038, 910
Value of property lost	\$34, 435
Number of disasters involving total loss of vessels	3

Eleventh District.

Number of disasters	102
Value of vessels	\$696, 410
Value of cargoes	\$132, 765
Total value of property	\$829, 175
Number of persons on board vessels	424
Number of persons lost	1
Number of shipwrecked persons succored at stations	25
Number of days' succor afforded	25
Value of property saved	\$804, 280
Value of property lost	\$24, 895
Number of disasters involving total loss of vessels	2

Twelfth District.

Number of disasters	32
Value of vessels	\$215, 675
Value of cargoes	\$15, 440
Total value of property	\$231, 115
Number of persons on board vessels	122
Number of persons lost	4
Number of shipwrecked persons succored at stations	13
Number of days' succor afforded	15
Value of property saved	\$94, 240
Value of property lost	\$136, 875
Number of disasters involving total loss of vessels	4

Five hundred and ninety-five persons were rescued from positions of extreme peril otherwise than in connection with vessels. Of these, 16 had fallen from piers, wharves, and the like; 15 were swimmers or bathers; 32 were in danger on outlying points; 5 were cut off from land by the rising tide; 2 were overcome by cold; 5 were rescued from drifting ice; 4 were intoxicated men whose lives were in danger; 1 was a demented man who had wandered into the surf; 1 was a child who had fallen into a cistern, and 514 were persons—mostly women and children—who were rescued from the perils of the great overflow of the Brazos River, Texas, July 6 to 12, 1899.

Four hundred and forty-five stranded vessels were floated off, repaired when damaged, piloted out of dangerous situations, and in similar ways assisted by the station crews. Minor assistance was also afforded to 611 vessels and small craft. One hundred and ninety-four 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 778 times, making 1,066 trips. The self-righting and self-bailing lifeboat was used 128 times, making 140 trips. The gasoline launches at the City Point Station (Second District) were used 69 times, making 75 trips. Smaller boats were used 328 times, making 531 trips. The river life skiffs at the Louisville Station (Ninth District) were used 32 times, making 36 trips. The breeches buoy was used 14 times, making 173 trips. The wreck gun was employed 18 times, firing 41 shots. The heaving stick was used 21 times.

There were landed by the surfboat, 547 persons; by the lifeboat, 52; by the gasoline launches, 114; by the river life skiffs, 30; by other station boats, 200, and by the breeches buoy, 158.

In addition to the number of persons rescued from vessels by the ordinary apparatus of the stations, 32 were saved by lines thrown from vessels to the surfmen on shore, and 37 were carried ashore by the life-savers, who waded out into the surf after them.

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, 1900.¹

Number of disasters	11, 863
Value of vessels	\$125, 901, 655
Value of cargoes	\$53, 264, 204
Value of property involved	\$179, 165, 859
Value of property saved	\$139, 512, 907
Value of property lost	\$39, 652, 952
Number of persons involved	² 89, 947
Number of lives lost	³ 961
Number of persons succored at stations	⁴ 15, 302
Number of days' succor afforded	38, 106

LOSS OF LIFE.

As required by law, the circumstances of all shipwrecks attended with loss of life were carefully investigated by officers authorized to administer oaths, and the results of their inquiries, as developed by the testimony taken, are herewith submitted.

These accounts are given with every detail of importance, because the question of responsibility for the fatality is involved, and it is proper that the public, as well as the friends of those who perished, should have a frank and substantial statement of exactly what took place.

If the accounts of wrecks and rescues not attended with loss of life—which are far the greater number—could be written with equal detail, they would include many interesting and thrilling incidents and convey a much more adequate idea of the work of the Service than is done by the method at present pursued. Since the great extension of the Service, however, it has been found impracticable to more than concisely state, in the plainest words, the leading incidents of each disaster in tabular form, as shown under the caption “Services of Crews” in another part of the volume.

Capsize of a fish boat.

On July 13, 1899, at about 7.40 a. m., a fish boat capsized 1½ miles west of the Yaquina Bay Station, Oregon, and one life was lost.

The boat was manned by three fishermen—Frank Priest, Charles Anderson, and George Burch—and had gone out from Newport, Oregon, to the fishing grounds near South Reef. A moderate northwest wind was blowing across an ebb tide, making a rough, chopped sea, and there was a heavy surf running in the vicinity of the reef, but the weather conditions were not such as to alarm the station patrolman, although he kept a sharp lookout on the boat while going over his beat.

¹It 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.

²Including persons rescued not on board vessels.

³Eighty-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.

⁴Including castaways not on board vessels embraced in Tables of Casualties.

Arriving on the fishing grounds, the boat lay off and on, and all went well until about 7.40, when the patrolman saw it capsize. He immediately ran to the station and reported to the keeper, who sounded the alarm and had the Monomoy surfboat manned. The crew pulled with all possible dispatch to the scene and arrived at 8.15, just thirty minutes from the time the alarm was sounded. Anderson and Priest were found clinging to the overturned boat, and the surfmen quickly took them into the surfboat. They reported that Burch had gone down almost immediately upon the capsize of the boat and that he made little effort to save himself.

The surfmen made a search for the body, but failed to locate it, as nothing had been seen of it since the man disappeared. The keeper then righted the fish boat and took it in tow, but the surf on the bar was so heavy that he did not dare make the attempt to tow it across, and accordingly he cast it loose near the breakers and made his way to the station with the rescued men, arriving at 9.15. The two survivors were properly cared for and soon recovered from the effects of their misfortune. The boat subsequently washed ashore in good condition at a point about 2 miles south of the station, where it was found by the patrolman, who hauled it up clear of the tides.

The loss of this life can not be charged against the surfmen, for they showed themselves to be alert in discovering the disaster and energetic in hastening to the rescue. Fishermen take great risks in plying their vocation in such treacherous waters and it is as impossible to prevent disasters as it is in instances like this to effect a rescue.

Capsize of a rowboat.

On August 3, 1899, two men who were on the point of drowning in Lake Michigan were rescued by the crew of the Chicago Station, while a third man, who was with these two, drowned so quickly that neither the life-saving crew nor his comrades could save him.

It seems that the men hired a rowboat about noonday, equipped themselves with fishing gear and pulled out into the lake. William Johnson took the oars, while Walter Carr and Stephen Dingman sat in the stern and the bow of the boat, respectively. After rowing around and trying the fishing at intervals they turned toward the foot of Fifty-eighth street and pulled slowly in, Johnson and Carr having removed their coats and hats with intent to take a swim near the shore. This idea, however, was soon abandoned, and they determined to return to the boathouse. Johnson, who had so far done all the rowing, now suggested that one of the others take the oars, and Carr promptly offered to do so, but Dingman said that he was a younger and stronger man than Carr and would gladly do the pulling. Johnson, who was to go forward, crawled that way, while Dingman was creeping toward his place, when suddenly the craft rolled over and tumbled all three men into the water. They came to the surface sufficiently near the boat to lay hold of it, but in their excitement they caused it to turn over and over so that their hold was repeatedly broken and their strength quickly impaired. Johnson was a good swimmer, but Dingman could not swim at all, and Carr but very little. In one of their struggles the latter was carried a few feet away from the boat and sank, so that his head was under water, while his hands were lifted up clutching at the air.

Just after the boat upset Johnson swam off a few strokes to recover his pocketbook, but quickly returned, and not seeing Carr asked Dingman where he was, the latter replying "He's gone." Thereupon Johnson swam around the boat, and discovering Carr's head just beneath the water went to him, but Carr seized and dragged him under. When he got away Carr was sinking and in a moment disappeared. The lookout at the life-saving station says that Carr went down when the boat upset, and of more than a thousand witnesses none was found who saw him after the capsizing.

Encouraging Dingman to cling to the boat, Johnson struck out for the shore. Meanwhile the station lookout was diligent in the performance of his duty. He saw the men go out and watched them, but was more concerned about some boys playing on a raft, whom he was observing with a glass at the instant the boat capsized. As he took the glass from his eyes he noticed a youth riding rapidly toward the station on a bicycle, and saw the capsized boat and the men in the water. He instantly rang the alarm bell and shouted, "Boat capsized."

Hardly were the words spoken when the keeper and four surfmen had the Whitehall boat on the way to the rescue. Rounding the end of the north pier, the keeper saw the capsized boat about 400 yards distant, with apparently one man clinging to it. Calling upon his crew to pull hard they came speedily alongside the craft, and quickly got Dingman out of the water. He could not then speak, but when able to do so, said that one of his comrades was drowned and that the other had swum ashore. He was very weak, and as the keeper could see nothing of any other men, he ordered the crew to pull fast for the station, where Johnson was found when the boat arrived.

Johnson, however, no less than Dingman, owed his life to the surfmen. In the rush to man the surfboat, Surfman Batchelor was not quite quick enough to be one of the crew, so he dashed off to the lake shore, where he arrived just in time to see Johnson about 60 yards out trying to save himself, but so feebly as to show that he was fast giving out. Without delay Batchelor threw off his "jumper" and shoes and plunged in, swimming with great vigor toward the exhausted man. Approaching him carefully he commanded him to turn upon his back, an injunction which he had to repeat before it was understood and complied with. Then he seized the man by the collar and swam with him to the shore. It was an extremely creditable feat, and was warmly commended by the great throng who witnessed it. As soon as Johnson was landed he was assisted to the station, while Batchelor quietly slipped on his shoes and followed.

The needs of the rescued men were provided for, while a part of the crew proceeded to drag for the body of Mr. Carr, which was soon brought to the surface.

Mr. Carr was a man of slight physical strength, in ill health, and, in the opinion of friends who had known him for many years, he was probably seized with cramp, to which he was frequently liable, and was therefore unable to exert even his normal powers when subjected to the supreme ordeal necessary to save his life.

Wreck of the schooner Aaron Reppard.

The shattered keel and a few jagged oaken timbers of a ruined vessel lying 100 yards above low-water mark on Hatteras Island, North Carolina, 2½ miles below the Gull Shoal Life-Saving Station, mark the

locality where the three-masted schooner *Aaron Reppard* was totally destroyed on the 16th of August, 1899, during the prevalence of a West Indian hurricane, pronounced by the observer of the United States Weather Bureau "the most severe in the history of Hatteras."

Eight days before the wreck of the *Reppard* the same storm had spread almost unprecedented devastation over the island of Porto Rico, and during the intervening period had slowly progressed northward carrying more or less of destruction on its evil wings. By August 13 its center was off Jupiter Inlet, Florida, and in the meantime all interests in its line of advance were advised by the Weather Bureau of its calculated movements, and all shipping bound for the South Atlantic was informed of the danger of sailing for that region.

Whether Captain Wessel of the *Reppard* was actually aware of the advancing tempest is not known. He left Philadelphia at 2 o'clock p. m., Saturday, August 12, bound for Savannah, Georgia, and was towed as far as Reedy Island, 45 or 50 miles down the Delaware River, where he anchored and remained until Monday, August 14. At about 5 o'clock in the morning of that day he got under way and proceeded out of the capes of the Delaware, standing south with an easterly wind until past Fenwick Island Light-ship, when he hauled to south by east and stood so until 8 p. m., and then kept away south.

At that moment the coming hurricane was raging around the port of his destination, only a few hundred miles to the southward, and he was sure soon to be involved in its dreadful swirl, if he continued on his course. At 8 o'clock that night the wind was from the east and already of sufficient force to require all the light sails to be taken in and preventer stays to be set up. The next morning, Tuesday, the vessel was by calculation somewhere off Cape Henry.

If the captain had any knowledge of the weather signals flying when he sailed, the increase of wind and fall of barometer might well have caused him to take refuge inside the capes of the Chesapeake and await developments. At 4 p. m. the hurricane, still sweeping northward, was furious around Cape Hatteras, while two hours prior to that time the wind was so heavy off Cape Henry, where the *Reppard* then was, that the captain hove his vessel to. She had been so strained already that the crew were kept at the pumps two-thirds of the time, and it was now too late to seek a harbor. She remained hove to during the night on the starboard tack under fore staysail and mainsail with the helm lashed hard down, and on Wednesday morning the mizzen storm trysail was set to hold her up. The weather was thick, rain was falling heavily and the wind was blowing fiercely from the eastward during all the forenoon of Wednesday, and the already doomed vessel was constantly drifting shoreward, although the proximity of the land was not definitely known to those on board. About 1 o'clock p. m., however, breakers were reported astern. The captain quickly ordered the staysail to be taken in, and both bower anchors to be let go, which was done, leaving the mainsail and trysail still set in order to keep the schooner's head to the wind. Although 90 fathoms of chain were run out on each anchor both of them could not hold her against the tremendous sea, and she slowly dragged them for about fifteen minutes, when she reached the first line of breakers, which was very heavy.

At this juncture the mainsail halyards were let go so that the sail would run down, and all hands leaped into the shrouds to escape being carried overboard by the sea which now swept the decks. Besides

the crew, which numbered seven men, officers included, there was one passenger, named Cummings, who is said to have belonged in Charleston, South Carolina. Captain Wessel, Mate Johnson, Steward Robinson, and seamen John Van der Graaf, Pedro Lachs, and James M. Lynott took to the fore rigging; one sailor, Tony Nilsen, to the main rigging, and the passenger, Cummings, to the mizzen rigging. Van der Graaf was the last man to reach the rigging, and he says that when he got aloft he could plainly see the shore astern, where he counted some twenty people, although he had little idea of the distance.

The heavy hull, laden with some 700 tons of anthracite coal, pounded with terrific force, and still continued to drag farther and farther into the breakers. The persons visible on the shore were the life-saving crews of the stations located at Gull Shoal, Little Kinnakeet, and Chicamacomico, who had assembled with their apparatus to render such aid as the almost hopelessly adverse conditions might permit.

The *Reppard* was first seen by Surfman William G. Midgett, who was on day patrol south of Gull Shoal Station. He says she was then about a mile and a half offshore, southeast of the station, heading about north, and "doing the best she could," now making a little headway and then dropping back. He was able to make her out for an hour, at intervals when the weather would lighten up, before she anchored. "As soon as she did that," he says, "I knew she would come ashore, and I then made my way to the station and reported her," leaving the patrolman of the Little Kinnakeet Station on the beach to watch her. The distance he had to travel was about a mile and a half to the northward, and so heavy were the conditions that, although he was mounted and drove his horse as hard as he could, it took him fifteen minutes to cover the ground. He was in ample time, however, so far as movements to effect a rescue were concerned.

Captain Pugh immediately telephoned Little Kinnakeet Station, next to Gull Shoal on the southward, and Chicamacomico, next to the northward, requesting keepers Hooper and Midgett to join him with their crews abreast of the wreck. Then he attached his own horse to the beach-apparatus cart, and those of surfmen G. L. Midgett and D. L. Gray to Service carts loaded with additional equipments, and in five minutes after the wreck was reported set out vigorously for the scene, where he and his crew arrived within half an hour and found the position of the vessel and men on board as above described. Within not more than ten minutes later in either case, the other crews, who had also utilized their own horses to insure speed, also arrived.

Captain Pugh testifies that the schooner then lay about 700 yards distant, stern toward the beach, "riding to two anchors, but slowly dragging shoreward." This portion of the land consists of two banks about 50 yards apart with a gully between them, and the sea, which is described as being "as high as it possibly could be," was frequently sweeping completely over the land from the ocean side into the sound. In view of the fact that the survivors and the members of the life-saving crews agree that the employment of a boat under the conditions was clearly beyond all possibility, that question need not be here considered. No number of men, no matter how many or how skillful, could have launched a boat.

Where the schooner then was no life-saving ordnance in the world could reach her, and therefore all that the life-saving crews could do was to make ready their apparatus and await the moment when she should

drift within range. When she was within about 500 yards, as nearly as could be estimated, the Lyle gun was fired with a 6-ounce charge of powder and a No. 7 shot line. The line parted, however, close to the shank of the projectile, which went on its way and was lost. A second attempt was then made, and the line stood the test, but the shot fell "at least 75 yards short." Wisely concluding, therefore, that the line was too heavy to carry the requisite distance, the gun was again charged and fired with a cartridge of the same weight, but with a No. 4 line attached to the projectile, which laid it safely across the head stays of the schooner. Van der Graaf, one of the surviving sailors, says they saw the line perfectly well and knew what it meant, but that by no possible skill or courage could any of them have reached it. He declares in his testimony that if it had fallen close to him he could have done nothing with it. "She was pounding so heavily that it took both hands to hold on." "This must have been about thirty minutes after we reached the beach," says Keeper Pugh, "and even if they had secured the shot line I am satisfied they never could have hauled off the whip. The only thing they could have done was to haul off life-preservers."

It was soon evident that the wreck was about to go to pieces, and the only thing the life-savers could now hope to accomplish was to rescue the shipwrecked men from the surf when the last desperate moment should arrive. Even in this they were doomed to an extremely painful degree of disappointment. Seaman Van der Graaf says that first the deck house went by the board, then the hatch coamings and the decks, and then the bulwarks. While this destruction was going on the passenger, Cummings, in the mizzen shrouds, was caught by one leg in the ratlines and "slammed back and forth" until dead before the mast fell, which was the first to go, and went over the port side. He was never seen again.

The mainmast shortly followed the mizzenmast, first breaking in two pieces and causing the sailor, Tony Nilsen, who was in its rigging, to fall among the debris, where he was seen by Van der Graaf, who says that, although he was badly wounded, he worked himself clear of the wreckage and got over the side, but then disappeared. Before the mainmast fell Captain Wessel jumped overboard from the fore rigging and made a brave effort to swim ashore. The men watched him all the time, now making a little progress, and now sorely baffled by the backlash of the seas until he evidently found that he must fail, when he turned about and tried to regain the vessel. In this last struggle for his life he so far succeeded as to get within five yards of her, but then threw up his hands and sank out of sight.

The mate, Steward Robinson, seamen Pedro Lachs, James M. Lynott, and Van der Graaf, all in the fore rigging, were still alive, but the foremast soon broke into three pieces and fell to starboard, carrying all four men with it into the sea. Lynott was severely bruised, and his shipmates, who never saw him after the mast gave way, believe that he was instantly drowned. The steward was also injured by the fall and soon perished. Three men were still alive in the water—the mate and seamen Lachs and Van der Graaf—and fortunately they were on the side toward the shore.

While this tragedy was being enacted the life-saving keepers had decided that three surfmen from the Gull Shoal Station, two from Little Kinnakeet, and two from Chicamacomico, should put on cork

jackets, and, each taking from 40 to 50 yards of shot line, waded out as far as possible into the surf, while each line should be held by two surfmen on the beach. The three men just mentioned as alive among the remnants of the foremast alongside the *Reppard* clung to such pieces of wreckage as they could lay hold of, and were gradually tossed near enough to the shore to be rescued by the life-savers in the surf.

Tame as these operations may seem when stated in cold and formal terms, they were by no means free from great peril to the rescuers. Heavy pieces of ragged wreckage filled the surf—planks, timbers, and broken spars—and were hurled about with deadly force in every direction, so that the surfmen had to move rapidly and with great skill to avoid them. Indeed, the veteran keeper of Little Kinnakeet Station, Captain E. O. Hooper, who refused to heed the entreaties of his comrades to leave the hazardous work to younger men, rushed in at a critical moment, nearly losing his life, and suffering a fracture of one of the bones of his right leg. However, by dint of courageous and skillful effort all three of the shipwrecked men who escaped from the vessel alive were rescued from the surf. Being too weak to walk, or, indeed, to stand, they were conveyed in beach carts to the Gull Shoal Station. There they were treated with proper stimulants, clad in dry underclothing, and placed in bed, where, after several hours, they recovered from their terrible experience.

The names of the three men saved were Bernard Johnson, Pedro Lachs, and John van der Graaf, and the five who perished were Oscar Wessel, James M. Lynott, W. Robinson, Tony Nilsen, and — Cummings.

The body of only one of the drowned was recovered, that of the steward, W. Robinson, which was buried on the bank north of the Gull Shoal Station.

The fact that three life-saving crews were promptly assembled on this occasion affords excellent testimony to the inestimable value of the telephone system of the Service, which is principally designed for precisely such emergencies. A single crew could not have accomplished what was done, and they could have received no assistance from beachmen, as, to the credit of these ever-ready brave men it should be stated, they often do, for the reason that the storm and consequent furious sea rolling clear across the island compelled the fishermen and other residents to stay at home and devote their utmost energies to the preservation of the lives of their families and themselves. Waste and desolation covered the entire region to an extent hitherto unknown even on that storm-beaten coast.

Lieutenant C. E. Johnston, a most competent officer of the Revenue-Cutter Service, who investigated the circumstances of this wreck, closes his report with the following paragraph:

There is no doubt that the surfmen did everything possible under the adverse conditions to save the lives of the people on this schooner. The storm was the worst in the recollection of any one now living on the Carolina Banks, and it is little short of a miracle that any one now lives to tell the tale of the wreck. If the master had not anchored, or if he had slipped his cables as soon as he reached the breakers, it is probable that all hands would have been saved, as the schooner would not have stopped until she was right up against the bank. Three other schooners, a barkentine, and a light-ship all went ashore in the same general vicinity and in the same storm without anchoring, and the only loss of life from the five vessels was occasioned by a tremendous sea which boarded the barkentine when she first took bottom and washed four persons overboard. All the rest were rescued by the life-savers.

The opinion of the survivors regarding the conduct of the life-saving men appears from the following letter written by one of their number and signed by all, which was handed to Keeper Pugh before they left the beach:

GULL SHOAL, *August 21, 1899.*

This is to certify that the loss of the lives of the captain, three seamen, and one passenger of the late schooner *Aaron Reppard*, wrecked near the above-named station, was not because of any failure on the part of the life-saving crews to do their duty. They were at the scene of the wreck promptly, and put a line over her head stays, but we could not get it, and if we had we could not have done anything, as we had all we could do to hold on, as the vessel was rolling heavy and fast going to pieces. The life-saving crews did all they could to save our lives.

BERNARD JOHNSON, *First Mate.*

PEDRO LACHS, *Seaman.*

JOHN VAN DER GRAAF, *Seaman.*

Wreck of the barkentine Priscilla.

The hurricane that wrecked the *Reppard*, as described in the preceding narration of the circumstances, did not attain to the full measure of its terrific power until August 17. The report of the Weather Bureau signal station at Hatteras says that on the morning of the 16th the wind reached a velocity of 50 miles an hour, increasing thereafter until at 4 o'clock on the morning of the 17th it was blowing at the rate of 70 miles. By noon it had increased to between 84 and 93 miles, while at 1 p. m. an occasional extreme of more than 120 miles an hour was recorded. The signal station was disabled at about that time, but the observer states that he believes the regular movement of the wind was not less than 100 miles an hour between 3 and 7 o'clock p. m. of that day. There were not more than four houses on Hatteras Island into which the tide did not rise to a depth ranging from 1 to 4 feet.

It was near midnight of this day when the barkentine *Priscilla*, of Baltimore, Maryland, was blown ashore and broken to pieces, finally fetching up at 4 a. m. of the 18th about three miles south of the Gull Shoal Station and only about half a mile to the southward of the dismal remnants of the *Reppard*. The *Priscilla* was an American vessel of 643 tons net register, commanded by Captain Benjamin E. Springsteen, owned in Baltimore, and bound from that port to Rio de Janeiro, Brazil, laden with a general cargo. She had on board 14 persons, 12 of whom comprised the officers and crew, the two others being the captain's wife, Virginia, and his young son, Elmer, 12 years of age.

The *Priscilla* left Baltimore on Saturday, the 12th of August, and was towed down Chesapeake Bay as far as the James River channel, where she came to anchor and remained until Monday morning, August 14, when she proceeded to sea, passing out of the capes of Virginia at 6 a. m. and standing east under all sail, the wind being moderate from west-northwest and hauling to the northward. At noon Cape Henry bore 30 miles west. At midnight the breeze was very light, the barometer high, registering 30.20 inches, and the weather was clear. By Tuesday morning, the 15th, the wind had shifted to the northeast, and the sky was cloudy, with a light rain falling. These conditions remained unchanged until about midnight, when the breeze hauled east-northeast and increased so much that the skysail and jib topsail were taken in.

On the morning of Wednesday, the 16th, the wind was blowing so hard that all the light sails were taken in, and by noonday it was found

necessary to furl the spanker and upper topsail. The gale soon became more violent and the foresail was hauled up and furled, the lower topsail clewed up but blown away, and two reefs put into the mainsail, which was also lost, as well as the main staysail. Then the captain hove to under bare poles, heading southeast in an east-northeast tempest, and rapidly drifting to the south-southwest. He knew, although able to get no observation for twenty-four hours, that he must be only a little to the northward of Cape Hatteras, and he was doing his best "to get clear of it." Of accomplishing that result, however, he must have entertained little, if any, hope.

Early in the morning of Thursday, the 17th, after a night of distressing anxiety for every soul on board, the captain observed that the water was discolored, a fact which showed that he had drifted out of the Gulf Stream, and on throwing the lead at 5 o'clock found that he was in only 30 fathoms of water. At 6 o'clock the line showed but 25 fathoms and at 8 o'clock only 20. At one-hour intervals during the day the soundings varied from 20 to 17 fathoms until 8 o'clock p. m., when but 10 fathoms were found. "Then," says the master, "I did not sound any more. I knew that we were going ashore, and passed the word forward for all hands to prepare to save themselves."

This was very near the time when the observer of the Weather Bureau says the hurricane must have had a regular velocity of 100 miles an hour. Captain Springsteen says, "It was blowing a hurricane from the northeast, and the seas were running mountain high." At 10 minutes past 9 p. m. the fatal moment arrived, and the vessel struck the bottom, lightly at first, and shipped a sea which smashed the cabin skylights, deluging all below. She did not touch again for something like twenty minutes, but then she struck with an awful shock, and thereafter continued to pound so heavily that the master sent the mate and second mate forward with orders to cut away the port rigging. The three masts instantly went by the board, falling to starboard, and the captain then ordered all hands on deck. The seas were now breaking over the hull with irresistible fury, and in a few moments Mrs. Springsteen, William Springsteen, the mate (also the captain's son) and the ship's boy, Fitzhugh Lee Goldsborough, were swept overboard, beyond the remotest possibility of aid. The boy Elmer, who was actually torn from his father's arms, was in some way dashed back into the cabin, which was full of water, where his body was subsequently found.

Fifteen or twenty minutes later, with a loud crash, the strong hull broke amidships into two parts. Fortunately all hands were congregated on one of these parts, where the stronger might encourage and perhaps assist the weaker or the wounded. This was the after portion, and it held together and continued to pound and drift about through a period of almost inconceivable terror lasting more than five hours. At length, about 4 o'clock in the morning of the 18th, Friday, it ceased to rise and fall, and the castaways then knew that they must be close in to the shore; but the weather was so thick, and the seas still continued to beat upon them with such violence, that they could not discern the land, and having no means of signaling could do no more than cling to their places and occasionally send up a cry of distress.

At 3 o'clock Surfman Rasmus S. Midgett, of the Gull Shoal Station, set out on horseback to make the regular south patrol, and when he reached a point about three-fourths of a mile from the station he dis-

covered buckets, barrels, boxes, and other articles coming ashore, which satisfied him that there was a wreck somewhere in the neighborhood. The surf was sweeping clear across the narrow strip or bank of sand which separates the ocean from Pamlico Sound, at times reaching to the saddle girths of his horse, and the night was so intensely dark that he could scarcely tell where he was going, but nevertheless he knew that the patrol must be made at all hazards, and besides, the rapidly multiplying evidences of disaster urged him on. When he had traveled a little more than 2 miles farther he thought he detected the sound of voices, and, pausing to listen, caught the outcries of the shipwrecked men. He could see nothing of them or of the wreck, but dismounting and proceeding toward the edge of the bank he soon made out a part of a vessel, with the forms of several persons crouching upon it, about a hundred yards distant.

Here was a dilemma which called for the exercise of sound judgment and faultless courage. Midgett had consumed an hour and a half on his patrol before reaching the place, and to return to the station and bring back the life-saving crew was to sacrifice three hours more when every moment was precious. On the other hand, to undertake to save the lives of the shipwrecked men without aid was perhaps to throw away his own life and leave them utterly helpless until another patrol should be attempted, when all might have perished. Short time was spent in deliberation. He determined to do what he could alone and without delay.

Selecting the first opportunity when a receding wave permitted, he ran down as close to the wreck as he could and shouted instructions for the men to jump overboard, one at a time, as the surf ran back, and that he would take care of them. Then retreating from the rushing breakers to the higher part of the bank, he watched his chance to approach the wreck again, calling for one man to jump. Obeying his instructions a sailor would leap overboard and Midgett, in each instance, would seize him and drag him from the pursuing waves safe to the bank. In this manner, being compelled to venture closer and closer and more into danger, he rescued seven men.

During all these laborious exertions he incurred much danger from the likely chance that on each occasion he and his burden might be caught by the breakers and swept out to sea. But now came far greater demands upon his courage and physical powers. There still remained upon the vessel three men so bruised and exhausted that they were unable to do as the others had done. But Midgett was not dismayed. To save these he must go right down into the sea close to the wreck, take them off and carry them bodily to the beach. Down the steep bank into the very jaws of death three times he descended and each time dragged away a helpless man and bore him up out of the angry waters to a place of safety. Ten lives saved were the priceless trophies of his valor. Seven of the men were still able to walk, and these he sent forward toward the station, while the other three he took to a safe place, and after giving his own coat to Captain Springsteen, rode on to summon the aid of his comrades.

Keeper Pugh was on the beach when Midgett hove in sight, and upon hearing his amazing story ordered two of the surfmen to harness horses to their carts and proceed to bring up the disabled men. The other surfmen he directed to set up a stove in the sitting room and make a variety of thoughtful preparations for the welcome of the cast-

aways. Imagination could hardly picture a more wretched company. When the vessel first encountered the breakers they were all sound men, well clad, with their clothing securely fastened about them; but the terrible buffeting they had sustained had stripped them almost naked, and their bodies were bruised, bleeding, and swollen, the sorriest case, perhaps, being that of Captain Springsteen, who had received a ragged wound in the breast, inflicted by the almost deadly thrust of a rough piece of wreckage. As the poor fellows hobbled or were kindly borne within the hospitable walls of the station the surfmen quickly took them in hand, stripped off their fragments of apparel, washed their bodies, gently dressed their wounds, and then clothed them in dry undergarments and placed them quietly in comfortable beds. It was the end of a splendid day's work, well worthy the admiration of the whole people, whose brave and single-hearted servants of humanity had performed it. Midgett, who bore the noblest part, was subsequently awarded a gold life-saving medal of honor by the Secretary of the Treasury, who transmitted with it a highly commendatory letter reciting the story of the brave man's heroism.

Loss of the schooner Lydia A. Willis.

Two lives were lost from the small schooner *Lydia A. Willis* near Dry Shoal Point off Ocracoke, North Carolina, during the hurricane of August 17, 1899. The names of the lost were G. L. Buckman, passenger, and Henry Blango, cook, both residents of Little Washington, North Carolina.

The *Willis* was an old craft of 17 tons, which had been chartered for a pleasure trip by a party of nine gentlemen belonging in Little Washington. The entire company on board when the vessel sailed numbered 12 persons—3 of whom made up the crew. On Wednesday, August 16, the schooner anchored off Ocracoke, and as the wind was already blowing well-nigh a hurricane six of the passengers wisely chose to go ashore, leaving the crew and three of the pleasure party still on board. During the night the full force of the storm broke upon the ill-conditioned craft, which parted her chains and brought up at 4 a. m. of the 17th on Dry Shoal Point about 3 miles east of the Portsmouth Life-Saving Station.

The testimony of the captain (who was saved) could not be obtained, but he is understood to have vaguely stated the time when the two men were lost as during the day or the night of the day of the stranding—"Thursday or Thursday night."

The weather was so thick that nobody on shore saw, or possibly could have seen, the wreck, and as a matter of fact its presence was not known to anybody until the afternoon of Friday, August 18, when it was discovered by patrolman William T. Willis of the Life-Saving Service, who reported it to Keeper Terrell. At that hour the "lay boat" used by the Norfolk and Southern steamers was reported ashore on Hog Shoal flying a signal of distress, and the life-saving crew at once launched a surfboat and started to board her. On their way they saw the *Willis* apparently deserted, and showing no signal whatever. The wind was still blowing hard, and piling up a high sea, and the keeper therefore kept on his way to the vessel which had called for aid. He started out about 5 o'clock, and at 6.15 reached the lay boat, which he found broken in two, full of water, and having on board the shipkeeper and his wife.

These the life-saving crew took off and landed at Ocracoke, reaching there at 7 o'clock, having again pulled within a mile of the stranded *Willis*, which they scrutinized in vain for signals of distress or the slightest signs of life on board.

The keeper determined not to attempt to return to the station that night, but to remain in Ocracoke; but before he "turned in" the agent of the Norfolk and Southern Railroad hunted him up and requested him to make another trip to the lay boat in the morning, for the purpose of recovering some \$300 from the safe.

About 8 a. m. the next day the agent appeared at the landing, and with him Keeper Terrell and crew started out in the station surfboat to board the lay boat, when, as they opened out the point, they perceived a signal flying on board the *Willis*. It was only a bit of canvas, but the keeper was sure it was not flying when his boat passed the *Willis* the previous evening, and he was therefore satisfied beyond any question that there must be some person or persons on board the wreck. Therefore he pulled that way and soon made out four men, whom, upon boarding her, he found to be two of the crew and two passengers. They desired to be taken to Ocracoke instead of the life-saving station, and therefore they were speedily placed in the surfboat and conveyed to the village, which they reached between 10 and 11 a. m. Three of the men were taken in charge by some of their friends, while the fourth, Mr. A. S. Kelly, of Little Washington, was conducted to a hotel, where he was provided with proper care, and on the next morning had so far recovered as to be able to go to his home.

The captain of the *Willis* told the keeper that as soon as she struck the shoal all hands took to the rigging, and that after that time there was no possibility of leaving the rigging to make a signal. Previous to that time the weather was so thick that the vessel could not be seen. He further stated that late Friday afternoon, thirty-six hours after she stranded, the tide and sea had fallen so that the deck was out of water, and as the weather was still thick they all lay down in the lee of the deckhouse and went to sleep. None of them was awake when the weather lightened up about 5.30 p. m., and consequently no signal of distress was set up that night. On Saturday morning it appears to have occurred to them that it might be a good plan to set a signal, which they did, with the result that they were promptly rescued as already stated.

Capsize of a rowboat.

On September 3, 1899, six young men of Buffalo, New York, hired a rowboat about 3 p. m. and started for a trip in the harbor. They first crossed to the outer breakwater, where they remained a few minutes, and then started back toward home. The boat was a 16-foot clinker-built craft and altogether too leaky and crank for service, especially when loaded with six inexperienced persons. Two of the occupants were unable to swim, and it appears that all of them felt great apprehension on the return trip lest the boat should sink, one of the number pulling as hard as he could, while the rest worked with dipper and hats to keep the water down.

The wind was brisk from the northwest, and in order to make a straight course for home the boys had to keep almost directly in the trough of the sea. They were but a few rods from shore when the waves broke over the gunwale, throwing the boat on its beam ends

and precipitating all six boys into the water, two of whom sank almost instantly and did not rise to the surface. The other four struck out for the shore and were picked up by Edward Ryan, fireman of the dredge *McNaughton*, lying near by, who pulled to the rescue in a skiff.

The surfman on lookout at the station saw the boys while they were pulling about, but thought little of the matter except that the boat seemed to be rather overloaded, wherefore he kept his glasses on the party from time to time. As they neared the dredge he noticed that the boat was settling in the water and hastily pulling the alarm gong, he ran to the surfboat, which was soon under way for the scene of the accident. About twelve minutes were required to pull the mile and three-quarters, and by the time the surfboat arrived on the scene Ryan had done all that was possible.

The keeper sent for dragging gear and a skiff, and in a short time recovered the body of Abraham Nill, 17 years old, one of the unfortunate boys. The dragging was continued until dark, but no trace was found of the other body, which, however, was recovered on the following morning by a fisherman. This proved to be that of Gilbert Benning.

The investigation of this accident showed conclusively that the life-saving crew were prompt in launching their boat and that they made remarkably good time in reaching the place of the casualty. If the rowboat had been safe, it is highly probable that there would have been no accident, although the boys were little used to rowing, and it is manifestly impossible for the surfmen to know the condition of the great number of boats that are used about the harbor.

Sinking of the tug Record.

One life was lost on the 8th of October, 1899, in the harbor of Duluth, Minnesota, by the capsizing of the tugboat *Record*.

It appears, from the evidence taken at the investigation into the circumstances attending the loss of life, that in the morning of the day above named, at about half past 5 o'clock, the steamer *James B. Neilson*, of the Bessemer fleet of ore carriers, arrived off the harbor of Duluth without cargo. The tug *Record* went out to assist the steamer to reach her dock, and took a line for that purpose. While the tug was ahead of the steamer, proceeding at slow speed, the towline slackened, and it would seem that the *Neilson*, suddenly steaming ahead, struck the *Record* and rolled her under. There were five persons on board, all of whom were awake, except Harry Ellis, a fireman, who was sleeping in his berth. When the *Record* capsized she sank instantly, but a life-raft floated off from the top of her house as she went down, and upon this all except Ellis managed to save themselves. Nobody belonging to the tug or to the *Neilson* could do anything to save his life. He was shut up in the little cabin, and drowned there at once.

These circumstances make it obvious that the life-saving crew were in no way chargeable with the loss of Ellis's life. The first information received at the life-saving station, which was a mile away, and beyond sight, that an accident had occurred in the harbor was given by a tug blowing an alarm signal about three-quarters of an hour after the tug *Record* sunk. Keeper McLennan and his crew launched their surfboat as soon as they heard the signal, and pulled to the Northern Pacific Wharf, where the tug that had sounded the signal was lying, and were

there informed of the sinking of the *Record*. They then proceeded to the supposed scene of the disaster and grappled for the purpose of locating the wreck, but found no trace of her. Shortly afterwards the tug *Superior* came up and gave more accurate information, which enabled the life-saving crew to locate the wreck in a few moments.

The fact that Ellis was asleep in the cabin when the *Record* went down was communicated to Keeper McLennan by the captain of the sunken tug, who also stated that it was useless to grapple for the body. The keeper then placed a buoy over the wreck and returned to the station.

The *Record* was raised October 21, and the body of the drowned fireman was found on the floor beside the bunk where he was asleep when the capsizing took place.

A former disaster to the *Record*, resulting in the loss of three lives, under circumstances almost identical with the present case, occurred on the 2d of June, 1898. That time she was run down by the steamship *Robert Fulton*.

Wreck of the steamer Weeott.

On December 1, 1899, the steamer *Weeott* was wrecked on the bar at the entrance of Humboldt Bay, California, and two lives were lost, one by the drowning of Mrs. Carmichael, a passenger, and the other by the falling of a seaman, Gus Nelson, from the masthead, where he had gone for the purpose of making a signal for assistance.

The *Weeott* was bound from San Francisco to Eureka, and arrived off the latter port about 4.30 o'clock p. m. on the date above named, having on board 7 passengers and a crew of 17 men. The captain states that the tide "was running ebb and near low water," and that the bar was "moderately rough at the time, but with long smooth spells." The Humboldt Bay bar when the water is rough, which is often the case, is a very dangerous barrier for any vessel to pass, and extremely so for a craft of the *Weeott's* capacity. She was a vessel some sixteen years old, rebuilt in 1889, and of 557 tons gross burden, with engines of 240 indicated horsepower.

The state of the tide when she approached the bar was such that no vessel, unless very able and of full power, would attempt to cross, and therefore the master lay to for about three-quarters of an hour, when the tide turned flood and the water "appearing to be reasonably smooth" he started to cross in. When, however, the vessel reached the outer edge of the bar, always the most dangerous place on any bar, a great sea rose up astern, developing into a huge comber of green water and broke on board with tremendous force, smashing in the after end of the house, filling the cabin, staving to pieces two lifeboats, carrying away the port main rigging, flooding the engine room, putting out the fires, and creating a scene of general wreck and wild confusion. Steam escaping from broken pipes filled the engine room and the engineer ran on deck, leaving the engine working ahead at full speed.

Captain Burtis says that he was then about 200 yards inside the bell buoy, and that he quickly blew a distress signal, but that the steam gave out in another minute, the engine stopped, and the vessel broached broadside to with her head to the northward. The details of this instant and appalling catastrophe read almost precisely like those of the wreck of the steamer *Chilkat*, a vessel of almost the same class in

almost the very same place eight months earlier in the year. Fortunately the *Weeott* was perhaps a little better vessel, and therefore her destruction was not quite so complete and the loss of lives was happily much less.

As soon as the *Weeott* broached to she began to roll with frightful violence, and the waves constantly broke on board while she wallowed and drifted with the set of the powerful current sweeping southward, which carried her around the end of the south jetty, within about 600 feet of the outer range light. There she tossed about for fully half an hour, as the captain thinks, and finally struck the rocks 30 or 40 yards from the jetty, swung parallel with it, and gradually pounded in nearer and nearer until she held fast about 25 or 30 yards off. When she first struck the shock was so sudden and heavy that the mainmast went by the board, and Seaman Nelson, who was in the fore rigging, lost his hold and fell headlong to the deck, where he almost instantly expired.

By this time it was pitch dark, and great distress reigned on board the wreck. The seas were furiously rushing over it, and breaking sometimes, as Captain Munger, the investigating officer, states, "mast-head high." With most praiseworthy anxiety to do something to save his shipmates and the passengers, and with a fine exhibition of courage, Second Mate Charles Reiner now requested Captain Burtis to let him jump overboard with a line and try to establish communication with the jetty. At first the proposition seemed so reckless and utterly impracticable that the captain deemed it suicidal and positively refused his assent. But brave Reiner would not be put off, and "within a couple of minutes," says the master, he again begged permission to go. The captain told him that he believed the attempt would be a fruitless risk of life; that to make a landing on the sharp, jagged rocks in such a sea was, in his opinion, impossible, and that even if he could get on the rocks alive, he could not climb the slippery piles to a place of safety on the jetty trestle. Reiner's heart was still set upon his desperate purpose, and finally Captain Burtis told him he might go ahead. Therefore, with a heaving line tied about his waist, over the bow he plunged into the awful breakers. "The next I knew of him," testifies the master, "from three to five minutes afterwards I heard his voice, and saw the outlines of his form on top of the trestle."

Reiner says that a big breaker simply picked him up and "fired" him onto the rocks "all in a heap." The expert investigating officer remarks that "he must have gone in on the back of the breaker, for had he gone in on the front of it he would have been dashed to pieces." He was stunned and bruised, but held on to the rocks until the sea rolled back, when he ran to one of the smaller piles and climbed up 20 feet to the trestle. Then he walked carefully along the stringers and ties until abreast of the wreck, where he hailed and called for a line, having lost the one he took with him. The mate on board threw a heaving line three times, which Reiner caught on the third throw, and with it hauled to the trestle a 2½-inch line, which he made fast and proceeded to use to land the shipwrecked people. One man safely crossed on it hand over hand, and four more tried to do so, but were landed on the rocks, all severely bruised, but only one dangerously hurt. He was swept clear over the jetty to the bay side, where he lay apparently helpless and unconscious upon the rocks.

Reiner hauled the uninjured men to the trestle by means of the heaving line, and with them had the necessary force to begin landing the rest of the people from the wreck.

Captain Burtis rigged a sling in the 2½-inch rope, in which it was proposed to place each person as his turn should come to be sent ashore. In order to test the contrivance, the engineer, Mr. Hatch, first essayed the perilous journey and passed safely over. Mrs. Staples, who had been very badly injured on board when the cabin was smashed in, was sent next, and reached the trestle without accident. Hers was by far the most pitiful experience of all that were saved, for it was subsequently developed that her spine was fractured on board the vessel, and she was suffering inexpressible agony when placed in the sling. The marvel is that the desperately injured woman had the strength and fortitude to make the frightful passage. She was at once placed in a reclining position and left in charge of one of the men while the heroic work of rescuing the rest might go on, but her distressful moans and pleadings for help, that could not then be had, rung constantly in the ears of all on the trestle. Mrs. Carmichael, an elderly woman, was the third to be sent over the life line, but just as she was nearest the rocks a lofty breaker dashed her out of the sling, and she was gone, never to be seen again. During all these incidents the trestle was swaying beneath the terrible blows of the sea, so that the rescuers could hardly keep their places on the slippery timbers, consisting of ties 3 feet apart with two stringers on them, and now the lines had fouled among the rocks so that they could not be cleared, and the operations came to a sudden and most disheartening conclusion.

During the period that had now elapsed since the *Weeott* was disabled on the bar the crew of the Humboldt Bay Life-Saving Station had been straining every nerve to reach the ship and take off the people on board. Surfmen Wengard and Knudsen were in the watch-tower when the steamer attempted the bar, and saw the seas strike and overwhelm her. Both ran down the stairs as fast as they could go and alarmed the crew. Surfman Nelson, No. 1, who was in charge of the station, ordered all hands to man the lifeboat, and within two minutes she was on her way to the bar propelled, as Captain Munger puts it, "with all the energy and strength of willing men bent on saving human life." They made almost marvelous speed, and were soon at the entrance of the bay, but when they attempted to pull around the end of the south jetty to the place where the steamer had by that time drifted they met a strong flood tide and such an ugly sea as to make further progress at once extremely problematical. Again and again they would drive the boat almost to the turn, when a tremendous breaker would pick it up and throw it 50 yards astern. For a full half hour they desperately tugged at the oars, but at last their strength was sapped and they were forced to give up, simply because human power could endure no longer. Nelson now observed that the wreck had worked in near the jetty, and hoped he might from there reach her with the lines carried in the boat. Therefore he pulled back as quickly as possible into smoother water, where he landed and made his way over the trestle abreast of the wreck. She proved to be too far off, but he hailed the captain and told him that if he could hold on for half an hour the life-saving crew would be there with suitable appliances and save all hands. The captain replied that they could

probably hold on for half an hour, but implored him to hurry. Nelson warned him not by any means to try to quit the ship, and then returning to the lifeboat pulled back to the station with all haste for the beach apparatus.

As soon as the station was reached the lighter Beebe-McLellan surfboat was launched, the beach apparatus loaded into it, and in charge of Keeper Hennig was rapidly pulled back to the jetty. Hardly had the crew made a landing when they came across a disabled man crying for help, probably the one already mentioned as having been dashed over the jetty to the bay side. He was lying in a pool of water, half drowned, only partly conscious, and liable to perish at any moment. Surfman Ericksen, who was instructed to take charge of him, pulled him out of the water, administered a stimulating drink, and then put on him his own dry woolen shirt, of which he divested himself. Then taking the poor fellow upon his back, Ericksen carried him to the dwelling of Mr. Spotts, the watchman near South Bay, where he was welcomed and appropriately treated. This notable piece of work is very properly mentioned and commended in the report made by the keeper, who says:

This was a most difficult task. The night was dark and foggy, and Surfman Ericksen, not a big man himself, had to carry a heavy man a long distance around fences and rocks, over sand hills, and through pools of water waist deep.

Upon his return to the trestle Ericksen was provided with a shirt by the keeper, who was wearing two and kindly offered one to the half-naked surfman. The discovery of this helpless man led the life-savers to suspect that there might be others near by in an equally deplorable condition, and Surfman Nelson volunteered to make a search, which he did with care, carrying a lantern, but without finding anybody.

To get the beach apparatus from the rocks of the jetty to the trestle was a difficult piece of work, to which all hands now devoted themselves with the utmost celerity. Several mounted the trestle while the others remained below and assisted those above to haul up the gear. When this was accomplished the various parts were parceled out and the crew started to make their way seaward. Keeper Hennig and one man, carrying the heavy whip line, brought up the rear, while the indefatigable Nelson lifted to his shoulder the Lyle gun, weighing fully 175 pounds, and led the way. The surf was breaking over the trembling open framework, while darkness, "inky black," surrounded the scene, and the wonder is that the heavily burdened men ever reached their destination. However, although in the bustle and excitement nobody took much note of time, it is believed that the remarkable feat was accomplished within about half an hour after the lifeboat started from the jetty to the station for the purpose of procuring the beach apparatus. When about halfway to the wreck the party met Engineer Hatch crawling shoreward over the slippery timbers on his hands and knees, but as he seemed to be able to get along by himself he received no further assistance than a few fitly spoken words of encouragement.

By the time the life-savers were abreast of the wreck it lay within about 80 feet of the trestle, and, as already stated, the rescue work of Mr. Reiner and his shipmates had been brought to a standstill by the fouling of their line. Nelson and one or two of the surfmen took hold with the shipwrecked men and hauled on the line, but instead of growing taut it all came to the trestle, having broken or been lost from the wreck. It was now necessary to reestablish communication, and the

surfmen quickly set about it with heaving lines. Somehow two or three attempts with the small lines failed, when one of the shipwrecked men—a powerful fellow—seized a part of the heavier whip line and hurled it seaward. The end of the line landed on board and communication was once more established. So eager were the people on the wreck that they hauled out the line so fast and persistently, against all protestations, that there was no time to adjust the breeches-buoy block, and Surfman Nelson deftly bent a bight of the whip line to the breeches buoy and let it go, as, indeed, he was compelled to. "They hauled it right out of my hands. We were not men enough to stop them," says his testimony.

From this time onward there was no delay. Everything worked well, and one by one the 14 persons who had not already escaped from the wreck were safely hauled to the trestle without injury to any of them. The captain, as is the custom, was the last to quit his vessel, and scarcely was he well on the trestle when the wreck "made a sudden lurch forward, a heavy sea broke over her, she leaned over to one side, and shot away out of sight."

Then began the perilous journey to the land, nearly a mile over the open trestle, where any one of the forlorn company of more than 25 might at any moment fall through and meet his death by contact with the rocks below or in the smother of the surf. Fireman Quinn had a broken leg, and although nobody then knew it, Mrs. Staples was far more seriously injured. Both of these must be carried. Two parties were quickly organized to perform this service, one group going ahead with the disabled fireman and the other following with Mrs. Staples, all plodding their uncertain way along a single stringer. When they finally reached the wharf at the inner end of the trestle they passed on board the steamer *Ellen*, which the owner, Mr. Fay, had generously placed at their disposal, and were conveyed to the life-saving station, where Mrs. Staples and her husband and an aged fireman were left, while the rest were transferred to the *Ranger* and sent to Eureka.

Mrs. Staples constantly complained of her back. The sea had nearly stripped her of clothing, and, as she was very cold, a bed was set up near the stove, where she was wrapped in warm blankets and given careful treatment. It was now 10 o'clock, and not long after, Mrs. Staples having manifested only slight tokens of improvement, Surfmen McLean and Swanson were sent off to summon physicians. It was, however, past 2 o'clock in the morning when Dr. Sinclair arrived, and upon making an examination declared that the woman's spine was broken and her body paralyzed from the waist downward. She remained at the station until the following evening, when she was taken, in the bed, on board the steamer *Antelope* and conveyed to a hospital. A surgical operation for her relief was promptly performed, and she was living several days thereafter, but no later report has been received. The body of Mrs. Carmichael was recovered the day following the wreck, in the bay about a mile and a half from the life-saving station, and was committed to the charge of the coroner.

Wreck of steamer Laura Marion.

The destruction of the small steamer *Laura Marion* on the Newburyport Bar, Massachusetts, in the evening of December 23, 1899, resulted in the loss of three lives. The circumstances, as developed in the inves-

tigation conducted by the assistant inspector of the Second Life-Saving District, Lieutenant Worth G. Ross, Revenue-Cutter Service, are clearly set forth by that officer as follows:

This disaster was most deplorable, since it was utterly uncalled for and a needless sacrifice of human life. The testimony shows that those who took the desperate chance of crossing the treacherous seas of the Newburyport Bar on the night of December 23 in a diminutive, unseaworthy steamer, and who swiftly paid the penalty with their lives, were not on strange ground. The captain and the pilot were men of long and exceptional experience in the neighborhood, and were considered experts in their calling. They were at the helm when the fated craft was headed into the furious breakers, and that they should not have been clearly aware of the peril of their undertaking surpasses belief.

The *Laura Marion* left Gloucester, Massachusetts, late Saturday afternoon, December 23, without cargo, and proceeded through the Squam River bound for Newburyport. She was a small steamer, about 40 feet long by 10 feet beam, and with a draft of 4 feet. There were on board Frank W. Sargent, the captain and owner; William J. Pettingell, pilot, and Luther W. Johnson, engineer. The vessel's papers permitted her to navigate rivers and harbors only, and the proper course for her to have pursued was by way of Plum Island Sound and River, the inside passage, but instead of taking this she stood up the coast on the outside, in violation of the limitations of her certificate of inspection. Although she was probably not more than a mile offshore, her lights were not seen by the patrolmen of either the Knobs Beach or the Plum Island Station, and it is a question whether she set any lights until she arrived off the bar at the entrance to the Merrimac River. A light breeze from the southeast prevailed at the time, and a heavy easterly swell was rolling in, which caused a strong and dangerous sea along the beach. This sea had been increasing throughout the day and indicated boisterous weather somewhere offshore. When the little steamer reached open water in the vicinity of Annisquam, Cape Ann, it should have been apparent to those on board that the Newburyport Bar would be impassable under the conditions that existed. Nothing daunted, however, the craft sped on, one minute descending into the deep trough of the swell and the next rising to the top of an incoming wave.

At 6.25 in the evening, it being cloudy and very dark, Surfman Pike, of the Plum Island Station, who had been outside the building, was opening the door to enter when he saw what appeared to be several lights just off the bar. He at once reported the fact to the keeper, who was in the mess room. The latter hurried to the window, raised it, and caught a glimpse of the lights with both the naked eye and the marine glasses. He had no sooner done so than to his amazement the lights suddenly disappeared, the port side light seeming to be obscured first. The vessel at this time was near the outer striped buoy of the bar entrance, which at present is little more than half a mile east-northeast of the station. The keeper, seeing the red light disappear, thought first that the steamer was turning to go back. Nevertheless, he quickly ran up into the lookout tower and carefully scanned the sea with the glasses, but could make out nothing of the craft. He then joined the members of the crew who had rushed down the beach before him. In two or three minutes the lights of a steamer were observed

not far from the buoy, approaching from the southward. All supposed for the moment that this was the same vessel that had been previously noticed, and that she was about to take another look at the bar, but it could not be explained how she had got around to this position without trace of her lights being seen by anyone on shore, a point which gave rise to doubts and misgivings. The keeper, knowing that it was altogether too rough for safe passage over the shoals, fired a red Coston signal as a warning, and the steamer turned and put back in the direction of Cape Ann.

The situation was not by any means cleared up, and caused grave apprehension. A furious surf was tumbling in against the ebb tide and the bar was a mass of surging breakers. No boat of any kind could have lived in such a sea. The keeper anxiously hurried up the beach, accompanied by one of the surfmen, to meet the man on north patrol and ascertain if he had any definite information. The patrolman, it appears, about half past 6, while he was at the extreme limit of his beat and in the act of opening the safe in the key post, had seen a white light off the bar, his attention having been called to it by the lighthouse keeper. A few minutes after this the light became lost to his view and he concluded that the vessel carrying it had gone about and stood away. The evidence tends to show that this must have been the masthead light of the steamer which was warned off by the Coston signal. After receiving the report of the patrolman the keeper returned to the station.

At half past 7 the south patrolman came running in and announced that he had found wreckage washing up about a quarter of a mile south of the station. He had seen a masthead lantern screen, a string of net corks, two waist boards, with herring scales on them, and a compass box. He said then, although he was not aware that the vessel was in the vicinity, that he believed the articles were from the *Laura Marion*, as he was well acquainted with her and her outfit. The keeper at once called all hands, and the men, taking with them grapnels, boat hooks, lanterns, and a heaving stick and line, scattered along the beach, while word was sent by telephone to the Knobbs Beach Station that parts of a vessel were coming ashore. At 8 o'clock a port side-light screen with the words "Laura Marion" on it was found on the beach in front of the station, which left no room for further conjecture. At 11 o'clock the dead body of Sargent, the captain of the steamer, was recovered from the surf about 300 yards south of the station, the watch in the pocket of the vest having stopped at 6.27, which was very near the time the disaster occurred. The medical examiner at Newburyport was notified by telephone and he requested the life-savers to take charge of the body and any others that might come ashore. The next day (24th) at 9.25 a. m. the remains of Engineer Johnson were found, and the following forenoon those of Pettingell. Johnson's body was recovered from the surf by an act of noteworthy daring performed by Surfman Black, who ventured into the sea up to his chin, and was in deadly peril of losing his life when Surfman Fowler gallantly went to his assistance and aided him to reach the shore. All three bodies, which were more or less mutilated by beach fleas, were found in about the same place. The station men dragged them out of the surf at considerable personal risk. They were disposed of according to the directions of the medical examiner, and the trinkets and valuables belonging to them were turned over to that officer by the keeper. In the after-

noon of the 24th the hull of the steamer washed up about 300 yards north of the station. The smokestack and the doors and windows of the house were gone, but in other respects the craft appeared to be in fair condition. The seas, however, soon pounded her farther up the beach into a complete wreck, part of her machinery being all that was saved.

This is the plain story of the tragic fate of the *Laura Marion* and her crew—a terrible affair, bringing sudden anguish to the hearts of the families who, on the eve of Christmas, were preparing a joyous home welcome for the men. The craft was undoubtedly swept under by one fell stroke of the sea. The attempt to cross the shoals under the circumstances was most audacious, and could not have resulted otherwise. When the practical experience and ability of those who guided the vessel to her destruction are considered, the occurrence becomes most appalling and extraordinary.

It was impossible for the life-savers to render any assistance on this occasion. When the lights of the steamer were seen off the bar she had proceeded too far to escape, and an instant thereafter was engulfed in the breakers and lost. The north and south patrolmen at this time happened to be at the farther ends of their beats, and therefore were not in position to do service, if any had been possible, at the scene of trouble. The keeper appears to have made the best of the situation by promptly calling out his men and establishing a vigilant patrol of the beach. This watch and search were kept up until the necessity for such vigilance was past. No boat could have been launched or maintained in the sea that was running, and so there was no opportunity to afford succor by that means, even had the conditions offered the slightest chance otherwise.

The steamer that approached the bar, causing the keeper to fire a Coston signal, and went about proved to be the *Pet*, of Newburyport. She had followed the *Laura Marion*, being about a quarter of a mile in her wake previous to the accident. Her captain, who had seen the lights of the little steamer disappear, proceeded as far as the shoals, but, finding them impassable, turned and put back to Annisquam, although the *Pet* was a much larger and abler vessel than the *Laura Marion*. In his testimony he says:

In view of the condition of the bar, I can not understand why Captain Pettingell ventured to try to cross, as it was utterly impossible for his vessel, in my mind, to have lived.

All the witnesses testify to the same effect, and agree that there was no possibility whatever of any aid by the life-saving crews to those lost from the little steamer.

Pilot Pettingell is said to have been a man of great experience and superior skill, who was "afraid of nothing." The anxiety of himself and his companions to reach home Saturday night in order to spend the following Sunday and Christmas day, which came on Monday, with their families and friends, is the only reason suggested in explanation of their rashness in attempting the bar.

Wreck of British steamship Ariosto.

The most calamitous, because entirely needless, loss of life during the entire year, or indeed for many recent years in the history of the Service, occurred on December 24, 1899, at the wreck of the British

steamship *Ariosto* on the coast of North Carolina about 2 miles to the southward of the Ocracoke Life-Saving Station. Of 30 persons on board the vessel, 21 perished, while there was in the conditions not the slightest necessity that a single one should have been lost.

The *Ariosto* was a schooner-rigged steel vessel of 2,265 tons, laden with a very valuable cargo of wheat, cotton, lumber, and cotton-seed meal, carrying 30 men, including officers, and commanded by Captain R. R. Baines. When lost she was bound from Galveston, Texas, to Hamburg, Germany, via Norfolk, Virginia, the object of the call at Norfolk being to refill the coal bunkers.

During the evening of Saturday, December 23, the weather was clear overhead, but hazy around the horizon, and a smart wind was blowing from the southwest, driving before it a very rough sea. At midnight the weather was thick all around, and heavy showers of rain passed over from time to time, while the sea was constantly making. About 3.45 o'clock (Sunday morning) Captain Baines, who was then lying down in the chart room, heard the telegraph bell ring, and instantly sprang up to inquire the reason, when he was met at his door by the second mate, who had come to request his presence on deck. Proceeding at once to the bridge, the captain saw that his ship was entirely surrounded by "white water." He says he did not know precisely what part of the coast he was on, but that since he could see no land or light he had an idea that he had struck the Diamond Shoals, off Hatteras. As a matter of fact, he was some 15 miles to the southwest. The engines were working hard astern, but were not able to stop the headway of the vessel, which took the bottom, and remained, as the master says, "bumping and thumping in such a manner that it seemed probable her masts would come down." All hands were at once on deck, and rocket signals of distress were fired, the first having been sent up about 3.50 o'clock, as he thinks. "While still firing," the captain says, "a red flash was seen in the north, which was taken to be from some source whence assistance might come." And so in fact it was, being the red Coston signal of the life-saving patrol.

Believing his ship to be among the Diamond Shoals, the master feared she might work off into one of the numerous deep holes or channels and founder there, and besides he was seriously worried by the fact that the heavy seas on the starboard side broke away the three starboard boats, while the ship was constantly heeling over to the starboard, making the destruction of the boats on the port side likely to take place at any moment. He therefore held a consultation with the chief officer, which resulted in a determination to launch the port boats. Here was where the fatal mistake occurred. Signals indicating that assistance would be afforded from the shore had already been seen and correctly interpreted. As subsequent events proved, to a demonstration, if all had simply stood by the ship every soul would have been rescued by the life-saving crews. Nevertheless, it must be remembered that Captain Baines supposed his vessel to be stranded on the Diamond Shoals, a place of extreme danger, so far from shore that he might well have doubted the ability of any boat to reach her, and of course miles beyond the range of any life-saving gun or rocket. Having in view these facts, it may not be a matter of great surprise that he should deem it the part of wisdom to save his two remaining boats and man them alongside until the dawn of day should make it possible to determine his true position and the proper course of action then to be taken.

This he asserts to have been his purpose. Accordingly the pinnace was first got out and manned by eleven men, including the chief and second mates, who were placed in charge with instructions to "get away clear" and then lie by until daylight. As soon as the pinnace cleared the ship the lifeboat was successfully put over and manned by fifteen men. Twenty-six persons were now in the boats, while there still remained on the ship four others who were also to go in the lifeboat. These were Captain Baines, Third Officer Reed, Chief Engineer Warren, and Carpenter Peltonen. Fortunately for them the lifeboat got away before they could embark in it. To this providential accident, which probably then seemed to them the worst of ill luck, they owed their lives. It would appear that these entire operations were conducted with such haste that they were completed in less than thirty minutes from the moment the vessel stranded. Meantime she was entirely intact (as indeed she remained for several days) and the life-savers were constantly firing signals of assurance that aid would be afforded. It would therefore hardly seem unreasonable to suppose that the officers of the *Ariosto* should have realized that they were on the shore and not on the Diamond Shoals. However, the boats were now afloat, and the entire crew in them, save four men. In obedience to the master's instructions they lay to under the lee of the ship, the men at the oars backing and pulling to keep them head to the waves. It was an awful position, the sea constantly growing rougher and rougher, while the suction of the water around the bows and stern of the steamer was getting to be irresistible.

Captain Baines thinks the pinnace held her position for at least an hour, and the lifeboat for fully half that time (having been launched last), but at all events, from his place on the bridge he saw the former carried by the swift tide to the north into the breakers, and the lifeboat overwhelmed and capsized, throwing all its occupants into the sea. As a matter of fact both boats were upset, and all in them were cast adrift. Twenty-six persons were now battling for their lives in one of the worst seas with which desperate men have ever contended. And yet one of them, Seaman Elsing, a man of infinite skill in the water and of brave heart and wonderful physical power, actually swam ashore, absolutely unaided even with so much as the slightest piece of wreckage to help bear him up. Two others who left the ship in the lifeboat—C. Pettersen, a fireman, and C. Saline, a seaman—were hauled back on board the steamer by means of the boat tackle which hung alongside, while Fireman Henroth and Boatswain Andersen, who embarked in the pinnace, were dragged from the surf by the life-savers who were on the beach. By this time daylight was faintly showing, and Keeper Howard of the Ocracoke Station, having gained some ocular information of the status of affairs, at once set the international code signal "M K" (Remain by your ship).

Knowledge of the wreck was obtained at the station in the following way: About 4 o'clock Surfman Guthrie, while on south patrol, discovered, during a brief interval when the weather lighted, the masthead light of a steamer having such a bearing that he knew she must be ashore, whereupon he immediately fired a red signal and hastened as fast as he could to the station and turned out the crew. David Williams, the north patrolman, having also discovered the wreck, likewise returned to the station, finding his comrades already moving.

The coast runs about northeast and southwest, and the steamer lay

about 2 miles southwest of the station. An accident to one of the shafts of the beach-apparatus cart caused considerable delay soon after the crew started, but as it was yet very dark, and as subsequent events clearly showed, this fact in no way adversely affected the operations. The tide making over the beach was especially deep at a point where the hurricane of August 16-18 had cut an inlet, and the keeper was obliged to secure the aid of five citizens of the vicinity to help his crew get the gear to the wreck, but notwithstanding all the difficulties, the life-savers were on the scene between 5 and 5.30 o'clock. Hardly had they arrived when they made out in the darkness which still prevailed, a shadowy figure staggering along the beach, who proved to be Seaman Elsing, above named as having swum ashore unaided. He seemed only half conscious, but was able to tell them of the capsize of the boats and to suggest that they might yet find men in the surf. None could be seen, however, and the life-savers went quickly to work with preparations to set up the beach apparatus.

On account of the surf running over the beach there was very serious difficulty in finding a place sufficiently high and solid to bury the sand anchor where it would hold and to place the Lyle gun where it would be out of water. Both had to be frequently moved during the operations.

The first shot was fired at about 5.45 o'clock, but the steamer was at least 600 yards distant, and the line failed to reach her. It was therefore hauled in, and with it came a half-drowned man, who was later found to be Boatswain Andersen. He was unconscious, but was resuscitated by the surfmen, and subsequently told them that the line fell across him as he was struggling in the surf; that he had sufficient consciousness to hitch it around his arm, and was thus drawn ashore—an almost miraculous escape from death.

About this time other persons were dimly discernible in the water making desperate efforts to reach the beach. The life-saving men strenuously attempted to reach them, going into the water up to their necks, but the surf was so strong that their utmost exertions resulted in saving only one, Fireman Henroth, who was insensible when taken from the water, but happily not past resuscitation, which was finally effected.

It was immediately after this rescue that Keeper Howard set the signal for those on board the ship to remain there, and then began firing to throw a line across the vessel. While this was going on, and, owing to the great distance, the projectiles were falling short, three sailors were dragged from the surf apparently dead, but nevertheless some of the surfmen devoted themselves to every effort to effect their restoration, although without avail. Not until well-nigh 11 o'clock was it possible to put a line over the steamer. By that hour she had worked within 400 or 500 yards of the beach, and a projectile carrying a No. 4 shot line was finally landed on board. To this was attached a No. 7 and to that a No. 9 line (for fear that the smaller one might give way to the intense strain of dragging the tail block and whip line through the powerful longshore current) and when the No. 9 was safe on board, the whip line was attached to it and sent out. The hawser followed, and the actual rescue then began, but the tremendous roll of the ship, which lay broadside to, threatened to part the hawser every time she rolled offshore, and the most critical attention at the relieving tackle was necessary to prevent that disaster. Besides all this the vessel was

gradually edging closer in and consequently the gear frequently had to be reset. For these reasons the operations were necessarily so extremely difficult that their completion without mishap affords the best of evidence that they were judiciously and skillfully conducted. Captain Baines was the last to leave the ship, and when he put his feet upon the beach, about 2.30 p. m., a loud cheer was sent up by all the people who had by this time assembled. Every man was saved whom the life-saving crews could by any possibility have rescued under the most unfortunate circumstances following the launching of the boats, and if all had remained patiently on board not one would have been lost.

Keeper Burrus and his crew, of the Durants Life-Saving Station, located next to Ocracoke on the north, were requested by telephone to join Keeper Howard's crew after the latter had begun operations to set up the beach apparatus. They started at once, but were obliged to use the station supply boat on account of the rough sea, and to go on the inside of the beach by way of Pamlico Sound, which consumed about two hours. They made, however, the best possible time, arriving just as the shot line was fired over the vessel, and performed their share of the work.

A number of citizens of the neighborhood voluntarily rendered extremely valuable assistance to the life-saving crews, and it is a pleasure to this office to thankfully acknowledge their praiseworthy conduct, which, it is but simple justice to add, was thoroughly characteristic of the humane and courageous people who inhabit this coast. Unfortunately the names of all of them could not be obtained, but among the number was I. M. Stowe, A. J. O'Neal, B. F. Stowe, B. E. Austin, W. B. Stowe, H. B. Stowe, and C. F. Austin.

All the testimony taken by the investigating officer demonstrates the entire efficiency of the life-saving crews, and the nine survivors of the wreck addressed to Keeper Howard a letter written by Captain Baines, and signed by him with the rest, which contains the following paragraphs:

* * * The six men met with the most hospitable treatment from the life-saving station and other residents. The rescue was effected under very trying circumstances, and would perhaps have been almost beyond the means at Captain Howard's disposal had they not had valuable assistance from Captain Burrus and crew from Durants Station and several of the good people from thereabouts, whose strong arms made the use of the method at his disposal a grand success. * * *

* * * That such a lamentable loss of life occurred is not in any way to be attributed to the want of diligence, promptitude, or lookout of Captain Howard and staff, and we are unanimous in our conscientious declaration that their action in the matter was all that could be done, and is deserving of the highest commendation.

Wreck of schooner Nausett.

The circumstances attending the wreck of the small oyster-laden schooner *Nausett*, involving the loss of four lives, were investigated by First Lieutenant Frank H. Newcomb, of the Revenue-Cutter Service, assistant inspector of the Third Life-Saving District, who made the following report of the facts as developed by the testimony taken under oath a few days after the disaster:

The sworn testimony and other evidence bearing on the case was obtained at the Watch Hill Station on the 6th and 7th of February, and at the Quonochontaug Station and the assistant superintendent's office at Wakefield, Rhode Island, on the 8th. I visited the scene of the disaster on the 6th for the purpose of inspecting the remains of the wreck.

As every member of the *Nausett's* crew perished at the time of the disaster, I have been obliged to refer to the shipping list and newspaper accounts for particulars as to description of the vessel and her voyage. The facts in the case, based on the evidence thus obtained, appear to be as follows:

The schooner *Nausett*, 30 tons burden, was built in 1863, at New Haven, Connecticut. At the time of the wreck she hailed from Fall River, Massachusetts, and was bound from Providence, Rhode Island, to Fair Haven, Connecticut. She was owned by the master, Captain Joseph Marques, of Dighton, Massachusetts, who, with one seaman, Thomas Melvin, comprised the crew. The captain's two sons, Edward and William, aged 10 and 12 years, respectively, were on board, presumably passengers. The vessel was deeply laden with oysters.

Nothing definite was learned of the voyage of the *Nausett* until about 10 o'clock Thursday evening, January 25, when a vessel's anchor light, bearing south-southeast from the Watch Hill Life-Saving Station was observed by Keeper Davis and the patrolman on watch. It had been foggy during the day with a light easterly breeze, but the wind had now shifted to the westward, clearing off the fog. At daylight on the 26th Keeper Davis made the vessel out to be a small two-masted schooner anchored about three-fourths of a mile off shore directly in the channel known as the "Race," and exposed to the full force of the tidal currents. With the glass he plainly read her name *Nausett* on the bow.

The wind was then fresh from the west, constantly increasing, and at noon it was blowing a strong gale. The Weather Bureau observer at Block Island, 25 miles distant, reported by telephone to the assistant superintendent's office at Wakefield, that the maximum velocity of the wind that day was 62 miles, west, at 6.30 p. m. On January 27 the maximum velocity was 51 miles at 1.29 a. m. The minimum temperature on both days was 16° above zero.

About 8.30 a. m. of the 27th Keeper Davis saw two men come on deck, lower the schooner's single-reefed mainsail and furl it, and then go below. The vessel, held by the starboard anchor, was wallowing in the rough chop of the tideway, with spray flying over the bows. The general trend of the coast in the vicinity of the station is about east and west, according to the chart, and as the wind was drawing down the channel, perhaps a little offshore at times, it was too rough a berth for such a small vessel, especially on the flood tide when the current would be almost directly in the face of the wind. Keeper Davis at this time remarked to his crew, "I should think they would heave up and stand in close to the beach where the vessel would lie easier." As it was stated in a newspaper that the vessel was drawing only about five feet, it would doubtless have been a wise move on the part of the master to have stood into perfectly smooth water under Watch Hill Point.

All day long the life-savers maintained a close and anxious watch upon the schooner, but as no signal of any description was displayed no attempt was made to go out to her. Several times a man was observed to come on deck, take a look at the anchor gear forward and around the vessel, and then go below. Just before dark two men came up and worked the pump forward about two minutes and returned to the cabin. The constant accumulation of ice on the bow and head gear from contact with the freezing spray was viewed with grave concern by the life-savers, who feared that the additional weight of the ice forward could but increase the possible chances of disaster. As darkness set in the schooner gradually disappeared from view, and as no anchor light was displayed it was impossible afterwards to locate her with certainty, although a sharp lookout was maintained through the night by Keeper Davis and his patrolman.

At daylight Saturday morning (the 28th) the schooner was missing, and a careful search of the neighboring waters with the glasses failed to reveal any trace of her. Keeper Davis then inquired by telephone of the Quonochontaug and Point Judith stations, both situated to the eastward, for tidings of the *Nausett*, and Keeper Church of the Point Judith Station reported that he had seen the passing lights of a vessel bound east during the night, which might have been the *Nausett*. Previous to this time Keeper Davis had been very much worried regarding the safety of the schooner, fearing that she might have foundered during the night, but now, having no evidence that misfortune had overtaken her, and believing that she had run to the eastward for a harbor, which he considered would have been a proper thing to do on the preceding day, he gave himself no further concern about the vessel, and with his crew settled down to the usual routine of station duties. The gale, gradually abating in force, had spent its fury by noon, when moderate weather and milder breezes prevailed.

That evening about 8 o'clock Surfman George M. Nye, who had the eastern patrol from sunset to 8 p. m., returned to the station and reported to Keeper Davis that a wreck had occurred about a half mile beyond the eastern key post—the extreme

limit of the eastern patrol beat, which extends $2\frac{1}{2}$ miles from the station. When about halfway to the key post Surfman Nye met Mr. Bliven who informed him of the wreck, and in company with Mr. Bliven he proceeded to the scene of the disaster, where, about 100 yards offshore he saw a long, black streak, which Mr. Bliven said was the spars and sails of a vessel. The beach for a mile east of the key post was strewn with pieces of rotten driftwood from the wreck. Nye then returned to the station and informed the keeper.

It appears that Mr. Bliven had discovered the wreck in the morning about 8 o'clock. He was going along shore to Noyes Beach, and when he reached Pleasant Beach, just east of the key post, he found the cabin of a vessel high and dry on the shore, and the tide being below he walked all around it looking for the name, which he could not find. About 100 yards offshore on the outer bar he saw the hull, its top 2 or 3 feet above water, with the spars and sails hanging over the stern. The vessel's steering wheel was also to be seen partly out of the water about 30 feet astern, the wreck lying broadside to the beach, the bow pointing to the westward. His first thought was for the crew, and he looked the hull over carefully, but saw no signs of life or of bodies on any part of it.

Resuming his journey, Mr. Bliven found the beach strewn with wreck stuff, such as broken planking, timbers, a piece of the rail, the bow of a skiff, a pair of oars, hats, caps, etc., the greater part of the wreckage lying in a bend of the shore three-fourths of a mile beyond the key post. It was all at high-water mark, indicating that the vessel had broken up on or before the previous high tide, which occurred about 6 o'clock that morning. Returning in the afternoon, he found persons residing in the vicinity breaking up the wreck stuff and carting it home. Mr. Bliven stated as his reason for not sooner informing the life-saving crew, that he thought they must have known of the wreck.

Upon receipt of Surfman Nye's report Keeper Davis immediately telephoned the information to Keeper Saunders of the Quonochontaug Station, next to the eastward, and requested him to send his patrolman through until he should meet the patrolman from Watch Hill, in order to cover the entire shore line between the two stations, there being a space of from $2\frac{1}{2}$ to 3 miles between the respective patrol limits which is not included in the patrol beat of either station. Then he instructed Elnathan Burdick, surfman No. 1, who had the eastern patrol from 8 p. m. to midnight, to carry a lantern with him, examine the condition of the wreck and obtain further particulars if practicable. Burdick returned at midnight and reported that, owing to the darkness, he had been unable to ascertain additional particulars regarding the wreck, but that he was positive from the nature of the wreck stuff he saw on the beach that the vessel was the *Nausett*. Surfman Potter who had the middle patrol east also reported the same condition of affairs. Surfman Champlin, the morning patrolman east, upon his arrival at the scene of the wreck found two men with a skiff on the beach and went off with them to the wreck and saw the name "Nausett" on the bow.

That morning after breakfast, Keeper Davis, having arranged with Keeper Saunders for their respective patrolmen to meet at least once each day and night in search of the vessel's missing crew, proceeded to the scene of the disaster, and upon arriving there went off in a skiff to the wreck, which he found to be all broken up, the floating pieces, as they became detached, drifting on shore. On one of the pieces he saw the name "Nausett," but found no traces of the crew. Satisfied that there was nothing to be done by himself and his crew, he then returned to his station.

About 10.30 a. m. January 30, Patrolman Gavitt, of the Quonochontaug Station, found the body of Captain Marques just west of Noyes Beach, and at 11.20 a. m. Substitute Nash, of the Watch Hill Station, found the body of the younger boy, Edward Marques, about 500 yards west of the captain's body. The next morning at 2 o'clock the body of the elder boy, William Marques, was picked up by Surfman Streeter, of the Quonochontaug Station, on the beach at Old Reef Point, outside patrol limits, about halfway between the two key posts. The fourth body, that of Seaman Thomas Melvin, was found by Ernest Russitt, of Noyes Beach, near the Quonochontaug western key post, on February 4. All the bodies, which were in a fair state of preservation, except that the flesh of the faces had been chafed off from contact with the sand, were turned over to Medical Examiner Morgan, of Westerly, Rhode Island. A pocket-book containing \$70.28 was found on Captain Marques, and also turned over intact to said medical examiner.

In view of the foregoing facts the opinion is respectfully submitted that the Life-Saving Service is not responsible in any manner whatever for the loss of life from the schooner *Nausett* upon this occasion. Not being called upon for assistance, and having no means of ascertaining when assistance was needed, and having no knowledge of the stranding by reason of the intense darkness and the fact that it occurred out-

side of their patrol limits, it was not to be expected that the crew of the Watch Hill Station could render service under such conditions. Had the schooner displayed an anchor light on Friday night it is both possible and probable that the life-savers would have followed her movements from the time she left her anchorage.

It was generally supposed that the schooner's chain parted, and that about that time she also sprung a leak, that then sail was made and she was run for the beach. When she brought up on the hard, sandy reef, although the surf was moderate, she immediately went to pieces and all hands were lost. The wreck occurred too far beyond the key post to expect the patrolmen to discover it, while, in addition to the darkness, a furious winter gale prevailed, and the view was obscured by driving sand.

Wreck of British steamship Virginia.

The fourth disaster of the year in the vicinity of Cape Hatteras, within the scope of the operations of the Life-Saving Service and attended by loss of life, was the wreck of the British steamship *Virginia*, which stranded and broke up at once on the Outer Diamond Shoals, Wednesday afternoon, May 2, 1900.

The *Virginia* was a steel vessel of 2,314 tons burden, bound from Daiquiri, Cuba, to Baltimore, Maryland, with a cargo of iron ore, and was in charge of Captain Charles Samuels, of London, England. Her crew, all told, comprised twenty-four men, and there was also on board one stowaway.

About 2 o'clock p. m. of the day of the wreck the captain, being aware that he was approaching the latitude of Cape Hatteras, caused the lead to be thrown, and finding no bottom at 50 fathoms changed his course to northwest by west and proceeded on his way. The wind was light from the northwest and the sea was rather rough, while the weather was hazy, resembling a fog, and consequently objects were not visible at any considerable distance. For three hours and a half after the lead was cast the steamer held her course, having neither seen nor heard anything to indicate danger, when suddenly the cry of "breakers ahead" came from the lookout on the bow. The wheel was instantly thrown hard a-port, and the ship promptly responded, soon having the broken water on her port beam, but a few moments later she grounded heavily.

Captain Samuels had just returned to the deck from supper, and believing that the vessel had struck only "a lump," he countermanded the order which had been given to reverse the engine and rang the bell "go ahead full speed." The ship had not stopped when this signal was given, and just as the engines started ahead she took the bottom again, more severely than before, and from that moment she could not be moved from her bed in either direction. Her location at this time, as afterwards ascertained, was on the southeast point of the dreaded Outer Diamond Shoal, 9 nautical miles southeast by south from the Cape Hatteras Life-Saving Station and about the same distance east-southeast of the station at Creeds Hill. She immediately began to pound with great violence and to fill with water. The master knew pretty well where he was and, being aware of the slues and gullies between the shoals, feared that the steamer might slip into deep water and sink at once. Therefore he quickly ordered both anchors to be let go, and himself ran forward to superintend the operation, but before he could get back to the bridge the vessel broke in three pieces and sank to the rail, giving him barely time to leap for his life to the midship section. Without further ado he ordered the boats out and all hands to abandon ship. As the sequel proved, it

would have been better otherwise, but the situation was alarming to the last degree and speedy action of some sort must have seemed imperative.

The crew hastily attempted to launch the two starboard boats, but both were smashed to pieces—the large lifeboat in the water alongside, and the longboat at the davits. Then the men rushed to the port lifeboat, which was safely lowered away and manned by fifteen persons, Second Mate Moore in charge. Mr. Moore states that it was his purpose to return to the ship and stand by the master, but that it was impossible to do so, and therefore he ordered the oarsmen to pull away straight out for the open sea. The port longboat was now put into the water with seven men in it, but before it could be cleared from the ship's side it was rolled over, and six of its occupants were quickly drowned. Mate Wyness, who was in charge, was hauled back on board the steamer by means of a bowline thrown to him by one of the four men who still remained on the wreck, but had intended to go in the boat.

There were now five on board, and, as then seemed to them, in far worse plight than the boat's crew who had pushed out aimlessly and unprovisioned into the ocean—hardly more fortunate than their shipmates who had already perished. The steamer's hull was awash, and there was no better place of refuge than the main rigging, to which the survivors speedily betook themselves. All about them was the impenetrable haze or fog, while their eyes rested upon a most disheartening scene below. From the forecastle all the way to the stern the hull was submerged, except that the forecastle head stood 8 or 10 feet out of water. The vessel was broken athwartships into three pieces, and through the rents in its jagged sides the water hissed and foamed, and at intervals spouted upward in great volumes 15 or 20 feet high. Save the bit of the forecastle head, nothing showed above the sea but the two masts, the bridge and funnel, and a few feet of a flagstaff far aft. All this dreadful havoc had been wrought in little more than thirty minutes.

The survivors now turned their thoughts to some means of making a signal of distress. Night was close at hand, and they knew that they could not be discovered from the shore before morning, even if the weather should clear up, unless they could burn some sort of a night signal. They were aware that there were inflammable materials away forward in the forecastle head, but the sea was so high that nobody could go to the place even if when there the materials should be accessible. All they could do was to hold to their perilous places and almost despairingly hope that in some way relief might come, and thus they passed the tedious hours of the night. When morning broke they cast their eyes forward to the bridge, which was still above water, and believing that if they could reach it their safety would not be less, while they would have space to stretch their cramped limbs and move about, they determined to make the attempt. The plan devised was to rig a sort of boatswain's chair on the mainstay by which they could slide down and lower themselves to the bridge—a contrivance similar to the breeches-buoy apparatus. This they succeeded in accomplishing with less difficulty than might be imagined, and all passed down without trouble except the captain, who was the last to make the venture, and was for some minutes suspended in mid-air by the fouling of the gear. Finally there proved to be no recourse but to cut the halyards, which was done, letting the "chair" slide down with great velocity some 35

or 40 feet. The captain was considerably bruised in making the passage, but all hands being at last where they could exercise themselves a bit, their spirits were somewhat revived.

Although it was now broad daylight, they could perceive no signs of land, and therefore knew that unless the hazy condition of the atmosphere should pass away they could not be seen, and would be obliged to endure another night on board the wreck. The master still had it in his mind to make the first possibly feasible effort to reach the oil and turpentine stored in the forecastle head, and as the forenoon wore on and the tide fell he concluded that as favorable an opportunity as they should ever have had arrived. Therefore, at very great personal danger, he jumped from the bridge and swam forward with all his power, beset by a strong current and with the sea continually breaking across the forewaist. However, he reached the goal, and encouraged by his success the chief mate followed. By the aid of a line thrown by the master he succeeded also, and together the two men explored the dark repository of the treasure upon which their lives seemed wholly to depend.

Throughout the entire day the haze continued, but when night came on the two officers eagerly set fire to their signal. In the meantime, however, the tide had risen, as well as the wind and sea, so that only with the greatest difficulty could the blaze be kept up, being often entirely extinguished by the waves that broke over the wreck. Frequent heavy showers also conspired with the sea to thwart the purpose of the careworn men, but nevertheless they kept their pitiful signal burning at every possible favorable interval during the night. Altogether they had used up by the time day dawned 30 gallons of oil and turpentine, although much of it, priceless as it was to them, was wasted by the action of the ruthless sea.

Two nights and one day had now passed without food, and under such a tension of excitement and apprehension as to seriously impair the resources of the strongest and bravest of men, and it was doubtful whether they could hold out much longer. But fortunately, although they did not know it, their forlorn signal had been seen by some of the crews of both life-saving stations, and also the Hatteras Station had responded with a red rocket, which, however, proved not to have been visible on the wreck. Indeed the light shown on the wreck was so dim at the stations that the keepers were by no means sure of its import. Lights are often seen in the vicinity of the shoals, borne sometimes upon vessels which, during the summer, often pass through the slues between the Inner and Outer Diamonds, and also upon fishing vessels which frequently anchor under the lee of shoals.

Nevertheless Keeper Etheridge was suspicious of trouble, and at daylight turned his telescope toward the point where the signal had been seen. The weather was still a little thick, but at 7 a. m. it lighted up, and the telescope then revealed the funnel and masts of the wreck. Etheridge then knew all. His many years' experience told him well enough what his eyes could not see. He quickly ordered out the Monomoy surfboat, called up Keeper Styron, of Creeds Hill Station, and requested him to start at once for the Outer Diamond, as the Hatteras crew were about to do. The boats of both stations got away at about the same time, and as soon as they cleared the beach made sail. The wind was now blowing a gale from the northward, and the sea was running high, but there was no faint heart among the life-

savers, although all knew full well the peril of their undertaking. By 9 o'clock the five wretched men on the wreck made out the gleaming sails of the two surfboats, but they could scarcely believe their own eyes, for they had little confidence that any men would venture out to the Diamond Shoals in such weather as then prevailed. But there were the lifeboats—help was coming at last. For forty-two hours the poor fellows had endured hunger and thirst, and contemplated without sign of weakness almost certain death, but now that deliverance was at hand they gave way to tears—the brave man's last tribute to joy as well as to sorrow.

The Creeds Hill boat arrived first at a point within about a quarter of a mile of the wreck, but seeing the tremendous sea running over the treacherous shoals, and realizing the perils that an attempt to rescue would surely involve, Keeper Styron wisely decided to wait for his mates to come up. The Hatteras boat was soon on hand, sail was taken in, and the two keepers conferred a few moments regarding the best plan of action, deciding, in order to minimize the danger of disaster to either boat, that the Hatteras crew should take the three men from the bridge, and the Creeds Hill crew the captain and the mate from the bow. The breakers were so heavy that the boats could not cross the shoals, and therefore they proceeded under oars around the southwest point of the Outer Diamond, and each approached its appointed place as near as the keepers deemed it prudent to venture. Both were masters of surfmanship, and by their skillful and judicious maneuvering soon had the grateful survivors safely in their boats according to the plan agreed upon, without the most trivial mishap. Sail was then made, and both boats started for home, where they arrived at about 5 p. m., having performed one of the most noteworthy rescues ever effected in the vicinity of stormy Cape Hatteras.

The fact that the shipwrecked men were not relieved for a period of forty-two hours would seem, in view of the testimony as above narrated, to need no comment in the way of explanation. To have attempted such a feat during the second night, when the uncertain light was seen which raised a bare suspicion of a disaster, would have been, as one of the most competent witnesses declares, simply foolhardy, and without justification of the dangers involved. Until morning, when the telescope revealed the unmistakable evidences of a wreck, no time was lost that would have in any way hastened relief, and after the wreck was made out not a moment was wasted in reaching her and taking off the survivors. It is a clear case of extremely creditable work.

Had the entire ship's company remained on board none would have perished. Happily the fifteen men who put to sea in the port lifeboat were sighted and picked up twenty-four hours after they went afloat by the steamer *El Paso*, bound from New York to New Orleans, where they were landed and properly cared for by the British consul. When taken on board the *El Paso* they had been without food or water for twenty-four hours, and were nearly worn out by constant bailing of the leaking boat and their arduous labor at the oars. The six men who perished were First Engineer T. S. Walley, Steward S. Peck, Seamen Cook and Olsen, and Firemen Hoolman and Wegan.

The following letter was handed to the keeper of the Hatteras Station by Captain Samuels.

CAPE HATTERAS LIFE-SAVING STATION, May 5, 1900.

We, the survivors of the British steamship *Virginia*, wish to express our gratitude to the crews of the Cape Hatteras and Creeds Hill Life-Saving Stations for rescuing us under most dangerous circumstances to themselves.

The vessel was nearly awash, being broken into three pieces, and her jagged sides made it dangerous for the boats to approach in such a heavy sea as was running at the time of our rescue.

We were nearly exhausted, having been exposed for forty-two hours without subsistence, and can not thank the life-saving crews sufficiently for their bravery in boarding the vessel. Since our rescue we have been treated most kindly, and clothed.

At the time of the casualty, 6 p. m. of the 2d instant, the state of the weather rendered it impossible for the ship to be sighted. On the 3d instant the haze that settled over the shoals rendered it equally impossible to sight the ship, as I have discovered since being ashore; the night being clear my distress signals, which gave a flame of fully 6 feet, was sighted at 9 p. m. On the 4th the ship was sighted at 7.30 a. m., and we on the wreck saw the lifeboats at 10.30 and were rescued at 11.30 a. m.

CHARLES SAMUELS, *Master*.

THOS. A. WYNESS, *First Officer*.

ARTHUR SIMMONDS, *Second Engineer*.

GEO. MICTEBLER, *Third Engineer*.

MARTIN RASMUSIN, *Seaman*.

Capsize of a fish boat.

About 3.50 o'clock p. m. on the 23d of May, 1900, Mike Peltama, a Columbia River salmon fisherman, was drowned about 2½ miles east of the Point Adams Life-Saving Station, Pacific coast, and one-half mile from shore.

The weather was stormy with frequent rain squalls, and the tide was flood with a choppy sea when Peltama and his boat puller, John Brown, raised their anchor and set sail for Astoria. The boat had been lying nearly all day not far from the life-saving station on account of stress of weather, and the fishermen had now concluded to return home. All their movements were well known at the life-saving station, and the man on watch kept the boat continually in view after she started until disaster overtook her. Apparently she was getting along well up to about 2½ miles above the station, when she seemed to become unmanageable and quickly capsized. The Beebe-McLellan surfboat was immediately manned and pulled with all possible speed toward the scene, where it arrived in about 30 minutes. The fish boat had by this time drifted against some trap piling, and only one of the occupants was visible, who was quickly taken from the water, while search was made for the other, who was found in two or three minutes not far below the surface tangled up in the fish nets, evidently drowned. The body was taken into the surfboat and the methods for restoring the apparently drowned were applied without cessation until the boat reached Astoria, some three-quarters of an hour later, where the keeper deemed it best to go instead of attempting to return to the station against the very heavy wind and strong flood tide.

Immediately after arriving at Astoria the keeper sent for Dr. J. C. Fulton, who pronounced the man dead, and stated that life was, in his opinion, extinct before Peltama was taken out of the water. The body was left at Astoria in charge of the proper persons.

This casualty belongs to a class of misfortunes which are constantly occurring among the vast fleet of fishing boats which ply their vocation near the mouth of the Columbia River, and are frequently so sudden and distant from the station, as well as from the patrol boat, that there

is no time for aid, even of the promptest sort, either from the neighboring fish boats or the life-saving crew.

FLOOD IN TEXAS.

Early in July, 1899, the whole country was made aware of impending disaster in the vicinity of the Brazos River, Texas, which was then out of its banks and liable to cause very serious loss of property and possibly of human life. The attention of Superintendent W. A. Hutchings, of the Eighth Life-Saving District, was forcibly drawn to the grave situation of the people living along the line of the river, and he prudently proceeded to formulate such a plan of action as might be advisable if circumstances should show that the Life-Saving Service could be of assistance. The river was swollen by extraordinarily heavy rains, which deluged the country along the line of its course for a week prior to the day named, and was reported to have risen at that time in some places more than 50 feet above the mean level, and to be still rising, inundating the whole country on either side for hundreds of square miles, sweeping the low bottoms, carrying before it destruction of the richest portion of the State, and destroying large property values, as well as imperiling life.

On the evening of July 5 and the morning of the 6th alarming reports were received at Galveston and appeals for the immediate relief of many persons who had been cut off from the outside world and driven to take refuge in trees and in the upper stories and on the tops of their dwellings, and were wholly without means of escape, except in some instances, here and there, by flat-bottomed skiffs of a type by no means suitable to meet the emergency. The situation was so desperate that prompt and energetic efforts were necessary.

Superintendent Hutchings without delay hunted up Captain Edward Haines, keeper of the Galveston Life-Saving Station, who was then in the city of Galveston on leave of absence of thirty days during the summer period when the life-saving stations are not manned, and directed him to place in readiness to proceed immediately up the river, the Race Point lifeboat with its outfits. In the meantime Mr. Hutchings had forwarded to the general superintendent in Washington a telegram setting forth the extreme urgency of the situation and asking authority, which was granted without delay, to employ the Life-Saving Service, as far as might be practicable, in behalf of the stricken people. During the early portion of the 6th arrangements were made for the transportation of boats and men to a point of destination selected as the base of operations, which was accomplished through the instrumentality of Mayor Jones, members of the relief committee, and the officials of the Santa Fe Railroad, who tendered a special train to take the boats and men to Duke Station, about 50 miles distant, which seemed to be the most important point.

Captains F. W. Chase and Joseph Woolford had secured two boats, one a large longboat and the other a ship's cutter, which, with seven men to man them, were offered to participate in the work under charge of Superintendent Hutchings. These boats, including the surfboat belonging to the Galveston Life-Saving Station, were quickly placed on flat cars, and the whole party, including Keeper White, of the Aransas Life-Saving Station, proceeded by special train, leaving Galveston at 2.15 p. m. and reaching Duke about 4.30 p. m. This

point was selected because the whole section was thickly populated and it was believed that the most urgent necessity for the services of boats and men would be found there.

The train conveyed the party and equipments as near the river front as it was possible to go, where the boats were promptly launched, and a few moments later, having secured local pilots to direct their movements, the men proceeded to follow the edge of the heavy timber and telegraph poles along the line of the railroad, which was submerged from 6 to 10 feet. After pulling probably as far as 2 miles, they approached the rising ground leading toward the great steel bridge which spans the river, and there found huddled together some 70 or 80 persons (men, women, and children) on a little elevation locally known as a "mound" or "dump." These small elevations were the only places where refuge could be found, and among the human beings there were cattle, horses, mules, swine, etc., in great numbers.

The boats, finding abundant work at hand, at once separated and commenced systematic operations. The crews under Captains Chase and Woolford began loading people to be transferred either to Duke or as near that point as possible, while the surfmen of the life-saving stations proceeded to a large house a quarter of a mile distant, known as the "red house," being built of brick, and the oldest plantation house along the river. They had to proceed through thick woods and among and around many dangerous obstructions before reaching the place. Some 45 or 50 people (adults and children, black and white) were found there in the upper portions of the building, which was well submerged. Their rescue was in due time safely effected, and all were landed on elevated ground adjacent to the railroad.

As soon as the last boat load of persons from the red house had been landed the surfboat joined the boats of Captains Chase and Woolford in conveying other people to safe ground near Duke, whence the boats had originally set out. This admirable work was continued until well into the night, when the last person in that immediate vicinity had been rescued.

The operations so far accomplished were conducted under extremely adverse circumstances, the boats having to contend with a strong current sweeping with great force over the bottoms, and when they were loaded with people great skill was required to keep them from being demolished against trees, telegraph poles, and other obstructions.

Before the rescue of these people was complete a message was received from the town of Thompson, across the river, stating that there were 200 or 300 persons imperiled in that neighborhood, who were sadly in need of aid. It was, however, practically impossible to operate with the boats through the thick woods and dangerous bottoms during the night, and further action was necessarily deferred until the following morning. A number of the persons already rescued (consisting of 20 or 30 whites) were made as comfortable as possible by their friends and the residents of Duke. The majority, however, some 75 or 80 colored, with a few Mexicans, were mostly compelled to take shelter in box cars placed by the railroad company at this point for that purpose, and their advent swelled the number of refugees congregated there to something over 400 persons. The rescuers ceased their labors and retired for the night at about 9 o'clock.

On July 7, after an early breakfast, the Life-Saving Service force and the Chase and Woolford crews again manned their boats, each

having a competent negro pilot, and, in pursuance of arrangements made the night before, separated near the bridge, pulling off in different directions, the station boat proceeding along the bottoms on the west side of the river toward the T. W. House plantation, some 6 miles distant, where many people were reported to have taken refuge.

The other boats, Keeper Edward White of the Life-Saving Service accompanying them, proceeded to Thompson. When the station boat had made some 4 miles, and while crossing a wide stretch of water, covering immense cotton fields, it came up with two rude skiffs, about a quarter of a mile apart, having in them four men, two women, and three children, all colored, vaguely seeking to reach some place of safety. The box-shaped skiffs in which they floated were roughly constructed of odd pieces of lumber, such as dry-goods boxes, etc., and were absolutely dangerous in the smoothest waters. All of their occupants would undoubtedly have been drowned if left to pursue their way, and consequently the life-savers took them into the surfboat and resumed pulling toward the T. W. House plantation. A half-mile farther on, while skirting the edge of a piece of timber, they found an old colored man waist deep in the water in his hut, which stood upon a high knoll. He was trying to secure some four or five fine mules that had instinctively gathered about the place, but he wisely concluded to take advantage of the surfboat, which, after taking him aboard, continued toward its destination, passing over valuable fields of cotton, cane, and corn, over which the water, from 6 to 16 feet deep, rushed with destructive force, showing here and there the tops of submerged houses, or the ruins of others entirely washed away, the whole combining to complete a scene of most melancholy desolation.

At the T. W. House plantation there were found in one of the larger structures (the ginhouse) about 125 persons, all colored, and in some of the smaller buildings, which were upon moderately high ground, there were from 3 to 8. Many negroes were inclined to remain, but the larger portion of them took advantage of the opportunity to escape, and six or seven trips were made from this point to a place about half a mile distant, where there was an elevation from which a tolerably good road led to Duke. About 100 people were safely landed, and were also enabled to take with them a considerable portion of their scanty household belongings. Among the rescued persons were some entirely helpless by reason of blindness, congenital physical disability, etc.

It was now about the middle of the afternoon, and all having been accomplished in that vicinity that seemed possible, the boat returned toward Duke, where it arrived at 7.30 p. m. The Chase and Woolford boats, which had also returned, reported having rescued 172 persons, including a considerable number of Italian laborers having their women and children with them. The movements of the boats during the entire day were made under the rays of a scorching sun, and the crews who had manned them, thoroughly tired out, now threw themselves down for a well-earned night's rest.

Early in the morning of the 8th, after a frugal repast consisting of crackers and canned goods obtained from a country store near by, the men again manned the boats, having taken the precaution to put on board such simple articles of food as could be obtained for consumption during the day. The Chase and Woolford boats, Keeper White again going with them, rowed out to the main channel of the river,

which could be distinguished by its swift and turbulent current, as well as by the woods along the windings of its banks, while the surfboat steered for the inland bottoms so as to take in all the plantations below Duke toward the town of Sandy Point, with the understanding that the three boats should meet at or near that place in order to work in concert if found necessary. When the T. W. House plantation was reached, persons there who had refused succor the day before informed the crew that the sound of guns had been heard to the southward during the night, and also to the westward, apparently in the woods toward the river front, and therefore much apprehension had been experienced for the safety of several families known to have lived in those directions.

The services of an extra good "bottom" pilot for this particular section were engaged, and the surfboat was rowed over that entire portion of country, going to every discernible house, which necessitated hours of exposure under a broiling sun, cutting and dragging the boats through thick vines and limbs of trees and accumulations of débris in order to gain open water on the opposite side. By most persistent and patient efforts, however, the men succeeded in reaching every place known to have been inhabited in the "half-moon circle," having made a pull of 16 or 18 miles. All the small houses that had not been carried away were submerged to the eaves. No signs of life were discovered except three colored men afloat in a fairly good skiff, who were standing by their submerged shanty in the woods and endeavoring to recover and carry to higher land their work animals.

When the fruitless effort of the life-savers to ascertain the cause of the gun firing was completed, the surfboat headed for the Darrington plantation, some 6 or 7 miles to the southward. The course taken was designated by colored pilots as "the road;" but the superintendent states that, since the boat was floating along 16 or 18 feet above the roadbed, he had not much confidence in the pilot's opinion, which, however proved to be correct. The buildings of the Darrington plantation soon came into view. When still half a mile distant, however, a strong counter current swept the surfboat against some submerged obstacle, which punctured a hole in the bilge on the port side and let the water into the bottom in such a torrent that it would have quickly swamped her had not all hands thrown themselves to the starboard side, thus raising the hole above the surface of the water, when it was temporarily plugged from the inside by articles of wearing apparel. In this condition it was cautiously paddled to a two-story building fastened to the ground by chains carried over the roof, which was found to be in charge of Mr. Ticknor, the overseer, and State guard of convicts employed there, most of whom had been taken to a place of safety near Sandy Point. All further rescue operations were necessarily suspended until the boat could be got out of the water and repaired, which was finally effected by lifting it to a platform of the cotton house, which was about a foot above the surface of the flood.

Mr. Ticknor informed the surfmen that there were two or three houses up the river from which he felt certain the people had not been able to escape, and offered to guide the boat to them. His proffer being accepted, a pull of about 5 miles was made, when the first house was reached, still standing, but submerged to within 2 feet of the eaves and surrounded by an extremely dangerous current, which the superintendent thinks might have been then running at a rate of at least

6 miles an hour. No persons were found there, and the superintendent believes that the structure must soon thereafter have been swept away. The next point designated by Mr. Ticknor as worthy of search was some 4 or 5 miles farther upstream, and as long as there seemed to be any probability of doing good the life-savers felt bound to make the effort, laborious as it might be. The pull against the current was very arduous, and the house designated was not reached until late in the afternoon. The water in its immediate vicinity was only some 4 feet deep, but no signs of life could be discovered except that several mules and horses were standing in the water about the building. As the life-savers had anticipated, it turned out that the inmates of this place had already been rescued by the crew of the Chase boat, but only a few minutes earlier.

Daylight being now almost spent, and the boat crews being not only very tired but somewhat discouraged, they decided to proceed to Sandy Point under the pilotage of Mr. Ticknor, and conclude the day's work at that place. Upon reaching high ground, some three-quarters of a mile from their destination, they came to the temporary quarters of convicts, who were under guard, and there they tarried for about half an hour in order to rest and enjoy the refreshment afforded by an excellent ration of coffee "all around," which was furnished by the thoughtfulness and generosity of Mr. Ticknor, who accompanied the party no farther. Having been supplied with a competent pilot for the rest of the journey, the boat departed, and after contending with much floating débris driven by a fierce current, reached Sandy Point thoroughly worn-out. During the long day which had now closed they had searched a territory of about 30 miles up and down the river amid conditions calculated to break down the strongest of men. Arrangements were speedily completed for lodgings at a neighboring house, where the weary life-savers made themselves as comfortable as possible between a few cots and beds and the open gallery without beds and slept soundly through the remainder of the night.

The morning of July 9 found the crews assembled at Sandy Point, the Chase and Woolford crews having reported there from a plantation house, where they had slept, after landing on high ground some 100 persons, mostly colored. The three crews numbered 18 half-famished men, and Mrs. Martin, the mistress of the house, proved to be entirely unable to furnish them with the necessary morning meal. Superintendent Hutchings, however, finally secured of the relief committee a sack of flour and a quantity of pork, which, with coffee and molasses, had to suffice for the preparation of the breakfast. As soon as the plain repast was finished, the current day's work began. Reports had come in stating that within a radius of 10 miles there were several large plantations isolated and with hundreds of people in dire distress. Few preparations were required to make the boats ready, and all of them were soon under way, each carrying as a pilot a citizen of Sandy Point who was well acquainted with the country thereabouts.

By 12 o'clock the surfboat had landed 54 persons, all of whom were colored, and the most of them women and children. By sundown 27 more had been gathered up—all from the larger houses and plantations. During this day's operations the surfboat was in charge of Keeper White, Keeper Haines being obliged to remain idle on account of his hands being disabled. The Chase and Woolford boats rescued 50 persons necessarily left in a rather insecure place the night before,

and in addition to these 85 others, taken from various inundated places, making a total of over 200 persons rescued on the 9th of July. The night was passed by all three boat crews at Sandy Point.

At daylight on the 10th there was a perceptible fall in the water, which afforded conclusive evidence that the worst of the flood was over, and therefore Superintendent Hutchings and Captains Chase and Woolford, all of whom were needed in Galveston to attend to other important matters, determined to return home if possible as soon as the operations of the day should be concluded. Provisions being now at hand in charge of the relief committee, the smaller boat belonging to Captain Chase was selected, in conjunction with the surfboat, for the purpose of carrying food to the various places in need. Keeper White was put in charge of the Chase boat, and Keeper Haines, the condition of whose hands had much improved, took command of the surfboat, which belonged to his station. Both boats, taking only small crews in order to save space, were fully loaded with sides of pork and sacks of flour, with which they proceeded to Palo Alto, Lang, Cleburne, Masterson, and Tankersley plantations, where their supplies were fairly distributed. Eight persons were also conveyed at their own request to Sandy Point. At 5.30 p. m. Captains Hutchings, Chase, and Woolford, who had participated in the good work of the day, boarded an inspection train, taking with them one of the Chase boats, and departed for Galveston.

Throughout the greater part of the next day, the 11th, the two remaining boats, under command of Keepers Haines and White, continued the distribution of provisions at needy points. In the afternoon the water had so far fallen that no further assistance seemed to be required where they were, and consequently Keeper Haines telegraphed to Angleton and Columbia, farther down the river, inquiring whether the life-saving boats were needed there. A negative reply having been returned, the boats were taken from the water to the railroad station for shipment to Galveston on the morrow. Up to 4 o'clock p. m. of the 12th, no opportunity having occurred to ship the boats, Surfman Jacobsen was detailed to take charge of them while Keepers Haines and White ran a handcar some ten miles to reach a train which would take them to Galveston, where they arrived in the evening. The boats reached Galveston on the 14th. Transportation was furnished free both ways for boats and men through the courtesy of the railroad officials.

In concluding his report of this remarkable week's work Superintendent Hutchings says:

The representatives of the United States Life-Saving Service force, excluding myself, consisted of Keeper Edward Haines, of the Galveston Station; Keeper White, of the Aransas Station; Surfman J. Jacobsen, of the Galveston Station, and Alexander Hamson, Walter Hamson, Alexander Andersen, B. J. Hughes, and H. C. Nilsen, volunteer surfmen. The work performed was laborious in the extreme, either rowing under the burning heat of the July sun, or, when not exposed to its debilitating influence, cutting and breaking the way for the boats from one stretch of open water to another through thick vines and branches of trees and poisonous shrubs, often encountering reptiles which had found refuge above the waters.

The operations covered some 150 miles over a country totally devastated by the greatest overflow the Southwest has ever known. Thousands of people were rendered homeless, and the crops of the richest section of this great State were mostly destroyed, causing a loss of millions of dollars. By a systematic method of performing the labors assumed, and by dogged persistence, the life-savers were instrumental in rescuing with the United States surfboat 257 lives, and in the other boats, under command of Captains Chase and Woolford, 300 more.

Too much praise can not be accorded the men engaged in these noble efforts to save human life and property. Captains Chase and Woolford (themselves volunteers), with the 7 men who accompanied them, furnished their own boats without charge, and performed heroic service. During all this trying period not a murmur of discontent or peevishness was uttered by any of the men. Under adverse circumstances in every way, half fed, and with no comfort save the satisfaction of doing a noble duty, they stubbornly continued their arduous efforts until there was no further use for them.

It should be stated that in addition to the severe and exhausting exposure suffered by all, Keeper Haines and Superintendent Hutchings were afflicted with poison, while the ever-faithful surfman Jacob Jacobsen contracted fever of which he died a short time after his return to the life-saving station.

DEATH OF CAPTAIN GEORGE W. MOORE.

The Service has to lament the death of Captain George W. Moore, one of its most efficient and respected officers, which occurred on the 24th of July, 1899.

At the time of his death Captain Moore was acting under detail from the Revenue-Cutter Service as assistant inspector of the life-saving stations of the Eleventh Life-Saving District, with headquarters at Chicago, Illinois.

He was born November 17, 1837, in Baltimore, Maryland, where he spent his youth and acquired his education. His school days, however, terminated at the age of 18, when he shipped as a sailor and thereafter continued to follow the sea in the merchant service for eight years, having served in various grades on some of the celebrated clipper ships of that day engaged in the Pacific trade.

On May 7, 1864, he entered the Revenue-Cutter Service as acting second lieutenant, was promoted to be first lieutenant July 11, 1865, and captain January 18, 1872,

On the purchase of Alaska by the United States in 1867, he was ordered to that Territory and there served as collector of customs for several years. He was also a member of a commission constituted for the purpose of determining the award of the Alabama privateer claims. For about ten years he was superintendent of construction of the Revenue-Cutter Service and also for the United States Life-Saving Service.

In 1895 his health became quite seriously impaired and, at his own request, he was placed upon waiting orders, which enabled him to secure such rest and change of scene as were necessary to his recovery. When war was declared with Spain in 1898, the younger officers of the Revenue-Cutter Service who were detailed for duty in the Life-Saving Service were ordered to vessels, and thus the assistant inspectorship of the Eleventh Life-Saving District—comprising all the stations on Lake Michigan—was vacated. To this important post Captain Moore was assigned, and in that capacity continued to serve until his death. On the 17th of July he was stricken with a fatal shock of paralysis, which terminated his life one week later.

Personally Captain Moore was of a kindly and generous disposition, honest, firm in his convictions, and sincere in his personal attachments—a truthful, upright, and estimable citizen. As an officer he was scrupulously attentive to duty, precise, painstaking, and reliable. Whatever it was his to do he did with a whole heart, faithfully, with the

utmost attention to details, and when the work was done it was always well done.

WOMEN'S NATIONAL RELIEF ASSOCIATION.

During the fiscal year 82 cases have arisen where the keepers of life-saving stations have had occasion to furnish dry clothing to the victims of marine disasters and minor casualties incident to seafaring life, and the gratitude of the 294 persons who were thus succored is ample testimony of the beneficence of the Women's National Relief Association, which placed these supplies within their reach. Forty-six of these destitute people—many almost naked—were the survivors of six vessels driven ashore in the vicinity of Cape Hatteras by the disastrous storm which swept the Atlantic seaboard from August 16 to 18, 1899.

Benefactions, Women's National Relief Association.

Date.	Station and locality.	Beneficiaries.
1899.		
July 1	City Point, Massachusetts	Two men, crew of capsized sloop Attila.
4	Saint Joseph, Michigan	Two men and two women from capsized rowboat.
7	Cape Disappointment, Washington	Two men from capsized fish boat.
8	Bois Blanc, Michigan	A man from capsized sailboat Bessie.
9	Spermaceti Cove, New Jersey	Eight men from capsized sloop Eagle Wing.
10	City Point, Massachusetts	A man from the British steamer Norseman, who had been drenched by hose while fighting fire.
16	Gurnet, Massachusetts	Master of catboat Mildred, who had been drenched by spray.
18	Erie, Pennsylvania	Five persons from swamped catboat Lena.
24	City Point, Massachusetts	Three persons from swamped skiff.
26	Thunder Bay Island, Michigan	Ten persons drenched in thunderstorm while out sailing.
30	Sand Beach, Michigan	A man from sunken tug Grace A. Ruelle. The body of a man drowned in this casualty was dressed for burial.
Aug. 4	Evanston, Illinois	A man and a woman from capsized boat.
4	Milwaukee, Wisconsin	A boy who fell off a dock.
5	Cedar Creek, New Jersey	Five persons from capsized sloop Aji.
10	Racine, Wisconsin	A woman rescued from the disabled sloop Dorothy.
11	Jerrys Point, New Hampshire	Two men from capsized sailboat.
11	Oregon Inlet, North Carolina	Three men from wrecked sloop Jane.
13	Cleveland, Ohio	Four men rescued from sunken schooner H. G. Cleveland.
15	Fort Niagara, New York	Two boys rescued from capsized sloop.
16	Gull Shoal, North Carolina	Three men rescued from the wreck of the schooner Aaron Reppard.
16	Big Kinnakeet, North Carolina	Crew of ten persons rescued from the wreck of the schooner Florence Randall.
17	Gull Shoal, North Carolina	Ten survivors of the wreck of the barkentine Priscilla.
17	Little Kinnakeet, North Carolina	Crew of seven, rescued from wreck of schooner Robert W. Dasey.
18	Quonochontaug, Rhode Island	Two men from wrecked sloop Annie.
18	Oregon Inlet, North Carolina	Five men rescued from a fishing camp which had been cut off from the rest of the beach by a wash-out during the violent storm of this date.
18	Chicamacomico, North Carolina	Seven men from wrecked schooner Minnie Bergen.
18	Creeds Hill, North Carolina	Crew of nine men rescued from the Diamond Shoal Light-vessel, No. 69.
20	Sand Beach, Michigan	Five survivors of the capsized schooner Hunter Savidge.
22	Shoalwater Bay, Washington	Two fishermen from capsized boat.
24	Corson Inlet, New Jersey	Three men from capsized boat belonging to yacht Genevieve.
27	City Point, Massachusetts	Two men from capsized sailboat.
Sept. 3	Fairport, Ohio	Three men from wrecked dredge No. 4.
5	Assateague Beach, Virginia	Two men, crew of capsized sloop Maud S.
10	City Point, Massachusetts	Six persons from capsized catboat Leander.
19	Atlantic City, New Jersey	Four men, crew of wrecked schooner Sudie Wayman.
23	Deal, New Jersey	Two fishermen from capsized boat.
24	Erie, Pennsylvania	A man from capsized sloop.
24	Old Chicago, Illinois	Two men from water-logged steamer Cleveland.
26	Charlotte, New York	Five men, crew of foundered British schooner W. Y. Emery.
27	Fourth Cliff, Massachusetts	Two men from capsized rowboat.
Oct. 3	City Point, Massachusetts	A man rescued from a capsized rowboat.

Benefactions, Women's National Relief Association—Continued.

Date.	Station and locality.	Beneficiaries.
1899.		
Oct. 6	Gay Head, Massachusetts.....	A man drowned while landing from a sloop through the surf.
9	Cahoons Hollow, Massachusetts.....	Seven men from wrecked schooner Thomas W. Holder.
20	City Point, Massachusetts.....	Two survivors of sunken schooner Two Forty.
30	Big Kinnakeet, North Carolina.....	Seven men from wrecked schooner Roger Moore.
31	Rehoboth Beach, Delaware.....	Seven men, crew of the wrecked schooner Falmouth.
Nov. 22	Grand Haven, Michigan.....	A man who had fallen from a pier.
29	Pentwater, Michigan.....	A carpenter who had fallen off a wharf.
30	Galveston, Texas.....	Two men from a capsized sloop.
Dec. 1	Humboldt Bay, California.....	A survivor of the wrecked steamer Weeott.
7	Jerry's Point, New Hampshire.....	A man who fell overboard near the station.
15	Cleveland, Ohio.....	A man rescued from a capsized boat.
19	Salisbury Beach, Massachusetts.....	Two men from the stranded schooner Charles F. Atwood.
22	Point Adams, Oregon.....	A man who fell off a wharf.
26	Sullivan's Island, South Carolina.....	Two men from the German steamer Ludwig who were wet in landing in a small boat through the surf.
1900.		
Jan. 5	San Luis, Texas.....	A man from a rowboat who had been drowned by spray.
9	Plum Island, Massachusetts.....	A fisherman who had fallen overboard.
28	New Inlet, North Carolina.....	Five men who were wet in being landed from the stranded steamer Marstonmoor in the breeches buoy.
Feb. 12	Bayhead, New Jersey.....	Twenty men from the stranded ship County of Edinburgh.
13	Corson Inlet, New Jersey.....	Three men, crew of stranded yacht Edith.
25	Point Allerton, Massachusetts.....	Eight men from the wrecked schooners Otto and Keystone.
25	Chatham, Massachusetts.....	An old man who fell into a stream and became exhausted.
26	Wachapreague, Virginia.....	Two women from the sunken schooner J. T. Ford.
Mar. 1	Nauset, Massachusetts.....	Eighteen persons rescued from the wrecked schooner Mondego.
1	Sandy Hook, New Jersey.....	Eight men who were drowned in landing through the surf from the British steamer Ivydene.
13	Race Point, Massachusetts.....	Two fishermen from swamped dory.
Apr. 7	Monomoy, Massachusetts.....	Five men, crew of schooner Laura Robinson, which was lost near Pollock Rip Shoal.
8	Burnt Island, Maine.....	A man who was drowned in the surf.
19	Holland, Michigan.....	A man who fell overboard near the station.
23	Milwaukee, Wisconsin.....	A boy who fell into the lake.
26	Plum Island, Massachusetts.....	A boy from a capsized sloop.
May 2	Cleveland, Ohio.....	A man who fell off a wharf.
6	Grande Pointe au Sable, Michigan.....	A man who had fallen into the lake.
15	Racine, Wisconsin.....	Two men from a sunken barge.
24	Hog Island, Virginia.....	Two men drowned in the surf.
June 7	City Point, Massachusetts.....	The master of the capsized yacht Scylla.
9	Milwaukee, Wisconsin.....	A boy who fell off a dock.
18	Saint Joseph, Michigan.....	A woman from a capsized rowboat.
30	City Point, Massachusetts.....	Four men rescued from a capsized rowboat.
30	Fairport, Ohio.....	Ten men from sunken schooner Manitowoc.
30	Racine, Wisconsin.....	Two men from capsized yacht Snake.

NEW STATIONS.

Old stations at Cleveland, Ohio, and Davis Neck, Massachusetts, which were not suitable for further use, on account of dilapidation and inadequacy to the present needs of the Service, have been replaced by new structures, and a station at Point Bonita, California, which was mentioned in the last report as undergoing construction has been completed. New stations were erected during the year at Nahant, Massachusetts, and Grand Marais and Charlevoix, Michigan, and one is now being constructed at Gloucester, Massachusetts.

CHANGE IN NUMERICAL DESIGNATION OF DISTRICTS.

By act of Congress approved June 6, 1900 (sundry civil appropriation act), the creation of an additional life-saving district was authorized

to include the coasts of Rhode Island and Fishers Island, and to be known as the Third District. The remainder of the former Third District (coast of Long Island) became, under the provisions of the law, the Fourth District; the former Fourth the Fifth, etc., to the district embracing the Pacific coast, which is now the Thirteenth instead of the Twelfth. The act having taken effect on the 1st of July, the districts are numbered in this report as they existed on June 30, 1900, except in the following remarks under the caption "Compensation of district superintendents," where the new numbers are used.

COMPENSATION OF DISTRICT SUPERINTENDENTS.¹

Before closing this report it is necessary to call attention to a matter which is not only of deep concern to a most important group of officers in the Service, but which has now become a source of serious embarrassment to the Service itself, namely, the totally inadequate salaries provided for the district superintendents. The amounts now paid are \$1,600 in five districts, and \$1,800 in the remaining seven—sums which were never commensurate with the duties required, and which, in view of the labors and responsibilities added in recent years, are now absurdly disproportionate. Reference has been made in former reports to the meager compensation of these officers, but since 1896 relief has not been strenuously urged, for the reason that from that date until the last session of Congress the Service was confronted by a danger which threatened its usefulness almost to the point of destruction, and to avert which all effort in the direction of securing legislation in behalf of the Service was concentrated. That danger at length has been overcome, for the present at least, by the fixing of the wages of surfmen at a rate sufficient to secure the retention and enlistment of competent crews. In the meantime the matter now under notice has become more pressing than ever, the responsibilities of the district superintendents having so largely increased by the growth of the establishment and the corresponding multiplication of details as to interfere with the performance of some of their most important duties to an extent that menaces the welfare of the Service in only a less degree than in the instance just referred to. This condition is brought about by the fact that the amount of office work alone of each superintendent has come to be about as great as any man can do by diligent application, and if he is to personally perform it he must neglect those duties which lie along the coast and which involve the professional and technical knowledge and experience, the possession of which chiefly determined his selection for his office and are indispensable to the efficient management of the district affairs, and especially the proper government and supervision of the crews who perform the immediate work of rescue and relief for which the Service exists. It is obvious that failure in either class of duties on the part of the superintendent must contribute to inefficiency and demoralization in proportion to the degree of failure. The incumbents of the positions concerned are for the most part men who have risen from the ranks, who have trained themselves and been trained to the tenet that "there is no such word as fail," and who, therefore, have been accustomed to make every sacrifice to prevent failure. Hence, as their duties began to press upon

¹ Regarding the numbers designating life-saving districts, see preceding paragraph, "Change in numerical designation of districts."

them in excess of their powers, they uncomplainingly called to their relief clerical assistance at their own expense, but the demands upon them have now so multiplied that several of them employ such assistance constantly, and most of the others a considerable portion of the time, at a cost beyond their endurance. The amount paid by some of the superintendents for clerk hire makes a heavy inroad in their compensation, and when is added to that the sum necessary to be paid as premium for official bonds—which they are required to furnish in sums ranging from \$20,000 to \$50,000—the amount of salary left is hardly more than a pittance, which bears no proper relation to the importance of the office. It is difficult for these devoted men to provide a suitable maintenance for themselves and their families now, while still in full possession of their physical and mental powers, and absolutely impossible for them to lay up anything for the proverbial rainy day, against which there is no provision of law in their behalf when age and infirmity consequent upon the labors and dangers of their vocation shall render them incapable of further service. Therefore it is not surprising that murmurings and complaints are coming up to the Department with increasing frequency, and that from those who can least afford to pay out of their own pockets for the amount of clerical help required a less satisfactory service is obtained than formerly, both as respects office work and that upon the coast. A tendency to loose methods in the one case and demoralizing laxity in the other is discernible in place of the comparative exactness and exemplary discipline and government which have heretofore prevailed. When it is remembered that such conditions never grow better under the circumstances that induced them, but always rapidly worse, it will be recognized that there is ample cause for the grave apprehension that is felt for the future.

It would be impossible to convey an adequate idea of the kind and amount of work the superintendents perform, the responsibilities that rest upon them, and the privations and hardships they suffer, without going into an extent of detail with examples and incidents that would be impracticable, and yet they can be only faintly inferred from the very general statement which must be made here. In a word, they are charged with the immediate control and management of the Service in their respective districts, and the high reputation which the conduct of the Service as a whole has attained throughout the country and the honor which has come to the nation through the remarkable achievements of its valiant crews are due in much larger measure than may be supposed to the integrity and fidelity with which these officers have discharged their trust.

The office work comprises a large variety of subjects and details. The superintendents must ascertain the needs of all the stations for annual supplies, and tabulate them in voluminous requisitions, as well as prepare similar requisitions for emergency supplies; examine weekly the transcripts of the daily logs or journals of the stations and transmit them to headquarters; examine and transmit all the wreck reports; select and nominate station keepers in conjunction with the district inspectors; attend to the enforcement of the civil-service rules governing the selection of crews, which involves much correspondence; complete the pay rolls each month and pay the keepers and crews—in itself a laborious work; render weekly reports of the condition of the funds in their hands, and each quarter an account of disbursements; make

sales of condemned public property, and receive and account for the proceeds of the same; supervise and certify bills for supplies and other authorized expenses; make quarterly reports of the general condition of the several stations in their districts as found on their quarterly visits; and conduct all the correspondence incident to these multifarious details. But, as was stated in the annual report for the year 1895, when this subject was under consideration:

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

Out of the small number of persons who have held the position of district superintendent in the twelve districts since the organization of the present system, two have perished by drowning; one has escaped that fate only by mere chance after prolonged suffering in the water; one has sustained serious injury in the performance of duty, compelling him to undergo a painful surgical operation; and death has befallen three in consequence of exposure and hardship while on their official tours through their districts. Of the six who have died but one has breathed his last at home and among friends, and his fate is said to have been induced by privations suffered in the performance of official duty.

The miserable stipend which the Government doles out to men like these is neither just, politic, nor creditable to the nation. Their vocation demands at least four requisites, either of which among business institutions and business men is recognized as deserving of high consideration in fixing the compensation of their officers and employees. These are: Exacting and responsible mental labor, involving important interests in its performance; large pecuniary responsibility; expert attainments; and hazardous employment. An effective combination of all these is required from each of these officers, and no superintendent in the Service must fall short in respect to either factor. Indeed, the method by which his position is attained almost guarantees the fitness of the appointee.

Very few persons tolerably informed upon the subject would question the duty of the Government to advance the compensation of such of these officers as have charge of the larger districts to at least the rate of \$2,500 per annum. Indeed, in the Forty-seventh Congress, on February 20, 1882, the House of Representatives, proverbially the

more conservative of the two Houses in the matter of authorizing expenditures, at least for salaries in the Executive Departments of the Government, passed by a vote of 133 yeas to 21 nays a bill prescribing the salaries of district superintendents at the following rates: For six of them, \$2,500 each; for two, \$2,000 each; and for three, \$1,800 each, the difference depending principally upon the number of stations then existing in the several districts. In the Senate, however, after it had been reported favorably from the Committee on Commerce, during a long and tedious parliamentary struggle, amendments were carried reducing the salaries proposed.

During the nineteen years that have passed since then the number of stations has been largely increased, especially in those districts for which the \$1,800 and \$2,000 rates were specified, and the duties and responsibilities of the superintendents have been greatly multiplied, not only on account of the additional number of stations, but from numerous other causes connected with the growth and improvement of the Service. In the two districts for which the salary of \$2,000 was named the number of stations has increased from 15 to 30 and from 11 to 18, respectively, and in the three districts for which \$1,800 was proposed the number has increased from 7 to 17, 5 to 8, and 7 to 16, respectively. The bonds of the superintendents for whom \$2,000 was specified have been raised from \$20,000 to \$50,000 each, and of those for whom \$1,800 was proposed from \$15,000 to \$30,000, from \$10,000 to \$15,000, and from \$12,000 to \$30,000, respectively. During the same period Congress has advanced the wages of surfmen from \$45 to \$65 per month.

All of these officers have the supervision of a large number of men—the keepers and crews in their respective districts—numbering in one district 329, and averaging in the twelve districts 163 each. The average number of stations to a district is 22. It may be safely averred that no other class of officers in the whole Government service is so inadequately compensated. Among other officers having the supervision of an equal number of employees, and having no responsibility in the charge and disbursement of public funds, and giving no bonds, there is probably not one drawing a compensation of less than \$2,500 or \$3,000. It would surely seem that at least the smaller of these sums might be accorded to the officers in charge of the larger districts, and \$2,000 to those in charge of the smaller, where the difficulties of administration are in some respects as great, by reason of the inaccessibility of the stations, the rigors of climate, etc., as in the larger districts.

The stations in the districts having the greatest number are generally within a few miles of each other and reasonably convenient of access by railroads, while those districts having the smaller number embrace a much larger extent of territory, almost devoid of railroad facilities and other methods of comfortable traveling. The great distance of the stations from the superintending office, and their wide separation from each other, also largely increase the difficulties of exercising proper superintendence. The Fourth and Fifth districts (coasts of Long Island and New Jersey) are examples of those containing the larger number of stations, while the First District (coasts of Maine and New Hampshire), the Eleventh (coasts of Lakes Huron and Superior), and the Thirteenth (embracing the entire Pacific coast) are examples of those with fewer stations. In the smallest district, the Third (coasts of Rhode Island, Block Island, and Fishers Island), most

of the stations are difficult of access and dangerous to visit in the bad weather of the active season, although not so difficult as in those on the lakes named and on the Pacific coast; but in this district the superintendent, in addition to the regular duties of his office, takes entire care of the telephone line, thus saving the Government the expense of a lineman.

If the Life-Saving Service is to continue to hold the acknowledged preeminence that it has attained, either the salaries of these officers must be advanced to enable them to pay for needed clerical assistance, or most of them must be allowed clerks, which latter course would prove the more expensive.

It is proper to state that these remarks are not intended to apply to the Eighth District, where there is but one station manned by a keeper and crew, the remaining eight being houses of refuge in charge of keepers only. The salary of the superintendent of that district is now sufficient, and therefore no increase is recommended.

SERVICES OF LIFE-SAVING CREWS.

1899-1900.

SERVICES OF LIFE-SAVING CREWS.

[Abbreviations used in this statement: bg. (brig), bk. (bark), bkn. (barkentine), elec. (electric), gas. (gasoline), lch. (launch), nph. (naphtha), 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.
1899. July 1	Slp. Attila	City Point, Massachusetts.	Capsized in the harbor. Keeper and five men went out in launch and rescued the two occupants, towed the sloop to the station, and bailed it out. Gave the rescued men dry clothes from the supply donated by the Women's National Relief Association.
July 2	Slp. Welcome .....	.....do	Capsized by a squall 2½ miles SW. of station. Launch started at once to her assistance, but by the time it reached her the two men had succeeded in getting into their own tender. Launch towed the sloop to the beach, and the crew righted her and bailed her out, while the two men rowed ashore.
July 2	Slp. Halcyon .....	.....do	Missed stays and drifted against the piers at City Point, where she was in great danger of serious damage. Station crew went to her assistance in launch and towed her out clear of the piers.
July 2	Str. Hattie	Brenton Point, Rhode Island.	Disabled about 3 miles east of the station. In answer to signals for a tug, keeper went to Newport and secured one for her.
July 2	Yt. J. T. Dimon	Point Lookout, New York.	Stranded 2½ miles WNW. of station at low water. Keeper engaged an assistant (closed season) and went to the yacht in the supply boat. Took off and landed the seven passengers and two crew. The yacht floated at high water.
July 2	Lch. Dandy	Rockaway Point, New York.	Machinery disabled while 1½ miles south of station. Crew tried to launch surfboat, but the southerly gale made such a high surf that the boat was swamped. Remained on the beach from 5 p. m. to 2 a. m., and the sea then showing no signs of moderating, hired a tug to go out and tow the launch in.
July 2	Flatboat, no name...	Louisville, Kentucky.....	Two men and a boy went out in a flatboat, locally known as a john boat, and were caught in the swift current above the falls. The station boat immediately started to their assistance, but before it could reach them the flatboat drifted against the dam and upset. The three people managed to cling to the flat until rescued by the life-savers, who took them and their boat to the station.
July 2	Yt. Fedora	Duluth, Minnesota, Lake Superior.	Capsized through mismanagement 4 miles S. of station. Surfmen went to her assistance, but before they could reach the place the two boys who had been in the yacht were taken ashore in a naphtha launch which was close by. Station crew righted the sloop, bailed her out, and sailed her to a boathouse.
July 2	Nph. yt. Eva Leonard.	South Chicago, Illinois, Lake Michigan.	Disabled 3 miles N. of station with three men on board. Station men pulled out and towed the craft ashore and took care of her until the next day, when the owners had her removed for repairs.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. July 3	Rowboat, no name..	City Point, Massachusetts.	Two men started to go aboard their yacht in a small tender, which soon began to fill. The men signaled one of the surfmen, who went to their aid in a rowboat and set them on board the yacht, towing their tender along.
July 4	Slp. Bedbug and catboat, no name.	.....do.....	These two small craft capsized in the bay during the morning. Station crew went to them in the launch and took off the people, landing them and putting the boats to rights.
July 4	Rowboat No. 16.....	Saint Joseph, Michigan, Lake Michigan.	Two men and two women were capsized in a small boat near the station. Surfmen rescued all of them and took the boat to its owners. Furnished the rescued people with dry clothes from the Women's National Relief Association supply.
July 4	Am. str. Majestic ...	Baileys Harbor, Wisconsin, Lake Michigan.	Stranded during a thick fog on a reef 3 miles S. of station, at 4.25 a. m. Surfmen heard her signals of distress and pulled out to her. At request of master, took messages ashore and then returned to the vessel. Made several trips during the day and succeeded in getting tugs to work on the steamer. From this time until the 9th the surfmen worked faithfully, assisting in running lines, transporting men to and from the wreck, and doing such other service as lay in their power. On the last-named date the vessel was floated by means of tugs, anchors, and jackscrews. During the time she had been aground the surfmen made 22 trips between the vessel and shore.
July 5	Slp. Thistle	Cranberry Isles, Maine ...	Stranded 2 miles W. of station. Keeper assembled crew (inactive season) and went to her assistance. Ran out anchor and succeeded in heaving her afloat without damage.
July 5	Slp. Seguin	Hunniwells Beach, Maine.	Spring a leak on the way from Bath to Popham Beach. Keeper assembled a crew of four men (inactive season) and went to her assistance. Bailed the water out of her and took her to a place of safety.
July 5	Am. str. Aurania.....	Middle Island, Michigan, Lake Huron.	Machinery disabled about 14 miles ENE. of station, and master began blowing whistles of distress. Surfmen heard the signals, but the fog was so thick that they could see nothing. They pulled out, however, and after about four hours succeeded in locating the vessel. The only service they could render was to take dispatches ashore for the master, and this they did. A tug was secured, which went out and towed the vessel into port.
July 7	Nph. lch. Farragut..	City Point, Massachusetts.	Machinery disabled in Dorchester Bay, and the station was signaled for assistance. Surfmen landed the fourteen passengers and a tug took the launch to its destination.
July 7	St. yt. Cygnet	Fort Niagara, New York, Lake Ontario.	Machinery disabled in the river near the station. Crew pulled out and towed the yacht to the station, from which point a tug took her to her boathouse.
July 7	Am. sc. Alvina.....	Ottawa Point, Michigan, Lake Huron.	Spring a leak and became water-logged alongside a wharf 3 miles WNW. of station. Master asked assistance of crew to pump her out on the following morning, which assistance was cheerfully given.
July 7	Fish boat, no name.	Cape Disappointment, Washington.	Swamped in the breakers on Peacock Spit, near the bell buoy. Surfmen pulled to the rescue and hauled the two fishermen into the surfboat; recovered the net and boat and helped to repair the latter. Gave the men dry clothes from the supply donated by the Women's National Relief Association.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. July 8	Am. scs. Sophia Minch and G. H. Warmingtton.	Ashtabula, Ohio, Lake Erie.	The steamer Jno. L. Glidden left Ashtabula about 1 p. m. for Cleveland, with the schooners Sophia Minch and G. H. Warmingtton in tow, but when at a point about 6 miles W. of station, at about 5 p. m., the wind became so strong from the NW. that she had to cast off the towline. The two barges anchored, but the anchors began to drag, and it was seen that they must strand. Keeper made immediate preparations for work, and the crew arrived on the scene with beach apparatus shortly after the vessels struck bottom. The Minch came in within 75 feet of shore, and the surfmen took a small boat belonging to a farmer who lived in the vicinity and brought ashore the crew of seven persons. They then set up the wreck gun abreast the Warmingtton and fired a line across her, but the crew paid no attention to it. Seeing that the vessel was in no immediate danger, the surfmen left her until morning, when they hailed her, receiving reply that all was well on board, and that the crew did not wish to leave. Both vessels were released by private parties without much damage.
July 8	Br. str. Seguin.....	.....do.....	While the station crew were at work on the Minch and Warmingtton, the Canadian steamer Seguin became unmanageable in the strong wind and heavy sea, and stranded about 2 miles W. of the station. The surfmen went abreast her as soon as possible, and hailing her learned that she was in no danger. The master wished to go ashore for help, however, and the life-savers launched the surfboat and brought him ashore. There being nothing further required, they returned to the station. The vessel was afterwards released by private parties.
July 8	Sc. yt. Manitou.....	Cleveland, Ohio, Lake Erie.	At the request of the master of a tug, surfmen towed out in their boat to run a line from the tug to the yacht Manitou, in danger of going ashore in the gale then blowing. The water was so shoal that the tug did not dare venture near the yacht, and the station crew pulled to the latter and transported her crew to the tug. The yacht eventually drifted ashore, but was afterwards released by a tug without injury.
July 8	Am. sc. Herschel ...	Ottawa Point, Michigan, Lake Huron.	While lying at anchor about 3 miles SW. of station this schooner was caught in a heavy northerly gale, and the master fearing she might drag ashore, signaled for assistance. Crew pulled out, and at master's request landed one of the sailors, who was injured, and sent message for a tug. Upon receipt of a telegram in answer, station crew went out to the schooner again to deliver it. While there a large tug was seen out in the lake, and they pulled out and intercepted her, securing her aid to tow the schooner into Tawas City.
July 8	Sailboat Bessie	Bois Blanc, Michigan, Lake Huron.	Capsized by a squall of wind about 6 miles WSW. of station, but was taken in tow by another sailboat, which attempted to take it to a safe anchorage. Surfmen made them out, and keeper took part of his crew in the supply boat to assist them in. Finding that the two boats were unable to tow the Bessie, keeper signaled for the rest of the crew to come out in the surfboat. This was done, and they righted the boat, bailed it out, and towed it to the station, where the occupant was given dry clothes and succored until he was in a fit condition to proceed. In the meantime surfmen put his boat in trim.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. July 8	Catboat Undine	Holland, Michigan, Lake Michigan.	Capsized in Black Lake about 1 mile from the station, throwing two men and two women into the water. A rowboat which was close by took all four ashore, but the surfmen arrived in time to right the boat, bail it out, and sail it to its wharf.
July 9	Slp. yt. Mallard	City Point, Massachusetts.	Dragging anchor in the fresh SW. wind and in danger of going ashore. Station launch went to her assistance, and the surfmen let go another anchor, which held her fast.
July 9	Slp. Eagle Wing	Spermaceti Cove, New Jersey.	Capsized by a squall in Sandy Hook Bay, but was towed into the Horseshoe by a passing fish boat. Surfmen went to the sloop and helped the crew of eight to get their effects ashore and set up a tent. Took them all to the station and gave them hot coffee and dry clothes. (See letter of acknowledgment.)
July 10	Br. str. Norseman...	City Point, Massachusetts.	About 3.15 a. m. the lookout discovered smoke issuing from the British steamer Norseman, anchored near Spectacle Island, some 2 miles from the station. The launch was immediately manned and the crew boarded the steamer, finding her on fire aft and the flames spreading rapidly. As there were but two men on board the vessel, the keeper at once saw that they could not cope successfully with the flames, and he returned with all speed to the station and notified the fire tug by telephone. The station crew returned to the steamer, and upon the arrival of the fire tug all hands worked with such vigor that the fire was soon under control. When the fire was out the crew found that the shipkeeper had been overcome by smoke, and they carried him to the station, gave him restoratives, and fitted him out with dry clothes, his own having been drenched. (See letter of acknowledgment.)
July 10	Nph. lch. Florence..	Toms River, New Jersey..	Machinery disabled $\frac{1}{2}$ mile north of station. Keeper assembled two volunteers (closed season) and pulled out in a small boat. Landed engineer to have repairs made and afterwards set him back on board. Machinery being properly adjusted, the launch proceeded to her destination.
July 10	Skiff, no name.....	Buffalo, New York, Lake Erie.	Capsized near lighthouse pier, $\frac{1}{2}$ mile from station. Two surfmen at once manned keeper's skiff and went to the rescue. Two men were seen in the water, clinging to the boat, and these the surfmen hauled into their boat, proceeding to the station with the skiff in tow. Righted the boat, bailed it out, and turned it over to the rescued men.
July 11	Sailboat, no name..	City Point, Massachusetts.	Capsized in Dorchester Bay, throwing two persons into the water. One was rescued by a passing boat and the other by the station launch. Crew towed the boat to the Columbia Yacht Club house and bailed it out, while the men went home for dry clothes.
July 12	Am. sc. Challenge...	Baileys Harbor, Wisconsin, Lake Michigan.	Sprung a leak and sunk close to the beach, 7 miles NE. of station. Surfmen pulled to the scene, and after working at the pumps for nine hours succeeded in lowering the water enough to stop the leak. Then put on sail and worked her afloat.
July 13	Am. str. P. H. Birek-head.	Racine, Wisconsin, Lake Michigan.	Stranded on Racine Reef, 2 miles ESE. of station. Crew went out in tow of a tug and ran line between the two vessels, but the tug had not power enough to release the steamer. At this juncture a large tug was seen out in the lake, and the master of the barge whistled for her. She came in and took hold with the other tug, and after about fifteen minutes the steamer slid off.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. July 13	Fish boat, no name.	Yaquina Bay, Oregon	A fish boat containing three men was capsized in the breakers about 1½ miles west of the station, and one of the men was almost instantly drowned. Surfmen rescued the other two and saved the boat. (For detailed account see caption "Loss of life.")
July 15	Skiff, no name.....	Louisville, Kentucky.....	A boy in a skiff was seen to be in danger of being carried into the Kentucky chute of the falls, and the keeper dispatched one of the station boats to his aid. The boatmen caught the skiff and towed it into safe water.
July 15	Sailboat, no name ..	Charlotte, New York, Lake Ontario.	Disasted in a squall while entering Charlotte Harbor. Surfmen pulled down to it and towed it to a wharf.
July 16	Sailboat, no name ..	City Point, Massachusetts.	Capsized by a squall, about ¼ mile from the station. Launch was at once sent to the rescue, and the surfmen picked up the man who had been in the boat, righted the boat, and towed it ashore.
July 16	Catboat Mildred....	Gurnet, Massachusetts....	Mooring line parted, and the boat was about to go on the rocks. Keeper and one surfman went out in a dory and assisted the master to get out new moorings in a safe berth. The master had become drenched with spray, and after going home was taken with a chill. Keeper gave him stimulants and some dry clothes.
July 16	Am. sc. R. and S. Corson.	Spring Lake, New Jersey.	Stranded during fog 2 miles north of station. Crew reached shore in their yawl before any one on the beach knew of the stranding. Keeper hired a volunteer crew (closed season) and, with the schooner's crew, went to the vessel. Ran out an anchor to keep her from going higher up, and in the afternoon a wrecking tug released her.
July 16	Am. sc. John A. McKie.	Ship Bottom, New Jersey.	During thick fog stranded 1½ miles north of station. Keeper assembled a volunteer crew (closed season) and boarded the vessel. The master desired to have his wife landed, but he and his crew remained on board. At his further request keeper sent for a wrecking tug to come to the relief of the vessel. Station crew then returned and remained by the schooner all night. Next day the tug arrived, but the vessel had become a wreck in the meantime, and there was nothing to be done but to take off the crew and strip the vessel of rigging and save what cargo they could.
July 17	Am. sc. Vicksburg...	White Head, Maine.....	Struck a rock in Muscle Ridge Channel and sprung a leak. Master then ran into Seal Harbor and anchored, but the vessel sank at her anchorage in about an hour. As soon as the fog lifted keeper assembled a crew (inactive season) and went to give what assistance they could. Worked that day and the next, saving rigging and cargo, and then left her in charge of a wrecking company. The vessel was lost.
July 17	Yt. Champion	Cold Spring, New Jersey..	Stranded on the north bar of Cold Spring Inlet. Keeper took a volunteer crew (inactive season) and proceeded to the place, and, after four hours' work, succeeded in releasing the yacht without damage. Sailed her to a wharf at Sewells Point.
July 17	Am. sc. Cashier	Smith Island, Virginia ...	Stranded on Isaac Shoals, 6 miles from the station, during a dense fog. Keeper could not see her, and the first he knew of the casualty was when the master came to the station for aid. He then assembled a crew (inactive season) and proceeded to the scene. Worked all that day, but without success; returned next morning, and at high water were successful in floating the schooner without apparent injury.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
July 17	Yt. Marie.....	Ashtabula, Ohio, Lake Erie.	Broke adrift from anchor and went ashore in fresh breeze, capsizing in the surf and carrying away both spars. Station crew hauled her out and secured her on the beach.
July 18	Slp. Leona.....	City Point, Massachusetts.	Broke from moorings and was in danger of pounding to pieces against a pier. Surfmen towed her to a safe anchorage.
July 18	Slp. Tacoma.....	.....do	Stranded on NW. side of Thompsons Island. Station launch released her and towed her to City Point.
July 18	Catboat Willow.....	Erie, Pennsylvania, Lake Erie.	Capsized 1 mile SW. of station, endangering the lives of three people. Surfmen pulled to the rescue, took the men into their boat, took the catboat in tow, and proceeded to the station, where they succored the men and put the boat to rights. Furnished dry clothes to one of the rescued men.
July 18	Sailboat, no name..	Old Chicago, Illinois, Lake Michigan.	Three boys went out in this boat for a sail, but when 2½ miles SE. of the station they found that they could not beat back. They took in sail and signaled for help. Surfmen pulled out and keeper detailed two of his men to sail the boat into the harbor.
July 19	Nph. Ich. Neleta....	Point Allerton, Massachusetts.	Stranded on the beach 1½ miles NE. of station. Surfmen blocked the launch up and at high water assisted in floating it.
July 19	Am. sc. Samuel Wood.	Little Egg, New Jersey...	Stranded in the inlet, a short distance from the station. Surfmen went on board at master's request and assisted in pumping her dry. Then got out anchor, and after eleven hours' work succeeded in releasing her.
July 19	Scow, no name.....	Two Rivers, Wisconsin, Lake Michigan.	A tug, with three scows in tow, was observed to be blowing distress signals about ½ mile off the station. Keeper took a look at the tow and saw that the end scow was listed over and apparently in danger of sinking. He notified another tug and immediately started out in the surfboat. It was decided that the scow might be saved by throwing overboard a part of her cargo of stone, and this the surfmen did, while the tug got her siphon to work pumping the scow out. By shifting stone from one part of the craft to another the surfmen kept her upright until the tug took her into port.
July 20	Fish boat, no name.	Ottawa Point, Michigan, Lake Huron.	Struck by a squall and dismasted. Surfmen pulled out, taking an ax and a saw with them, and upon arrival alongside sawed off the broken part of the mast, fitted a new tenon, and resteped the mast. The fishermen then proceeded under reefed sail.
July 20	Am. sc. Nellie Johnson.	Plum Island, Wisconsin, Lake Michigan.	Stranded on SW. side of Plum Island during a SW. gale. Surfmen went on board and ran out two anchors, but were unable to start her on account of the windlass breaking. Vessel pounded so hard that she started a severe leak, and the deck load of wood had to be thrown overboard. The water was still coming in so fast that they could not reduce it, so part of the cargo in the hold was also jettisoned. Then by use of buckets and pump, the men lowered the water enough to enable them to release the vessel, which they worked into Detroit Harbor, Wisconsin. There they located the leak and calked it temporarily. The wood was saved by the men from the light-house.
July 21	Slps. Boreas and Foam.	City Point, Massachusetts.	Dragged anchors and were in danger of breaking up. Surfmen went to their assistance and towed them to places of safety.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. July 22	Am. sc. Frank A. Palmer.	Avalon, New Jersey	Stranded during thick fog 2½ miles SW. of station. Crews from Avalon and Tatham stations boarded her and assisted in running out anchor and working sails, but were unable to release her. On the following day a tug belonging to the Merritt & Chapman Wrecking Company succeeded in getting her off.
July 22	Catboat, no name...	Cleveland, Ohio, Lake Erie	Capsized near the West River pier, throwing five boys into the water. Pier lookout jumped into the dingey kept there and, assisted by other men in the vicinity, rescued the boys and set them on the pier. Station crew pulled to the place and righted the boat, afterwards towing it to the station. Owner called for it later on.
July 23	Shad boat Lilley....	Kitty Hawk, North Carolina.	Capsized 10½ miles W. of station in a squall. One of the surfmen chanced to be near and he pulled to the scene in company with several private parties. They righted the boat, bailed it out, and towed it to a place of safety.
July 23	Catboat Lena.....	Erie, Pennsylvania, Lake Erie.	Two men and three women were sailing in Erie Bay when a puff or wind capsized the boat. Station crew at once started for the scene, and arrived in time to pick up three of the endangered people; a private boat picked up the other two. All were taken to the station and supplied with dry clothes, and one of the women, who was almost unconscious, was resuscitated by the station crew. When all were out of danger, surfmen went out and brought the catboat to the station, bailed it out, and put it in trim.
July 23	Scow No. 1.....	Fairport, Ohio, Lake Erie.	The tug Fabian, of Buffalo, in attempting to make port with four scows in tow was unable to give sufficient steerage way, and the rear scow took against the end of the west pier, carrying away the towline and drifting toward shore, outside the piers. The station crew at once launched the surfboat and pulled out, carrying a line from the scow to the tug, which succeeded in taking her safely into the harbor.
July 23	Skiff, no name.....	Cape Disappointment, Washington.	Four boys, out rowing in this boat, were unable to stem the strong ebb tide, and were being carried down the channel. Surfmen went to their assistance and towed them out of danger. Keeper then detailed one of the crew to row the boys to Ilwaco.
July 24	Skiff, no name.....	City Point, Massachusetts.	Three young men were out in this boat in Dorchester Bay, when the swell, caused by a passing tug, together with a puff of wind, capsized it. Surfmen hastened out to the rescue, but the tug picked up the men. The boat immediately sank. Surfmen took the rescued men to the station and gave them dry clothes.
July 24	Am. sc. C. R. Bennett.	Ocean City, Maryland....	Lying at anchor off the station with nobody on board, when a fresh NE. breeze sprang up, threatening to drive the schooner ashore. At request of master to be put on board with his crew, keeper mustered volunteers (inactive season) and set them on board in the surfboat. The schooner was then sailed to a harbor.
July 24	Am. str. Alvin A. Turner.	Duluth, Minnesota, Lake Superior.	Too heavily laden with lumber. As she entered the canal she took a list to starboard and was about to capsize, when two tugs arrived and pushed her against the canal pier, holding her fast. Surfmen responded to signals of distress and assisted in removing part of her deck load to the pier. Vessel then righted and proceeded on her passage.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. July 24	Nph. lch. Helen May.	Grand Haven, Michigan, Lake Michigan.	While on the way from Muskegon to Spring Lake with sixteen passengers and two crew this launch became disabled and was in danger of drifting into the surf, 1½ miles NNW. of the station. Surfmén pulled out in the surfboat and towed the launch into port.
July 24	Fish boat, no name.	Cape Disappointment, Washington.	Capized in the breakers on Clatsop Spit, 6 miles south of the station, and 4¼ miles from the bell buoy, where the station crew were patrolling among the fishermen. Being signaled that the boat had upset, surfmen at once pulled to the scene and were successful in rescuing the two men who had composed the boat's crew. Owing to the heavy surf, surfmen were unable to save the boat and gear. As they were a long way from the station, surfmen transferred the rescued men to the boat from Point Adams Station.
July 24	Fish boat, no name.	.....do.....	Capized near Peacock Spit, throwing two men into the water. Surfmén went out immediately, but the men were rescued by private parties. Station crew saved the boat.
July 24	Fish boat, no name.	Point Adams, Oregon	While the men were picking up their nets the boat began to drift rapidly toward the breakers. Surfmén pulled to their assistance, and after some fifteen minutes' work succeeded in towing the boat into deep water.
July 25	Slp. Ethel	Oswego, New York, Lake Ontario.	Capized ½ mile west of station. Surfmén started to the scene immediately, but a tug preceded them and rescued the three men. Station crew righted the sloop, towed her to the station, and put her in sailing trim.
July 26	Am. str. Knickerbocker.	Hunniwells Beach, Maine	During a dense fog this vessel went ashore on Whales Back, near the mouth of the Kennebec River, and in attempting to back clear she lost her propeller. Responding to her signals of distress, keeper assembled a crew (closed season) and went to her assistance. They laid out an anchor, and by use of tackles and the windlass they hove her out into deep water. They then procured a tug and had the vessel towed to port. (See letter of acknowledgment.)
July 26	Skiff, no name.....	Moriches, New York.....	Capized 2 miles NW. of station. Keeper pulled out and righted the boat, assisting the occupant to bail it out.
July 26	Am. sc. H. P. Brown	Little Kinnakeet, North Carolina.	Bottom stove by striking a sunken obstruction in Croatan Sound. Keeper and crew went to her assistance and aided in moving her cargo ashore. Then took the schooner to the marine railway for repairs.
July 26	Yt. Guerm.....	Thunder Bay Island, Michigan, Lake Huron.	Struck by a heavy thunder squall about 5 miles WNW. of station and was nearly capized. Master ran for the island and made a landing on the north side, whence the eight passengers and two crew made their way to the station. Keeper furnished them with dry clothes from the Women's National Relief Association supply and made them as comfortable as possible. Later on he towed the boat to Alpena.
July 26	Slp. Marion H.....	Balleys Harbor, Wisconsin, Lake Michigan.	Missed stays and went ashore on a reef at the entrance to Balleys Harbor. Surfmén pulled out and got a line to her, and after some skillful maneuvering between the reef and the breakers succeeded in releasing her. They then sailed her to a safe anchorage.
July 27	Sailboat, no name..	Charlotte, New York, Lake Ontario.	Capized ½ mile SE. of station. One of the surfmen launched a small boat and rescued one of the two men who had been in the sailboat, and brought the overturned boat to the station. The other man was picked up by a private boat which chanced to be near by.

Services of crews—Continued.

<i>Date.</i>	<i>Name and nationality of vessel.</i>	<i>Station and locality.</i>	<i>Nature of casualty and service rendered.</i>
1899. July 27	Am. str. Cumberland.	Vermilion Point, Michigan, Lake Superior.	Stranded on Whitefish Point, 10 miles east of the station, during a dense fog. As soon as the weather cleared, the vessel was seen and the station crew immediately started to her assistance. Upon arrival found the lighthouse tender Marigold on the scene trying to haul her off. Surfmen worked all day in connection with the Marigold, running lines, transferring people from one vessel to the other, and rendering valuable assistance in clearing a line from the propeller of the tender. The steamer was released without apparent damage about 5.40 p. m. (See letter of acknowledgment.)
July 27	Am. str. Massachusetts.	Ship Canal, Michigan, Lake Superior.	During dense fog this vessel stranded 16 miles NE. of the station, and after throwing overboard part of the cargo of iron ore, the master began blowing signals for help. Surfmen pulled to her in the surfboat and, after working with the crew in jettisoning cargo for about seven hours, they lightened the steamer enough to enable her to back off into deep water.
July 28	Sloop, no name	White Head, Maine	Sank at her moorings during the night. In the morning keeper mustered a volunteer crew (inactive season), raised her, and put her in trim.
July 29	Sloop Shamrock....	Cleveland, Ohio, Lake Erie.	While a party of five people were out sailing in this sloop she was run into by a tug and had a hole stove in her. Station crew went out in the surfboat and towed the sloop to a slip, where she soon sank. Station crew saved part of her outfit and landed her crew.
July 29	Am. sc. Cynthia Gordon.	Ludington, Michigan, Lake Michigan.	Vessel leaking and master short-handed. Station crew kept her pumped out until the master could engage a crew to take the vessel to Milwaukee.
July 29	Am. sc. John C. Bauer.	Plum Island, Wisconsin, Lake Michigan.	Anchored under Plum Island, having struck a sunken obstruction and sprung a leak. In answer to master's signal of distress, keeper went out to the vessel. Master desiring to procure two extra hands, keeper went to mainland and engaged them, putting them aboard the schooner. Surfmen then assisted in getting her under way, and stood by her until she was clear of dangers.
July 30	Sailboat, no name ..	City Point, Massachusetts.	Capized $\frac{1}{2}$ mile NW. of station. Surfmen went to the assistance of the man who had been thrown into the water, took him into the launch, righted his boat, bailed it out, and towed it to a landing.
July 30	Catboat Flounder and slip. Elizabeth.	.....do	The catboat lost a rudder and the sloop had her bowsprit carried away. Station launch towed both to their landings.
July 30	Sloop Gleam.....	.....do	Stranded on Spectacle Island about 9 p. m. When the launch made her next round, the surfmen discovered the sloop and attempted to haul it afloat, but the water was too low and it was decided to leave off operations until high tide next morning. Surfmen landed the eight persons who were on board. When the tide came in, the sloop floated and was towed to its landing.
July 30	Sailboat Lelia Collins.	North Beach, Maryland ..	While scudding for a harbor in a heavy NE. breeze, this boat took bottom on Little Egg Shoal, about a mile from the station. Keeper engaged a volunteer (closed season) and went out in the supply boat. Took the two passengers into the supply boat and helped the master to float his craft. Keeper then put the volunteer into the sailboat as a pilot, and all then sailed to the station. The mast of the boat had been broken by the violence of the wind, and the keeper repaired it and put the boat in trim. The three persons remained at the station for three days.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. July 30	Am. str. Grace A. Ruelle.	Sand Beach, Michigan, Lake Huron.	Sprung a leak and sunk about 1 a. m., some 7 miles out in the lake. The next morning a steamer with a tow was passing by and picked up the engineer, who was clinging to an improvised raft, and afterwards found the body of the captain, who had attempted to swim ashore. Brought them to Harbor Beach and life-savers took charge of them. Furnished dry garments to the survivor and fitted the body of the master for burial from the supply of clothing donated by the Women's National Relief Association.
July 30	Am. sc. Mary Amelia.	.....do.....	Arrived in port leaking and crew tired out with work at the pumps. Surfmen pumped her out and assisted in temporarily stopping the leaks.
July 30	Sailboat Wasp.....	Muskegon, Michigan, Lake Michigan.	Stranded $\frac{1}{2}$ mile south of the station. Surfmen pulled out and took the four men into their boat, hove overboard the ballast, and towed the boat into deep water.
July 31	St. Ich. Mabel G.....	Grand Haven, Michigan, Lake Michigan.	Propeller loose and launch unable to make headway. Station crew towed it to the station incline, hauled it out, set the screw in place, and then launched the boat.
July 31	Sloop Skate.....	Chicago, Illinois, Lake Michigan.	Jib-boom carried away and sloop became unmanageable about 1 a. m. Lookout hearing cries for help, two of the crew went out in the Whitehall boat and towed the sloop into a lagoon, about a mile away. Landed the party in the station boat.
Aug. 1	Am. sc. Robert Thomas.	Hammonds Bay, Michigan, Lake Huron.	While loading cedar timbers at an anchorage near shoal water, this schooner was in danger of dragging ashore during a heavy squall. Life-saving crew boarded her, carried out a kedge anchor with the surfboat, and then assisted her crew to heave her to a more sheltered position.
Aug. 1	Am. sc. Ella Ellinwood.	Milwaukee, Wisconsin, Lake Michigan.	Reached Milwaukee Harbor in a leaking condition and her crew exhausted by labor at the pumps for three successive days. Master requested assistance of station crew. Keeper sent three surfmen on board, who kept her dry until a tug took her to a wharf, where her cargo was unloaded.
Aug. 2	Am. sc. Miztec.....	North Manitou Island, Michigan, Lake Michigan.	Stranded on Sleeping Bear Point while being towed by the steamer Toltec. Life-saving crew boarded her and discharged about 75,000 feet of her deck load of lumber onto a lighter. Then they ran a towline to a tug, which succeeded in hauling her afloat apparently uninjured. Surfmen restored deck load, and she continued her voyage. (See letter of acknowledgment.)
Aug. 2	Slp. yt. Genevieve ..	Holland, Michigan, Lake Michigan.	Stranded in Black Lake, about $2\frac{1}{2}$ miles E. of station. Surfmen boarded her, but were unable to heave her afloat. The master then sent for a tug, which soon arrived upon the scene, and to which the surfmen ran a towline. The yacht was hauled afloat without damage.
Aug. 3	Am. sc. Gitania.....	Cape Elizabeth, Maine ...	Stranded on Trundys Reef, about 2 miles N. of station, during a thick fog. Life-saving crew boarded her, ran kedges with surfboat, and after an hour of hard work succeeded in hauling her afloat with no damage except loss of part of false keel. Keeper guided her into the channel; then she sailed into Portland Harbor.
Aug. 3	Rowboat, no name.	Chicago, Illinois, Lake Michigan.	Capsized about $\frac{1}{2}$ mile N. of station with three men in it. Surfmen launched Whitehall boat and rescued one of the men, whom they found clinging to the bottom of the capsized boat. Surfman Batchelor, who ran along the shore, swam out and rescued another of the men, who had become exhausted while

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Aug. 3	Rowboat, no name.	Chicago, Illinois, Lake Michigan.	trying to swim ashore. The third man, named Walter Carr, sank almost immediately and was drowned, his body being recovered by the life-savers about an hour after the accident. (For detailed account, see caption "Loss of life.")
Aug. 4	Am. Sc. Benj. D. Prince.	Brenton Point, Rhode Island.	During a calm this schooner drifted into a dangerous position, near the rocks, off Short Beaver Tail, about 4 miles W. of station. Surfmen pulled to her and found that she lay with two anchors out, but that she would soon swing afoul the rocks. They directed her crew to heave in on one cable, then taking a line from her bow to the surfboat, they managed to tow her into mid-stream. Surfmen hove up the other anchor, whose cable had been slipped and buoyed, put it on board, and helped to get her under way.
Aug. 4	Rowboat, no name.	Evanston, Illinois, Lake Michigan.	Capsized about 200 yards NE. from station at 8.30 p. m. with two occupants, a man and a woman. The station lookout heard a faint cry of distress, and at the same time some bathers near the station also gave the alarm. Both station small boats were hastily manned and pulled in the direction of the cry, as the night was so dark and cloudy that nothing could be seen. They soon came upon an overturned boat with a man clinging to it with one arm and holding up a woman with the other. Surfmen hauled them into one of the station boats, the woman dropping into the boat in an unconscious condition and the man being well-nigh exhausted. They were taken to the station, where they were clothed in dry garments from the stores of the Women's National Relief Association and given hot stimulants. The woman was rubbed and hot-water bags were applied to her to restore circulation. A physician soon arrived and recommended that the treatment given by the surfmen be continued. The man was soon able to walk home, and after an hour's time the physician pronounced the woman out of danger and sent her to her home in a police ambulance. Meanwhile, the other station boat had picked up the capsized craft with all its gear and had towed it to the shore.
Aug. 5	Catboat, no name.	Lone Hill, New York.	Adrift in the bay, having parted its cable. Two surfmen pulled out and recovered it, making it fast to a wharf for the night.
Aug. 5	Sloop Aji	Cedar Creek, New Jersey.	Capsized 1 mile WSW. of station, in Barnegat Bay, during a heavy squall of wind and rain, with 5 persons on board. It was impossible to see the accident from the station on account of the heavy rain at the time, but the weather soon cleared sufficiently for the lookout to see the capsized craft. Surfmen hurriedly manned a skiff and pulled for the scene; but, before their arrival, a yacht which was nearby had taken the endangered people on board. Surfmen carried them to the station in their skiff, provided them with dry clothing from the supplies of the Women's National Relief Association, and gave them food and lodging for the night. The life-savers also righted the sloop, pumped it out, and towed it to an anchorage near the station. On the next morning they made some repairs to the rigging of the sloop and put on board the crew, who made sail for their destination.
Aug. 6	Rowboat, no name.	Rye Beach, New Hampshire.	The surfman on west patrol at 9.20 p. m. launched a dory and pulled out some 600 yards from the beach to recover a rowboat which had gone adrift. He restored it to the owner.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Aug. 6	Catboat Marion.....	Cold Spring, New Jersey..	Becalmed off Cold Spring Inlet at 7 p. m., with a pleasure party of 13 persons on board. There was no shelter for them on the open catboat, and they were anxious to get ashore. Life-saving crew pulled out in the surfboat and transported the party to the beach; then, as the catboat had no ground tackle, they took a line and spare anchor from the station, and went off and anchored the boat for the night. The keeper brought the master ashore and lodged him at the station. On the next morning the surfmen put him on board and assisted him to get under way.
Aug. 6	Sailboat, no name ..	Buffalo, New York, Lake Erie.	Capized with six occupants about 3½ miles NW. of station. The surfman on watch at pier head gave the alarm and then pulled for the scene in a small boat which was kept at that place. He reached the endangered people before the arrival of the surfboat, and, with the assistance of some fishermen, rescued them from their perilous position on the bottom of the overturned boat. They were transferred to the surfboat upon its arrival, the sailboat was righted and bailed out, after which the party boarded it again and proceeded down the river to their homes.
Aug. 6	Small boat, no name .....	.....do	Capized about 3 miles WSW. of station by a sudden squall. Station lookout saw the casualty, and the surfmen at once pulled toward the scene. Before their arrival, however, the three occupants were taken from the water by a fisherman who was near by at the time. Surfmen righted and bailed out the capized boat and towed it to the station.
Aug. 6	Am. sc. H. A. Emery.	Sand Beach, Michigan, Lake Huron.	Stranded at 2.30 a. m. while trying to enter harbor during a strong north wind and rough sea. She burned a torch, which the station lookout at once answered by burning a Coston light; then he turned out the station crew, and they boarded her in the lifeboat. Owing to the intense darkness and stormy weather, nothing could be done to release her at the time, so they scuttled her to prevent pounding, and then took the crew of three men to the station. On the morning of the 7th surfmen went on board, lighted shingles from deck load, carried out two anchors, and manned the pumps, but were unable to free her from water. They worked upon the wreck at intervals, handling cargo, running hawsers to tugs, and stripping her, until the 18th, when the owner abandoned her, the hull becoming a total loss.
Aug. 6	Rowboat No. 76.....	Saint Joseph, Michigan, Lake Michigan.	Capized with two tipsy men in it about 80 feet from a dock and ½ mile from station. Before the surfboat could reach the men they had been rescued by the use of a heaving line thrown to them from the dock. Surfmen picked up the rowboat, righted it, and restored it to owner.
Aug. 6	Am. sc. Jason Parker	Racine, Wisconsin, Lake Michigan.	Reached Racine in a very leaky condition. Master requested the help of the surfmen to keep her afloat until he could get hands to discharge her cargo. Surfmen manned her pumps and kept her free from water until the next morning, when a gang of men unloaded her cargo and patched the leak.
Aug. 7	Sloop, no name.....	Damariscove Island, Maine.	Stranded on north end of Hunting Island, 3½ miles NNW. of station. Life-saving crew pulled the surfboat to it, finding it high and dry on the rocks. They stood by until the tide flooded, and then managed to haul the sloop into deep water with only slight damage.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899, Aug. 7	Am. sloop, Whip	Brant Rock, Massachusetts.	Stranded 2½ miles NNW. of station at 2.45 a. m. The station patrol warned her of her proximity to the beach by burning a Coston light, but the master reported that, although he saw the signal, the wind was too light for the sloop to work quick enough to clear the beach. Life-saving crew at once launched the surfboat and boarded her, but could do nothing until the tide flooded. At the master's request the keeper pulled to Green Harbor to obtain assistance from a tug which lay at that place. As the sloop was leaking, the surfmen from Fourth Cliff Station, who had arrived at the scene, stood by during the absence of the Brant Rock crew. The surfmen returned, manned the pumps, and upon the arrival of the tug, ran a line to her. At 9 a. m. the sloop was floated and taken into Green Harbor.
Aug. 7	Catboat Sea Elf.....	Orleans, Massachusetts....	Stranded on north side of Nauset Inlet, 3 miles N. + E. from station, while trying to enter harbor. Life-saving crew hitched a horse to boat wagon and drove hastily to outside beach, where they launched, and, after a hard pull, reached the stranded boat which they found just inside the outer break. The sole occupant had been washed overboard, but had managed to climb back into the boat. Taking advantage of the heavy seas as they rolled in, the surfmen worked the boat under the lee of a drybar, and, when the tide had flooded sufficiently, they towed it, undamaged, into Nauset Harbor.
Aug. 7	Fish boat, no name.	Racine, Wisconsin, Lake Michigan.	Full of water at an anchorage in the river near coal dock. The owner having left town, surfmen bailed it out, unbent sails, removed stone ballast, and secured it in a safe place where it would not obstruct navigation.
Aug. 8	Catboat Geisha	City Point, Massachusetts.	Disabled by the breaking of main boom while out sailing with eight persons on board. Station launch went to their assistance, towing the disabled boat to its moorings at City Point.
Aug. 8	Sloop Ethel.....	.....do	Stranded on SE. end of Spectacle Island with a party of six people on board. Station launch took the party to City Point, leaving one man to look out for the boat, which floated without damage at high water.
Aug. 8	Launch Mirage.....	.....do	Fuel gave out when returning from a trip down the bay with six persons on board. Station launch picked up the disabled craft and towed it to its moorings in Dorchester Bay.
Aug. 8	Small boat, no name	Fourth Cliff, Massachusetts.	Stranded while trying to enter a cut through the beach against a strong ebb tide with a dory in tow. Surfmen floated the boat and towed it into the river, then carried the dory across the beach.
Aug. 8	Am. sc. Glendy Burke.	Oak Island, New York.....	Stranded on Fire Island bar, about 3 miles SE. of station, while trying to enter the inlet. Surfmen boarded her and assisted her crew to throw overboard the deck load of laths. The tide began to fall before this was accomplished, and, at the master's request, the surfmen pulled back to station and telephoned for the assistance of a tug. On the next morning at high water the crews from both Oak Island and Fire Island stations boarded the stranded vessel, but were unable to release her. No tug having arrived, the surfmen threw overboard the remainder of the cargo, and at evening high water they succeeded in floating her without damage.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Aug. 8	Gas. lch. Francis....	Holland, Michigan, Lake Michigan.	Became disabled at outer end of the north pier, with thirteen people on board. Surfm ⁿ went out on the pier and threw a heaving line aboard the launch, then they tracked it into the harbor and to the owner's boathouse.
Aug. 8	Am. str. E. E. Rice ..	Old Chicago, Illinois, Lake Michigan.	Steering gear disabled at the entrance to the Lincoln Park lagoon and unable to work clear of the shoal water. Surfm ⁿ ran a towline to her from the steamer Lena Knoblock, which towed her clear and into harbor for repairs.
Aug. 9	Slp. yt. Winsome....	Plum Island, Massachusetts.	Stranded while entering the mouth of the Merrimac River about 1 mile N. of station, having mistaken a jetty builder's buoy for a channel buoy. Surfm ⁿ boarded her, helped to furl her sail, and succeeded in hauling her afloat. Then they made sail and piloted her into the channel undamaged.
Aug. 9	Sailboat, no name ..	Pentwater, Michigan, Lake Michigan.	Unable to beat back into harbor when out for a pleasure sail. The occupants, a man and two women, beached the boat about a mile N. of station and walked along the shore to harbor entrance. Keeper sent two surfm ⁿ after the boat, who tracked it into the harbor, where they delivered it to the party in charge of it.
Aug. 9	Sailboat, no name ..	White River, Michigan, Lake Michigan.	Capsized and sunk in White Lake about 1 mile E. of station, with two boys on board. Station lookout saw the accident, and surfm ⁿ immediately pulled to the assistance of the occupants, whom they found hanging to a small, partly submerged skiff which had been towing astern of the capsized craft. After taking the boys into the surfboat the life-savers raised the sailboat, bailed it out, and then turned it over to the boys, who made sail for their homes.
Aug. 9	Raft, no name.....	Evanston, Illinois, Lake Michigan.	This raft, belonging to the boat club, parted its moorings and drifted out into the lake. A sailboat tried to tow it in, but could make no headway. Life-savers pulled out in the surfboat, just as the sailboat was going to cast off from the raft, and towed it to station.
Aug. 10	Sloops Leona and May R.	City Point, Massachusetts.	The Leona dragged her anchor at 10.20 p. m. and fouled the May R., carrying away her own rail and the bowsprit of the latter. Surfm ⁿ cleared them and towed the Leona to a safe anchorage.
Aug. 10	Gas. lch., no name..	North Manitou Island, Michigan, Lake Michigan.	A line became entangled in the propeller of the mail-carrier's launch, thereby disabling it. Surfm ⁿ pulled out and soon succeeded in clearing it.
Aug. 10	Slp. yt. Dorothy.....	Racine, Wisconsin, Lake Michigan.	Carried away head stays and starboard rigging in a heavy squall and became unmanageable. Seeing that the occupants, two men and a woman, were in danger, surfm ⁿ went out in tow of a tug and took the frightened crew into the surfboat. Then they made a line fast to the yacht and, leaving a surfm ⁿ on board to steer, the tug towed her safely into Racine Harbor. The woman was given dry clothing from stores of the Women's National Relief Association.
Aug. 11	Sailboat, no name ..	Jerrys Point, New Hampshire.	Capsized near Whales Back Lighthouse, containing two men, who were rescued by the lighthouse keepers. In response to a signal from the lighthouse, the surfm ⁿ pulled out and took the men into the surfboat; then they righted, bailed out, and towed the capsized boat to station. They furnished the rescued men with dry clothing from the supplies donated by the Women's National Relief Association.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Aug. 11	Slp. yt. Naiad.....	City Point, Massachusetts.	Dragged anchor and stranded in Pleasure Bay, 1½ miles NE. of station, at 12.45 a. m. Station launch hauled her off and to a safe anchorage.
Aug. 11	Am. sc. John M. Fiske.	Gurnet, Massachusetts....	Flying signal of distress about 1 mile ESE. from station. Surfmen boarded her and found that her sails were all blown away except foresail, and that she was leaking much. They anchored her in the Cow-yard and pumped her clear of water.
Aug. 11	Dories (3), no names.	Manomet Point, Massachusetts.	Pounding together in the surf and liable to become damaged beyond repair. The surfman on patrol from midnight to 4 a. m. hauled them up on the beach out of danger.
Aug. 11	Slp. yt. June	Oregon Inlet, North Carolina.	Stranded on south side of bar while trying to enter inlet. Life-saving crew pulled alongside and found the sloop in a bad condition, being full of water and the surf breaking over her continually. They took off the crew of three men and carried them to station, but nothing could be done to save the sloop, and she soon broke up. The shipwrecked crew were provided with dry clothing from the stores of the Women's National Relief Association, and were succored at the station until the next afternoon.
Aug. 11	Am. str. Miami; barges Lyman Casey and Fostoria.	Grindstone City, Michigan, Lake Huron.	The steamer stranded at 2.10 a. m. with the two barges in tow on a reef about 1½ miles NE. of station. Patrolman saw a torch burn and answered it with a Coston light, then he turned out the station crew, who at once launched the surfboat and pulled toward the torchlight. Finding all three vessels aground, they first boarded the Miami and threw overboard about 40,000 feet of lumber. She then worked herself off the reef apparently uninjured, and surfmen went on board the Lyman Casey, from which barge they discharged about 50,000 feet of lumber and 30,000 shingles. The Miami then succeeded in hauling the Casey afloat, and the surfmen boarded the Fostoria. They ran the towline to the Miami and she hauled off the Fostoria without damage or loss of cargo. The tow continued the voyage and surfmen returned to station, the keeper sending a telegram from the master of each vessel to the owners. On the next morning the surfmen picked up about 15,000 feet of lumber which, together with about 50,000 feet picked up by other parties, was delivered to The Huron Grindstone Company.
Aug. 11	Fish slp. Otto	Manistee, Michigan, Lake Michigan.	When returning from the fishing ground during rough weather this sloop was unable to sail into the harbor on account of heavy sea at entrance and a raft of logs adrift in river. The fishermen went alongside of north pier on the outside and held on until the life-saving crew pulled out in surfboat and towed them safely into harbor.
Aug. 11	Small boat, no name	Grande Pointe au Sable, Michigan, Lake Michigan.	A steamer having blown four blasts of her whistle off station, surfmen pulled out and master of steamer informed them that a small boat was adrift about 1½ miles to the southward. Surfmen found the boat and towed it to station, turning it over to the owner on the 14th.
Aug. 11	Slp. yt. Elizabeth...	White River, Michigan, Lake Michigan.	Capized about 6 miles S. of station during rough weather. The sole occupant was rescued by a tug, the master of which notified the life-saving crew of the casualty and informed them that he could not make a line fast to the capized craft. Surfmen started out after the wreck at once and found it, bottom

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Aug. 11	Slp. yt. Elizabeth ...	White River, Michigan, Lake Michigan.	up, pounding on the outer bar. They endeavored to right and tow it into harbor, but could not on account of the heavy surf. After working for seven hours they succeeded in hauling it up on the beach, using rollers and tackles which they had carried with them. On the 14th, the weather being favorable, the surfmen launched the yacht off the beach, took it to station, and delivered it to the owner.
Aug. 11	Sailboat, no name.....do .....	.....do	Capized by stiff squall and sunk 1 mile SE. of station in White Lake. The casualty was not visible to station lookout, but as soon as the surfmen were informed of it they pulled to the scene, finding that the boat had sunk and that the three occupants had safely reached shore in a skiff which they were towing at the time of accident. On the 17th the life-savers grappled the boat, succeeded in raising it, and returned it to owner.
Aug. 11	Slp. yt. Genevieve ..	.....do	Split bowsprit while pounding against the outer end of north pier in a strong surf. Surfmen ran a line to her from south pier and tracked her into a safe berth.
Aug. 11	Sailboat, no name ..	.....do	Becalmed outside of harbor entrance, the single occupant being much frightened by the heavy swell. Surfmen pulled out, boarded the boat, and secured the gear. A tug steamed out of harbor, gave them a line, and towed them safely in.
Aug. 11	Slp. yt. Ruth .....	.....do	Rolling heavily while lying at north pier and in danger of becoming damaged. Surfmen towed her to center of harbor, where a tug took her in tow and docked her.
Aug. 11	Sloop, no name	Chicago, Illinois, Lake Michigan.	Capized by a heavy squall, 1½ miles SE. of station, with two men on board. The casualty happened at 6.40 p. m., and, owing to darkness, smoke, and dust, the station lookout did not see it. One of the men undertook to swim ashore and was drowned; the other clung to the overturned boat and two fishermen rescued him. At daylight on the next morning the station lookout reported an object out in the lake. Surfmen pulled to it and found the capized sloop, which they towed ashore, bailed out, and delivered to the owner.
Aug. 12	Catboat We Are Here.	Manomet Point, Massachusetts.	Dragged moorings offshore. Surfmen went out and safely secured the boat at the request of owner.
Aug. 12	Scow, no name	Buffalo, New York, Lake Erie.	Struck on Horseshoe Reef and capized while towing down the river. The one man on board jumped safely to the other scow of the tow. Leaving the capized scow stranded on the reef, the tug continued her course, sending another tug to station with a request for assistance of life-saving crew to haul it afloat. Surfmen ran a hawser for the tug which, after ½ hour's work, released the scow and towed it into Erie Basin.
Aug. 12	Am. sc. W. K. Moore.	Lake View Beach, Michigan, Lake Huron.	Thrown upon beam ends by a heavy squall while being towed down the lake, filled, and became water-logged. Surfmen boarded her and helped to straighten her up by shifting deck load. Two tugs then took her into the river, where she could be docked.
Aug. 12	Skiff, no name	Point Adams, Oregon.....	Being carried toward the bar at the mouth of the Columbia River by the strong ebb tide while trying to cross the river under sail. The skiff contained five soldiers, part of whom were intoxicated, and the keeper saw that they did not realize the danger toward which they were rapidly drifting. He launched the surfboat and towed them to a wharf near the station.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Aug. 13	Am. sc. H. G. Cleveland.	Cleveland, Ohio, Lake Erie.	Sprung a leak and anchored about 12 miles WNW. of station. Surfmén went out to her on a tug, put a hawser on board, and then helped to man the pumps. The master had obtained a yawl and two men to help at the pumps from the steamer City of Detroit. They slipped the cable, and the tug started to tow her into harbor, but, after proceeding about 5 miles, it was seen that the schooner could not be kept afloat any longer. All hands abandoned her in the yawl, and she sank about five minutes afterwards. The tug towed the yawl to station, where four of the crew of the schooner were furnished with dry clothing from stores of the Women's National Relief Association and succored until the following day.
Aug. 13	Flat, no name	Louisville, Kentucky	In danger of being carried over the falls of the Ohio River with four small boys in it. Station crew pulled out, caught the flat, and towed it to station. The boys were sent to their homes and the flat was turned over to its owner.
Aug. 13	Lighter, no name...	Grindstone City, Michigan, Lake Huron.	Loaded with boilers and coal belonging to the man in charge of repairs to Port Austin lighthouse. At midnight the keeper was informed that the lighter was leaking, and he was requested to board and pump it out by the man in charge, whose men were afraid to pull to it on account of the rough sea. Surfmén went on board in the surfboat and pumped it free of water.
Aug. 13	Skiff, no name	Manistee, Michigan, Lake Michigan.	Two men landed on the beach from this skiff, leaving it pounding among the rocks in a rough surf. Surfmén pulled to it in Whitehall boat, and towed it to station, where it was turned over to the men.
Aug. 14	Am. str. W. G. Butman.	White Head, Maine	Stranded at high water on a ledge in Long Cove, 3 miles NW. of station. Surfmén boarded her and transported her cargo to the Long Cove wharf. They then ran hawsers to shore and hauled them well taut. At high water on the next afternoon, with the assistance of a tug, they released her without damage.
Aug. 14	Nph. lch. Osceola ...	Charlotte, New York, Lake Ontario.	Swamped at anchorage during the night about 3½ miles SE. from station. At daylight the surfmén boarded it, righted and bailed it out, then hauled it up on the beach only slightly damaged.
Aug. 14	Sailboat, no name ..	Sand Beach, Michigan, Lake Michigan.	Capsize <i>d</i> 1½ miles NNE. of station while trying to make a landing outside of harbor. Life-savers immediately started for the scene of accident, but, before their arrival, a boat pulled out from shore and rescued the sole occupant. Surfmén towed the capsized boat into the harbor, where they righted it, bailed it out, and delivered it to owner.
Aug. 14	Sloop, no name	South Haven, Michigan, Lake Michigan.	Unable to beat back into harbor after a pleasure sail, having on board 10 people who were seasick, wet, and cold. Life-saving crew pulled out and took them all into the surfboat, and, after anchoring the sloop, transported them to station, whence they departed for their homes. At 10.30 p. m., after the wind had shifted, keeper and a surfman pulled out in Whitehall boat, hoisted the sloop's anchor, and sailed into the harbor, where they turned the sloop over to its owner.
Aug. 15	Br. sc. J. Gibson	Fletchers Neck, Maine ...	Stranded at 10.30 p. m. on a ledge about ½ mile ENE. of station. Patrolman burned a Coston signal to let her master know that assistance was at hand, then he hurried to station and sounded the alarm. Surfmén immediately boarded her, finding that she was lying easy on a rocky

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Aug. 15	Br. sc. J. Gibson.....	Fletchers Neck, Maine...	bottom. They set all sail to keep her steady and force her off as the tide flooded, manned the pumps, and kept her free from water. She floated on the flood tide without being materially injured. Keeper piloted her through a narrow channel inside the ledge, then, taking her out clear of all danger, the surfmen left her.
Aug. 15	Sloop, no name.....	Fort Niagara, New York, Lake Ontario.	Capized at 6.30 p. m. about 1½ miles NE. of station. Station lookout saw the accident and surfmen immediately pulled out, finding the occupants, two boys, clinging to the bottom of the overturned boat. Station crew hauled them into the surfboat, righted their boat and bailed it out, picked up oars and rudder, and then pulled back to station with them and their boat. Keeper provided them with dry clothing from the supplies of the Women's National Relief Association, and, when they were ready to leave, he sent a surfman with them in their boat to their camp on the shore.
Aug. 15	Flat, no name.....	Louisville, Kentucky.....	While this flat was anchored in the Ohio River, containing two men who were fishing, the steamer City of Pittsburg bore down upon them when leaving her wharf, making it necessary for them to jump for their lives. One of the men cleared the steamer altogether, but the other only saved himself by diving underneath one of the paddle wheels. The flat was smashed into splinters. Foreseeing the accident, the life-saving crew had launched one of their boats; they pulled out and soon rescued the endangered men. (See letter of acknowledgment.)
Aug. 16	Am. sc. Aaron Rep- pard.	Gull Shoal, North Caro- lina.	Anchored off the beach in 10 fathoms of water during a terrific storm and dragged into the breakers. The surf was so high that the use of the lifeboat was out of the question. Surfmen from three life-saving stations assembled on the beach and succeeded in firing a shot line across the head stays of the doomed vessel, but the crew were unable to secure it, as the wreck rolled too much for them to venture from their place of refuge in the rigging. She soon went to pieces, and of the eight persons on board three were rescued by the life-savers. They were taken to station, furnished with dry clothing from the supplies donated by the Women's National Relief Association, and succored until the 21st. (For detailed account see caption "Loss of life.")
Aug. 16	Am. sc. Florence Randall.	Big Kinnakeet, North Carolina.	Stranded at 5.30 p. m. 2 miles S. of station during a furious storm. Life-savers from Cape Hatteras and Creeds Hill stations came to the assistance of the Big Kinnakeet crew. They assembled on the beach abreast the wreck with the beach apparatus and soon had a shot line on board. After setting up the gear, the whole crew of nine men, together with the captain's wife, were safely landed in the breeches buoy. When the surfmen had cut the hawser and secured the apparatus, they took the shipwrecked crew to station, furnished them with dry clothing from the stores of the Women's National Relief Association, and succored them until the 21st, when they received transportation to Norfolk. The schooner became a total loss. (See letter of acknowledgment.)
Aug. 16	Am. sc. Clarence Barclay.	Santa Rosa, Florida.....	Missed stays and stranded about 4 miles NNW. of station. Surfmen went to her and ran a hawser for a tug, which soon hauled her afloat uninjured.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Aug. 16	Skiff, no name	Galveston, Texas	Adrift in the channel, bottom up. Surfm ⁿ pulled out, picked it up, and towed it to station. On the 19th the owner came to station and claimed it.
Aug. 17	Am. bkn. Priscilla ..	Gull Shoal, North Carolina.	Broken into pieces and driven ashore by the tempest, 3 miles S. of station, with the ten survivors of the crew clinging to the after part. The master's wife and son, the mate, and a boy were washed overboard and lost before the wreck was driven upon the beach. The station patrolman, Rasmus S. Midgett, rescued the survivors at the risk of his own life by rushing down the bank into the surf and dragging them ashore. They were taken to station, provided with dry clothing from the stores of the Women's National Relief Association, and, as these gave out, from the keeper's own supply. The wounds of the injured ones were dressed, and they were all succored until able to leave for their homes. The bodies of the captain's wife and son were recovered and properly interred N. of the station. (For detailed account see caption "Loss of life.")
Aug. 17	Am. sc. Robert W. Dasey.	Little Kinnakeet, North Carolina.	Driven ashore by the terrible ENE. storm 4 mile S. of station, at 5.30 p. m. Life-saving crew started for the wreck with the beach apparatus as soon as possible after its discovery by the patrolman, but the beach cart and horses became mired in the quicksand on the way, delaying them nearly an hour. They found the wreck, bows-on to the beach, with the outer jib stay, which had parted, hanging over the bow. They went into the surf and caught hold of the stay; then, while they held it fast, the crew of the schooner came down upon it, one by one, and surfmen carried them all safely up the beach. Taking them to station, the keeper gave them stimulants and food and provided them with dry clothing from the stores of the Women's National Relief Association. On the next day the station crew went on board the wreck with the shipwrecked crew and aided them to search for their personal effects, finding very few, however. The crew were succored at the station until the 21st, when they were given transportation to Elizabeth City. The captain remained at station until the 30th, when, having sold the wreck, he left for his home. (See letter of acknowledgment.)
Aug. 17	Am. sc. Lydia A. Willis.	Portsmouth, North Carolina.	Parted anchor chains and stranded 3 miles E. of station during the violent hurricane. Two men were washed overboard and lost; the remaining four took refuge in the rigging and life-savers rescued them on the morning of the 19th, thick weather having prevented the surfmen from seeing the wreck on the preceding two days. One of the survivors was almost dead from exposure and required the most careful treatment to restore his strength. The schooner became a total loss. (For detailed account see caption "Loss of life.")
Aug. 17	Hulk Fred. Walton ..	.....do	Parted its moorings and driven on Hog Shoal, 2 miles ENE. of station, by the fierce hurricane which was raging. Owing to thick weather, the surfmen did not discover the casualty until 5.25 p. m. on the 18th, when they made out the hulk, which is used as a lay boat off Ocracoke by the Norfolk and Southern steamers, flying a signal of distress. Surfmen pulled out to it and found it broken in two and full of water. They took the

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Aug. 17	Hulk Fred. Walton..	Portsmouth, North Carolina.	shipkeeper and his wife, who were the only ones on board, into the surfboat and landed them at Ocracoke.
Aug. 17	Am. str. Aurania...	Cleveland, Ohio, Lake Erie.	Stranded $3\frac{1}{2}$ miles ENE. of station during thick weather. Surfmen boarded her, ran lines, assisted to lighter cargo, ferried owner and members of crew to and from the shore, and took soundings around the vessel. After the lighters were loaded she managed to release herself without damage; then she steamed into the harbor with the lighters in tow.
Aug. 17	Am. sc. Repeat	Shoalwater Bay, Washington.	The wind having failed while this schooner was trying to sail across the bar, she was obliged to anchor in a dangerous position near a spit upon which the sea was breaking heavily. Her master sent one of his crew ashore in a small boat to obtain the services of a tug, if possible. The messenger arrived at station, and keeper at once dispatched a surfman on a bicycle to Westport, 14 miles distant, for a tug, there being none nearer and no communication by telegraph or telephone. Surfmen then discovered a signal of distress flying upon the schooner, and they at once pulled out to her in the surfboat taking the messenger and his boat with them. Found the master fearful lest his anchor chains should part and his vessel drift upon the spit. They lay by her for an hour, and then the tug came and towed her safely into the bay.
Aug. 18	Am. slp. Annie.....	Quonochontaug, Rhode Island.	Stranded on Sheffield Point, 1 mile E. of station, at 12.30 a. m. The patrolman turned out the station crew, and they at once boated the beach apparatus across the breach in the shore and hastened to the scene. They found that the crew of two men had dropped from the bowsprit of the sloop onto the rocks, and had reached shore safely. Keeper took them to station and gave them dry clothing from the stores of the Women's National Relief Association. In the morning, after receiving breakfast at the station, they left for their homes. The sloop became a total loss.
Aug. 18	Am. sc. Minnie Bergen.	Chicamacomico, North Carolina.	Sprung a leak during the severe storm and anchored 3 miles offshore. Her master, seeing that he could not keep her afloat, slipped her cables and let her drift onto the beach in order to save the lives on board. Life-saving crew were watching her, and were on hand with their beach apparatus when she struck. Communication was established with the wreck by the use of the Lyle gun at a distance of 300 yards, and the beach apparatus was set up. The crew of seven men were hauled ashore safely in the breeches buoy, none too soon, however, as the heavy seas were breaking over the wreck and it was fast going to pieces. They were taken to station, and, having lost all their effects, were supplied with necessary clothing from the stores donated by the Women's National Relief Association. The shipwrecked crew were succored at the station until the 21st. The master remained until the 30th, when, having sold the part of the cargo of oil which had washed ashore, he left for his home. (See letter of acknowledgment.)
Aug. 18	Diamond Shoal Light-vessel No. 69.	Creeds Hill, North Carolina.	Parted moorings during the terrible storm and stranded at 3.30 a. m. 1 mile SSW. of station. Surfmen hastened to the scene with the beach apparatus. They fired a shot line across the wreck and safely landed the crew of nine men in the breeches buoy. Took them to station in a much exhausted condition and pro-

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Aug. 18	Diamond Shoal Light-vessel No. 69.	Creeds Hill, North Carolina.	vided them with dry clothing from the supplies of the Women's National Relief Association. They were succored at station until the next day, when, having recovered their strength, and the storm having abated, they boarded their vessel again. Wreckers were sent for, and efforts were made to save the vessel. On September 12, the weather being rough, the life-savers assisted the crew to land, and succored them at station until the next day, when they were able to return to the wreck. On September 19 it was necessary for the crew to quit the wreck once more, and the station crew hauled them ashore. This time they stayed at station until the 21st, and then went back on board. Soon afterwards the Merritt Wrecking Company succeeded in hauling her off the beach and towed her to Baltimore for repairs. (See letters of acknowledgment.)
Aug. 19	Am. sc. Annie	Parramore Beach, Virginia.	Parted anchor chain and was driven ashore about 1½ miles NW. ¼ N. of station by the fierce gale which was blowing. Surfmen boarded her and tried to force her afloat with her sails, but were not successful. They went ashore to station to borrow an anchor if possible, but failed to get one. Returning to the schooner they found that the rising tide had floated her, the wind having moderated. They secured her to stakes which they drove into the marsh, and on the next day they transported the master over to the mainland, where he procured an anchor.
Aug. 19	Am. sc. George Taulane.	Core Bank, North Carolina	Stranded in Core Sound, 2 miles N. of station, and set signal for assistance. Surfmen boarded her, ran out anchors, and succeeded in hauling her afloat with only slight injuries. She continued her voyage.
Aug. 20	Dory, no name	Hunniwells Beach, Maine	A man in this dory attempted to pull across the river, but he could not row well enough to stem the current. Surfmen pulled out and towed the dory to the shore.
Aug. 20	Nph. lch. Nameless.	Atlantic City, New Jersey.	This launch, while trying to help a sloop which was ashore on Middle Ground, fouled the towline and stranded. Life-saving crew boarded it and ran out an anchor, but they could not float the launch until the tide began to flood. At 1.20 p. m. the surfmen hauled it afloat without injury.
Aug. 20	Am. sc. Hunter Savidge.	Sand Beach, Michigan, Lake Huron.	Capsized in a sudden squall about 14 miles NNE. of station. Of the ten persons on board five were lost, and five were picked up by the passing steamer A. McVittie and put on board the steamer H. E. Runnels, which brought them to Harbor Beach. Life-saving crew took the survivors to station, gave them stimulants to relieve their exhaustion, and furnished them with dry clothing from the stores of the Women's National Relief Association. The captain was one of the survivors, and hesitated that when they were picked up the wreck was floating stern up. Procuring the services of a tug and of a diver to search the cabin for the bodies of those who were lost, the surfmen left the station with the lifeboat in tow of the tug. The crew from the Pointe aux Barques Life-Saving Station went to the scene also and helped to search for the wreck. It was not found, however, although the life-savers searched for it on the 23d, and again on the 26th, finding only a water cask that belonged to the capsized schooner. The master then concluded that she must have sunk and gave up the search.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Aug. 20	Am. str. German....	Bois Blanc, Michigan, Lake Huron.	Stranded during thick weather on Tobins Reef, about 20 miles NNE. from station. On August 25 a tug came to station and requested the life-saving crew to assist in an endeavor to float the steamer. They launched the lifeboat, and, in tow of the tug, proceeded to the stranded vessel. Upon their arrival they ran a towline from her to the tug Favorite, and then assisted to lift her with jackscrews. The tugs then succeeded in releasing her, and she left for Detour for repairs. Surfmen loaded all the gear back on the tug, which towed them back to station.
Aug. 20	Slp. Spray	South Haven, Michigan, Lake Michigan.	Capsized about 400 yards WNW. of station while out on a pleasure sail with three occupants. Surfmen pulled out, and in three minutes after the capsizs safely hauled the endangered people into the surfboat. They towed the sloop to shore, righted and bailed it out, and turned it over to its owner.
Aug. 20	Rowboat, no name..	South Chicago, Illinois, Lake Michigan.	Drifting out of Calumet Harbor into the lake. Station lookout pulled out in station small boat and found that an intoxicated man was lying asleep in its bottom. He towed it back to the houseboat from which it had gone adrift, made it well fast, and put the man into his quarters.
Aug. 20	Sloop Olivette	Chicago, Illinois, Lake Michigan.	Capsized 1 mile NE. of station with three men on board. Surfmen pulled out and picked up the men, whom they found astride the side of the boat. They righted the boat, towed it ashore, and bailed it out.
Aug. 21	Am. sc. Carrie C....	Wood End, Massachusetts	Stranded at 2.30 a. m., $1\frac{1}{2}$ miles E. of station, during a thick fog. At 4 a. m. the surfmen boarded her in the surfboat, assisted to carry out an anchor, succeeded in hauling her afloat without injury, and then helped the crew to hoist the sails and get under way.
Aug. 21	Slp. yt. Thea.....	Old Harbor, Massachu- setts.	Stranded $1\frac{1}{2}$ miles S. of station, while trying to enter harbor during threatening weather, with a pleasure party of four persons on board. Life-saving crew boarded her in the surfboat, carried out her anchor, and, after the tide began to flood, succeeded in hauling her afloat, apparently undamaged. They took her to a safe anchorage within Chatham Harbor.
Aug. 21	Am. sc. yt. Studio..	Ashtabula, Ohio, Lake Erie.	Missed harbor entrance and anchored to the eastward of the piers in a dangerous position. Surfmen boarded her and, as her crew were all inexperienced in handling sailing craft, keeper left one of station crew on board to beat her to windward and make the harbor. The rest of the life-saving crew lay by in the surfboat until she was anchored safely in the harbor.
Aug. 21	Yt. Marie.....	.....do	This yacht was anchored off the station in a dangerous position, with no one on board. As the weather became threatening about 7 p. m., the surfmen boarded it, sailed it to the shore, and hauled it up on the beach clear of the surf.
Aug. 21	Slp. Blue Jacket....	Point Adams, Oregon.....	Capsized about 7 miles E. of station during squally weather. Surfmen were just returning from a boat drill off Astoria when they saw the accident, and, without a moment's delay, they started to the rescue. They found the crew of five men clinging to the bottom of the overturned boat, and hauled them safely into the surfboat. They ran a line to a steamer which soon arrived at the scene, and she towed the capsized boat to Astoria, where the surfmen also landed the rescued men.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Aug. 21	Fish boat, no name.	Coquille River, Oregon...	Adrift. Station lookout recovered it, took it into the river, and hauled it up on the beach near boathouse to await owner.
Aug. 22	Am. sc. Margaret A. Jones.	Crumple Island, Maine...	Stranded on Stevens Island, 7 miles NNW. of station, during a thick fog. Life-saving crew went to her in the surfboat, and finding that she was badly strained, they calked her open seams and butts. Then they carried out an anchor, discharged 60 barrels of her cargo of fish, and at high water succeeded in hauling her afloat. They took her alongside a wharf in Eastern Harbor for further repairs.
Aug. 22	Am. sc. Carrie E. Phillips.	White Head, Maine	Stranded $\frac{1}{2}$ mile W. of station on Browns Island ledges during a thick fog. Surfmen boarded her and found her rolling and pounding heavily on a ledge. They manned the pumps and tried in vain to force her off with her sails. Then they went back to station and telephoned for two tugs, and upon their arrival piloted them to a position near the wreck and ran hawsers to them. The tugs failed to release her, and as the sea was rough she soon filled with water and began to break up. Surfmen piloted the tugs clear of the ledges, and then took part of the crew of the wreck ashore in the surfboat, the others landing at station in their own boats. The schooner became a total loss with the exception of some dories which the surfmen saved from the wreck. Her crew of 18 men were succored at the station for two days until transportation to their homes was provided for them.
Aug. 22	Sailboat, no name ..	Gurnet, Massachusetts....	Stranded 1 mile WNW. of station on Black Point during a thick fog. Surfmen went to it, and, by going overboard and lifting and shoving, they eased the boat over the rocks without damage. They then towed it out into the channel, and the occupant made sail for his home in Duxbury.
Aug. 22	Am. slp. yt. Elaine ..	Great Egg, New Jersey ...	Stranded 2 miles SW. of station. Surfmen boarded her, and, by skillfully handling the sail and pushing with the oars, they released her and then piloted her safely into the inlet.
Aug. 22	Am. sc. Lem Meta ..	North Beach, Maryland ...	Sprung a leak and was beached during the night by her master about $4\frac{1}{2}$ miles NNE. of station, outside of the patrol limits. At daylight the surfmen discovered her and immediately pulled to her in the surfboat, a strong NE. wind with frequent thunder squalls blowing at the time. Upon reaching her they found that the crew had reached the shore safely in their yawl. The strong tidal current had taken the yawl off the beach and it lay capsized in the breakers. Surfmen cut the line from the schooner to the yawl, and then hauled it up on the beach. As soon as the tide began to ebb they went aboard the schooner, unbent mainsail, foresail, and jib, and took them ashore. Then they saved some of the cabin furniture and helped the shipwrecked crew to build a tent for shelter. The schooner became a total loss, but about one-half the cargo of lumber was saved. (See letter of acknowledgment.)
Aug. 22	Fish boat, no name.	Shoalwater Bay, Washington.	Capsized 6 miles SSE. of station during thick weather. The two occupants clung to the bottom of the overturned boat and drifted upon Snag Island, from which place two Indian fishermen took them across the mouth of the bay and landed them at Toke Point. They walked to station and requested the life-saving crew to assist them to regain their boat. They

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Aug. 22	Fish boat, no name.	Shoalwater Bay, Washington.	were provided with dry clothing from the stores of the Women's National Relief Association and given warm food. Station crew launched the surfboat, pulled to the island, righted the capsized boat, towed it to station, and delivered it to owners. On the following day the fish net, which had been lost from the boat, was found by the surfmen and turned over to the fishermen. They were succored at the station for forty-eight hours.
Aug. 23	Catboat Naomi	Cuttyhunk, Massachusetts.	Parted moorings and drifted ashore to the westward of station. Surfmen launched it off the beach and then took it in Cuttyhunk Pond, where they made it well fast to a stake.
Aug. 24	Am. sc. John W. Fox	Great Egg, New Jersey ...	Stranded on a sand bar while trying to sail into the harbor in a light breeze. Surfmen boarded her and succeeded in releasing her by heaving in on anchor line and pushing with poles and oars. They managed to drift her into the inlet and make her fast to a wharf in the harbor.
Aug. 24	Small boat, no name	Corson Inlet, New Jersey.	Capsized in the breakers while attempting to land from the sloop yacht Genevieve, which lay at anchor about 1 mile SE. of station. Life-savers rushed into the surf and assisted the three occupants to the shore; they took them to station, furnished them with dry clothing from the stores of the Women's National Relief Association, and gave them food and lodging for the night. On the next morning the surfmen put them on board the Genevieve in the surfboat, with their small boat in tow, and they continued their cruise toward Atlantic City.
Aug. 24	Am. sc. Henrietta Hill.	Portsmouth, North Carolina.	Dragged anchors during a heavy squall and stranded 3 miles E. by S. of station. Foreseeing that she would drag into the breakers, the surfmen made ready and were alongside soon after she struck. They brought the crew of four men to station with their clothes, the captain's sextant, charts, compass, and clock. On the next day the surfmen helped to strip the vessel. On the 28th they ran out anchors and tried to heave her afloat. On the 30th the revenue-cutter Boutwell tried to release her, the surfmen running the lines, but the effort was unsuccessful. On September 7 the surfmen helped to take the pump ashore, and the master gave up the hull as a total loss. The shipwrecked crew were succored at station for fourteen days.
Aug. 25	Catboat Flirt	Chatham, Massachusetts.	Capsized about 2 miles W. of station with a man and boy on board. Surfmen quickly pulled to the scene and found that the two occupants had been picked up by two other catboats which were close at hand. They righted the capsized boat and bailed it out; then the two catboats towed it into Stage Harbor. Centerboard being jammed down and its lifting line having parted, this yacht grounded in the beach thoroughfare, 1/2 mile WSW. of station. Surfmen carried out her anchor and tried to haul her afloat, but they did not succeed until after the tide began to flood. They took her to a wharf at Longport, and there they swept under her bottom with a line to raise the centerboard. They managed to lift it into position, and then they fitted it with a new hoisting pendant.
Aug. 25	Am. cat. yt. Mary Jane.	Great Egg, New Jersey ...	Sighted 7 miles N. of station with a broken foremast. Surfmen pulled out and boarded her, finding that she had also lost her mainsail and fore staysail in a hurricane at sea, and that she had no
Aug. 25	Am. sc. Frank W. McCullough.	Cape Henry, Virginia.....	

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Aug. 25	Am. sc. Frank W. McCullough.	Cape Henry, Virginia	water on board. They obtained a barrel of water from a pilot boat and carried it to her; then the pilot boat towed her into the bay. They returned to station, and the keeper, at the master's request, telegraphed to the owner, who sent a tug after the disabled vessel.
Aug. 25	Sailboat, no name ..	Duluth, Minnesota, Lake Superior.	Stranded near station, the occupant not knowing how to put the boat about. Surfmen pulled to it and hauled it afloat uninjured; then they towed it to boat-house dock and turned it over to the owner when he came after it.
Aug. 25	Slp. yt. Elisabeth ...	Grand Haven, Michigan, Lake Michigan.	Surfmen pulled out to this sloop, which was acting strangely, and found that she had lost her rudder, split her staysail, and was in danger of drifting on shore. They gave a line to her crew of two men and towed her into the river.
Aug. 26	Nph. lch. Pilgrim ...	Orleans, Massachusetts ...	Swamped at its anchorage off the beach in Nauset Inlet, its captain and seven passengers having gone ashore at low water, when the sea was smooth. The casualty was not visible from station lookout, but upon receiving a request for assistance by telephone the surfmen hastened to the scene. They found the launch lying broadside to the beach, listed offshore, full of sand and water, and the seas breaking over it. Stripping themselves of their boots and jackets, the life-saving crew went into the surf and made several lines fast to the offshore side; then, with the assistance of some bystanders on shore, they hauled the launch into an upright position and bailed out the sand and water. They shoved it afloat and towed it farther up the inlet into smooth water, where they put the passengers on board. Then they towed it up the harbor with a large catboat, landing the passengers near their homes and anchoring the launch in a safe berth.
Aug. 26	Sailboat, no name ..	Charlotte, New York, Lake Ontario.	Capsized in the breakers about $\frac{1}{2}$ mile E. of station with three boys on board. Surfmen hastily launched the station dingey, pulled to the capsized boat, and picked up the endangered boys, whom they safely landed at station. Making a line fast to the upset boat, one of the surfmen towed it to the shore, where the station crew bailed it out and put it in proper trim.
Aug. 26	Br. sc. Snow Bird ...	Fort Niagara, New York, Lake Ontario.	Dragged anchor and in danger of going ashore. Surfmen boarded her and assisted to heave up anchor; then they made sail and took her into the river, where the keeper directed her master to anchor in a safe position.
Aug. 26	Sailboat, no name ..	Buffalo, New York, Lake Erie.	Capsized about 5 miles WSW. of station. An incoming steamer reported to the life-saving crew that she had sighted the capsized boat and had picked up the sails, but had seen no occupants. Life-savers at once launched the surfboat, went to the capsized boat in tow of a tug, righted and bailed it out, and then returned to the station with it, having found no trace of its crew. Nothing was learned of the fate of the occupants until the return from Crystal Beach of the last steamer, which reported that a small naphtha launch had rescued the crew of three men and had taken them to Crystal Beach, where they had been properly cared for.
Aug. 26	Br. str. Sir S. L. Tilley.	Fairport, Ohio, Lake Erie.	On fire out on the lake about 9 miles NE. of station. Seeing the flare of light, the station lookout sounded the alarm at 10.15 p. m. The life-saving crew hastily manned the surfboat and pulled out of harbor. The tug Annie, hearing the

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Aug. 26	Br. str. Sir S. L. Tilley.	Fairport, Ohio, Lake Erie.	alarm, overhauled the station crew and offered them a tow, which offer was accepted. They arrived at the scene of fire in 40 minutes. The surfmen cast off and pulled around the burning vessel, searching for anyone who might be in the water or on a raft. Finding no one, they returned to the tug and spoke a passing steamer, the master of which told them that the crew were all safe on board a schooner that had been in tow of the steamer. Then they went about 2 miles to the N.E. and spoke the schooner, the master of which made arrangements for the tug to tow him into Fairport Harbor. Upon repassing the burning vessel another tug from from Fairport was seen at work playing a stream of water upon the flames. Casting off the schooner and aided by the surfmen, the Annie soon had another stream on the fire. The flames were subdued, and both the hull of the steamer and the schooner were towed into Fairport Harbor. Surfmen returned to station at 2.35 a. m. (See letter of acknowledgment.)
Aug. 26	Yawl, no name	Point Marblehead, Ohio, Lake Erie.	Surfmen pulled 1½ miles out into the lake and picked up this yawl, which had gone adrift from a passing steamer. They towed it to station, where they hauled it out to await claimant.
Aug. 26	Flat, no name	Louisville, Kentucky.....	This flat, containing three boys, was in danger in the Indiana chute of the falls of the Ohio River. Station crew pulled out, towed the flat to the shore on the Indiana side of the river, and then landed the boys at the station.
Aug. 26	Slp. yt. Thelma.....	Duluth, Minnesota, Lake Superior.	At 6.30 p.m., while sailing in shoal water, the centerboard purchase of this yacht carried away, letting the centerboard down into the soft mud. Surfmen boarded her and endeavored at first to raise the centerboard, then to haul her into deep water, but they failed in both attempts. As she lay in a safe place for the night her crew and the surfmen went ashore. Early on the next morning the station crew boarded her again and managed to heave her into deep water, but in doing so the pivot bolt broke, leaving the centerboard fast in the mud. They grappled for it, but, owing to the softness of the bottom, could not recover it. They took the yacht to station boat-house and delivered her to owner.
Aug. 26	Nph. lch. Lenore....	Frankfort, Michigan, Lake Michigan.	Machinery became disabled about 2 miles N.W. of station with the owner and four passengers on board. In answer to their signal for assistance, surfmen promptly pulled out in the surfboat and towed them safely into Frankfort Harbor. (See letter of acknowledgment.)
Aug. 27	Am. sc. Frank Leam-lug.	Davis Neck, Massachusetts	Struck outside of breakwater and carried away head gear while trying to enter Lanesville Harbor. Surfmen boarded her and found that she had dropped back and lay aground on a rocky point outside the breakwater. They ran lines to the breakwater, hauled her off the rocks and into Lanesville Harbor, and placed her where she would be aground at low water. Her master examined her bottom at low tide and found it to be undamaged. Capized 1½ miles WSW. of station. Station lookout saw the accident, and keeper at once sent the station launch to the assistance of the two occupants. They were found clinging to the bottom of the capized boat with difficulty, as it would barely support them. They were safely hauled into the launch and taken to station, where they were rubbed thoroughly, given stimulants, and provided with dry
Aug. 27	Sailboat, no name..	City Point, Massachusetts.	

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Aug. 27	Sailboat, no name...	City Point, Massachusetts.	clothing from the stores of the Women's National Relief Association. After remaining at the station about four hours they recovered from their exhaustion sufficiently to go to their homes. The sailboat was righted, bailed out, and towed to City Point by the surfmen.
Aug. 27	Slp. yt. Katie Western.	Little Beach, New Jersey.	Stranded on a sand bar $1\frac{1}{2}$ miles NW. of station, with a gunning party of seven men on board. Surfmen boarded the sloop, carried out an anchor, and succeeded in heaving her afloat. Then they assisted to make sail and work her into a safe anchorage for the night.
Aug. 27	Catboat Harry.....	Turtle Gut, New Jersey...	Stranded on south side of Cold Spring Inlet, $1\frac{1}{2}$ miles SW. of station, with a pleasure party of three men and one woman on board. Life-saving crew pulled out in the surfboat, finding the catboat half full of water, and that the woman had waded toward the land and had been picked up by a shore boat. Surfmen took a line and towed the boat out into deep water, its crew wading and pushing until it floated. Then, having bailed out their boat, they cast off and sailed in to Sewells Point.
Aug. 27	Am. sc. William T. Parker.	Lewes and Cape Henlopen, Delaware.	Stranded on point of Cape Henlopen at 7.30 p. m. Patrolmen from both Lewes and Cape Henlopen stations saw signal of distress from the point of the cape, burned a Coston signal in response, and then reported to their respective stations by telephone from the watchhouse. Surfmen from both stations soon assembled at the cape, launched the surfboat, and boarded the stranded schooner. They took the crew of six persons into the surfboat and landed them safely inside the point, the master going to Lewes and the rest to Cape Henlopen Station for the night. On the next morning the surfmen pulled out to the wreck again with three of the crew, in a rough sea, and obtained the personal effects of all the rescued men. Four of the crew were succored at Lewes Station until the 30th, when railroad passes to Philadelphia were procured for them. The schooner was finally floated and taken into port for repairs.
Aug. 28	Nph. lch. Mena.....	Davis Neck, Massachusetts	Disabled $1\frac{1}{2}$ miles NE. by N. from station, and drifting helplessly toward Plum Cove Ledge with crew of four and two passengers on board. Life-saving crew saw their signal for assistance and immediately pulled out to them in the surfboat. Taking a line from the launch, the surfmen towed it safely to the wharf at Bay View, where the master procured a tow to Gloucester for repairs.
Aug. 28	Flat, no name.....	Louisville, Kentucky.....	Endangered in the Kentucky chute of the falls of the Ohio River. Contained one man. Station crew pulled out, caught the flat, and towed it into safe water.
Aug. 29	Am. sc. B. T. Rigglin.	Hereford Inlet, New Jersey	Missed stays and stranded on point of Five Mile Beach. Before the surfmen could reach her she floated and dragged along the beach, bringing up on her anchor in a dangerous position in the breakers. Surfmen boarded her and transported her passengers (16) to the beach, making two trips with the surfboat. Her crew then made sail and managed to work her off the beach, the life-saving crew standing by until she was clear of all danger.
Aug. 29	Catboat Nora B.....	Cleveland, Ohio, Lake Erie.	Capsized about 2 miles ENE. of station and $\frac{1}{2}$ mile from shore. Surfmen pulled to the upset boat as quickly as possible and took the sole occupant—a boy—into the surfboat. They righted and bailed out the boat, towed it to station, and hauled it out on the dock. The boy was unharmed and went to his home.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Aug. 29	Nph. lch., no name.	North Manitou Island, Michigan, Lake Michigan.	Dragged anchor in a fresh offshore wind. At 4 a. m. the station patrol discovered that it was drifting rapidly out into the lake and called up the surfmen, who launched station boat and went after it, towing it back to a safe anchorage.
Aug. 30	Am. str. Philetus Sawyer.	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Flying a signal of distress out on the lake about 1 mile from station. Surfmen pulled to her, learning that a hand-hole plate had blown out of her boiler and the water had run out of it. They went on board and assisted to pump up the boiler. A tug came alongside and also assisted with her steam pump. In about two hours steam made sufficiently for the steamer to continue on her course.
Aug. 31	Am. sc. Florence Davis.	Atlantic City, New Jersey.	Missed stays and stranded on S. bar of Absecon Inlet. Surfmen boarded her and, after the tide began to flood, assisted the crew to heave her afloat and to make sail. Not being injured by the mishap, she proceeded on her course.
Aug. 31	Am. sc. Cynthia Gordon.	Plum Island, Wisconsin, Lake Michigan.	Fouled anchors while lying in the entrance to Detroit Harbor. Surfmen boarded her at the master's request and assisted to heave up and clear the anchors. They also assisted to make sail, and then she proceeded on her passage to Milwaukee.
Sept. 2	Slp. Dallas.....	Wachapreague, Virginia.	Bottom stove by running upon some old piling. Surfmen transported her passengers to the mainland, and then bailed the water out of the sloop. As the tide rose the sloop floated, and surfmen took her to the station, where they made temporary repairs.
Sept. 2	Am. sc. Anna Bell ..	Portsmouth, North Carolina.	Ran aground on a shoal in trying to make Ocracoke Harbor. Station crew boarded her and took her master to Ocracoke, where he procured a lighter. As soon as the cargo was removed the schooner floated and proceeded to her destination.
Sept. 2	Slp. Jag.....	Chicago, Illinois, Lake Michigan.	Capized in the lake a short distance from the station. Surfmen pulled out and picked up the two men who had been in the boat; then righted the sloop and towed it to the station.
Sept. 3	Am. sc. Florida	Damariscove Island, Maine.	Anchored dangerously near the shoal just west of the station in a thick fog. As soon as the weather cleared the master attempted to get under way, but was unable to do so on account of the wind-lash breaking. Station crew boarded the schooner and assisted to get the anchor with tackles.
Sept. 3	Slp. Lillian.....	City Point, Massachusetts.	Dragged against a float during a high wind. Station crew hauled her out to a safe anchorage.
Sept. 3	Am. slp. Pointer	Race Point, Massachusetts.	Two men with their wives, while out sailing in this sloop, ran her into the tide rips off Race Point, and were unable to extricate her from her dangerous position. To add to their peril, the sloop's tender capized and began to pound against her side. Shortly after dark the matter was brought to the attention of the keeper, who at once started out with his crew in the surfboat. Upon boarding the sloop it was found that the two women were very much exhausted and that one of the men was also much used up. Keeper put two of his crew on board the sloop, took the three disabled persons into the surfboat, and started back to the station, directing the two men to sail the sloop to Provincetown. The disabled persons were properly cared for at the station and speedily recovered. The two surfmen succeeded in getting clear of the tide rips, but shortly afterwards discovered that the sloop was fill-

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Sept. 3	Am. alp. Pointer	Race Point, Massachusetts.	ing with water. An examination showed that she had been stove by the tender, and that the only chance of saving her was to run her ashore. This they did, and all reached shore in safety. One of the men remained by her all night, as there were some valuables on board. Next day the sloop was stripped and abandoned.
Sept. 3	Skiff Jessie	Little Beach, New York..	Capsized in the bay a short distance north of the station, throwing one man into the water. Station crew rescued the man and towed the boat alongside the yacht to which it belonged.
Sept. 3	Yt. Lona.....	Buffalo, New York, Lake Erie.	Stranded and abandoned on the rocks near the foot of Caroline street. Station crew attempted to procure assistance of tug, but as it was late at night and on Sunday none could be found. On the following morning they secured the services of a small tug and soon released the sloop.
Sept. 3	Rowboat, no name	do	Capsized 1½ miles SE. of station, throwing six boys into the water. Four were saved and two drowned. (For detailed account, see caption "Loss of life.")
Sept. 3	Scow, no name.....	Fairport, Ohio, Lake Erie.	Drifted ashore about 7½ miles SW. of station. At request of owner station crew towed up behind a tug and ran a line for her. Tug soon released the scow and towed it to port.
Sept. 3	Slp. Mazie	Duluth, Minnesota, Lake Superior.	Stranded on sunken crib ½ mile NW. of station. Surfmen pulled out and after a few minutes' work succeeded in hauling the sloop clear.
Sept. 3	Am. sc. D. A. Wells..	Grande Pointe au Sable, Michigan, Lake Michigan.	Responding to a signal of distress from this vessel station crew pulled out and found her half full of water. They manned the pumps and soon had her free. Master then said he could take care of her until he could reach Ludington.
Sept. 3	Am. sc. Driver	Manistee, Michigan, Lake Michigan.	Towed into port, having sprung a leak. Master reported that his men were exhausted from work at the pumps, and requested relief from the station crew. Surfmen kept the pumps going all night and up to noon on the 4th, when master hired extra men to relieve the surfmen.
Sept. 3	Am. sc. Starlight....	South Haven, Michigan, Lake Michigan.	Disasted by a sudden puff of wind when about 8 miles W. of station. Surfmen boarded her and cleared away the wreckage after having made arrangements with a steamer to come out and tow the schooner into port. Upon arrival of steamer keeper put two men on board the wreck to assist in handling her, and the steamer then took her safely into the harbor.
Sept. 3	Slp. Hildegard.....	Sheboygan, Wisconsin, Lake Michigan.	Capsized in the river above the station. Surfmen pulled to her assistance and took her four men into the station boat. Righted the sloop and took her to a landing.
Sept. 4	Small boat, no name.	Knobbs Beach, Massachusetts.	Adrift about 4 miles ENE. of station. Surfmen recovered the boat and keeper advertised it in the daily papers. It was claimed on the 15th.
Sept. 4	Nph. lch. Leo	City Point, Massachusetts.	Machinery broke down when the launch was a short distance from the station. Station launch went to her assistance and towed her to her anchorage.
Sept. 4	Am. sc. Ford River..	Plum Island, Wisconsin, Lake Michigan.	Came to anchor off the island with main and mizzen sails split. At master's request surfmen took a message for a tug to come and tow her into port.
Sept. 5	Stm. lch. D. Maria Amelia.	City Point, Massachusetts.	Lost propeller 2½ miles SE. of station. Crew went out in launch and towed the disabled boat to a landing.
Sept. 5	Sloop, no name	Point Allerton, Massachusetts.	Two persons went out for a sail in this sloop but were unable to manage it. Station crew went out and took them to a place of safety.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Sept. 5	Slp. Maud S.	Assateague Beach, Virginia.	In attempting to cross Chincoteague bar the sloop was caught in the breakers and capsized. Surfmen hastened to the scene and took the two men who formed her crew into the surfboat. They were clinging to the bottom of the sloop and could not have held out much longer. Keeper then kedged the sloop outside the breakers and anchored her there. This done he took the rescued men to the station and provided them with dry clothes from the supply donated by the Women's National Relief Association. On the following day the crews of the Assateague Beach and Wallops Beach stations towed the sloop into the harbor, a distance of about 2 miles, put her alongside a schooner, and by means of tackles succeeded in righting her. Then bailed her out and put her in sailing trim. (See letter of acknowledgment.)
Sept. 5	Sloop, no name	Charlotte, New York, Lake Ontario.	Owing to a brisk offshore wind the occupant of this sloop was unable to reach the harbor. Station boat went out and towed him in.
Sept. 5	Sc. yt. Ida.	Muskegon, Michigan, Lake Michigan.	About 2 a. m. the lookout heard voices calling for help to the north of the harbor entrance. The station crew immediately started out in the surfboat and shortly found the yacht, with eight persons on board, close in to the breakers. They were all thoroughly frightened and unable to manage the yacht. Keeper put one of his crew on board and he sailed the yacht into the harbor. Four women and one child were cared for until after breakfast by the keeper's family.
Sept. 6	Sailboat, no name ...	City Point, Massachusetts.	Capsized $\frac{1}{2}$ mile N.E. of station, throwing one man into the water. Station crew went to the rescue, picked up the man, righted the boat, and bailed it out. The man declined dry clothing.
Sept. 6	Am. sc. Senator	Thunder Bay Island, Michigan, Lake Huron.	Sprung a leak and arrived off the station in a sinking condition. In answer to a signal of distress the station crew boarded the vessel and relieved the sailors at the pumps, succeeding in keeping her afloat until they worked her into Alpena.
Sept. 6	Skiff, no name	Grand Haven, Michigan, Lake Michigan.	Three small boys started out for a sail in this boat, but lost their only oar. Part of the station crew went out in the Whitehall boat and brought the boys in.
Sept. 7	Am. sc. Dart	Cuttyhunk, Massachusetts.	Stranded in the bend $\frac{1}{2}$ mile W. of the station about 8 p. m. Surfmen boarded her and laid out a heavy anchor, and while the master was throwing overboard a part of his cargo of ties, the station crew hove away on the windlass. As the tide was coming in the vessel soon floated and the men hove her up to her anchor. Sail was then put on, the anchor weighed, and the vessel proceeded to her destination, having sustained little, if any, damage.
Sept. 7	Slp. yt. Ditto	Watch Hill, Rhode Island.	Head stays carried away and master anchored her dangerously close to the shore. Hearing his shouts for help, surfmen pulled out, made temporary repairs, and sailed her to Stonington.
Sept. 7	Am. sc. Lilly May ...	Ottawa Point, Michigan, Lake Huron.	Towed into Tawas Bay, water-logged, and heavily listed to port. In answer to a signal of distress station crew boarded her, but she soon took bottom. Surfmen assisted in lightering about 3,000 cedar ties, and then succeeded in getting the vessel alongside a wharf at East Tawas. Here they began unloading her, working until 6.30 p. m., when the master decided to knock off until morning. Returning on the next day, surfmen worked almost constantly up to 5 a. m. on the 9th, un-

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Sept. 7	Am. sc. Lilly May...	Ottawa Point, Michigan, Lake Huron.	lading the vessel and manning the pumps. It then became apparent that they would be unable to lower the water, and the master decided to send for a tug. The schooner was subsequently pumped out and temporarily repaired, and on the 21st she left port in charge of a tug.
Sept. 7	Scow, no name	Michigan City, Indiana, Lake Michigan.	Broke adrift from the tug that had her in charge and was rapidly going ashore. Station crew pulled out and ran a line to the tug from the scow, thus saving the latter from destruction.
Sept. 7	Barge No. 2.....	Two Rivers, Wisconsin, Lake Michigan.	While at anchor some 5 miles S. of the station, a SE. breeze sprang up, making a heavy sea. The barge was deeply laden with iron ore and soon began to leak. At 11.40 p. m. she displayed a torch signal, in answer to which the station crew manned the surfboat and started out. After a hard pull of two and one-half hours against a head wind and sea, they reached the barge. By this time, however, the master had succeeded in getting his steam pump in working order, and was rapidly reducing the water in the hold. The surfmen remained by the vessel until 6.20 a. m., when a tug came out and took the barge in tow for South Chicago.
Sept. 8	Am. sc. Annie	Smith Island, Virginia ...	Sprung a leak and sunk in shoal water 4 miles WSW. of station. As soon as she was made out, surfmen went to her assistance. The tide was ebbing, and when the schooner's deck sued out the men began to throw off the deck load of lumber. At low water they pumped her out, and as the tide came in she floated. Surfmen sailed her to the landing and ran her ashore so as to find and stop the leak at low water. It was not until the 14th, however, that the tide ebbed enough to do any work; the leak was then stopped, and on the 17th the vessel left for Norfolk.
Sept. 8	Fish boat, no name.	Sturgeon Point, Michigan, Lake Huron.	Dragged anchor and stranded on Sturgeon Point, a short distance from the station. Surfmen poled her off and sailed her to a safe anchorage.
Sept. 8	Am. tug Ralph M. Cooper.	Ludington, Michigan, Lake Michigan.	Sprung a leak at her wharf, and at 3 a. m. was discovered by the engineer to be in a sinking condition. He notified the crew of another tug near by and word was sent to the station. The crews of the tugs and the life-saving station went to work with buckets and soon gained enough on the water to allow the other tug to go for a length of suction hose. All hands worked until about 6 a. m., when the water was low enough to allow the fires to be started under the Cooper's boilers, and as soon as her steam was up she was able to take care of herself.
Sept. 10	Rowboat, no name .	City Point, Massachusetts.	About 1.45 a. m. five men started to row ashore from a yacht, but the boat was scarcely clear when it capsized. Four of the men swam to the yacht, and the other, who could not swim, clung to the boat and called for help. The station patrol boat was near by, and the two surfmen hastened to the spot, rescuing the man and taking all five ashore. They hauled out the boat and hauled it out on the beach.
Sept. 10	Catboat Leader.....	do	While six men were cruising in this boat, it capsized near Thompsons Island. Station launch being in the vicinity, crew rescued the men and took them to the station, where they were given dry clothes. Recovered the boat, hauled it out and towed it to City Point.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Sept. 10	Am. sc. Mary and Belle.	Cuttyhunk, Massachusetts.	Beached by the master for the purpose of taking a horse on board. He calculated to be able to float her at high water, but found that he could not do so. Responding to his signal for assistance, surfmen laid out his anchors and soon hove the vessel off.
Sept. 10	Rowboat, no name.	Eatons Neck, New York.	Swamped while being launched from the beach, $\frac{1}{2}$ mile E. of station. Surfmen hauled the boat out on the beach, turned out the water, and assisted the men in charge to make a launch.
Sept. 10	Rowboats (3), no names.	Michigan City, Indiana, Lake Michigan.	Broke adrift from moorings and floated out into the lake, where they were seen by lookout. Surfmen went out in White-hall boat and brought them in.
Sept. 11	Slps. Tramp and Rag Time.	City Point, Massachusetts.	Broke adrift from moorings during high wind and were in danger of going ashore. Station launch towed them to safe anchorages.
Sept. 11	Slp. Sunny Side	New Shoreham, Rhode Island.	Dragged anchors and stranded on the W. side of the outer harbor shortly before midnight. Patrolman offered assistance at the time, but the master declined, saying that he might want help in the morning, however. Station crew worked on the vessel when the tide served for the next three days, and on the 14th they succeeded in releasing her and took her to a safe anchorage. (See letter of acknowledgment.)
Sept. 11	Slp. Arrow.....	Quogue, New York.....	Anchored $1\frac{1}{2}$ miles E. of the station during fresh ENE. wind and rough sea. Surfmen watched her all night, and at 5.30 a. m. she made a signal for assistance. Crew teamed boat to windward of the sloop and launched, but the sea and current were so strong that they could not reach her. A second trial was successful, however, and the surfmen took off the three men and their baggage just as the sloop parted her cable and began to drift into the breakers. The men were landed in safety, but the sloop became a total wreck. Part of the Tiana and Potunk crews arrived on the scene and assisted the crew of the Quogue Station.
Sept. 11	Am. sc. Almeron Thomas.	Thunder Bay Island, Michigan, Lake Huron.	Stranded on SE. end of island at 10.30 p. m. Keeper advised master to abandon the vessel for the night and go to the station with his two men, and this was done. On the following morning station crew pumped the vessel out, lightened part of her cargo, and sent for a tug. On the arrival of the latter, they ran her a line, and she soon released the schooner.
Sept. 11	Slp. yt. Mazie	Duluth, Minnesota, Lake Superior.	Stranded at 10.35 p. m. on a sunken crib about $\frac{1}{2}$ mile from the station. Master went to station and asked for assistance to float her, and surfmen responded, but were unable to move her. Landed the party and returned to the station. On the following day the station crew returned, and after working two hours succeeded in releasing the yacht uninjured.
Sept. 12	Rowboat, no name..	Hunniwells Beach, Maine	A small boat containing three persons attempted to cross the bar in a heavy surf, the men not being familiar with either boats or surf. Station crew pulled out and caught them in time to prevent a disaster, but not before the boat was nearly swamped. They towed them back to the mouth of the river.
Sept. 13	Slp. William C. Pruitt.	Wachapreague, Virginia.	Stranded on sunken piling $\frac{1}{2}$ mile from station. Surfmen went to her assistance and at high water they hauled her off without damage.
Sept. 13	Am. sc. C. G. King...	Sand Beach, Michigan, Lake Huron.	Arrived in port leaking, with 24 feet of water in hold. Surfmen relieved the vessel's crew at the pump until the master could ship additional men.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Sept. 14	Am. sc. Henry Cowles.	Old Chicago, Illinois, Lake Michigan.	Keeper detailed part of crew to assist in keeping pumps manned on this vessel, which was lying at a wharf, aleak.
Sept. 15	Am. sc. Bramhall ...	Wallis Sands, New Hampshire.	Stranded on Duck Island, 5 miles from station. Surfmen went to her and found that her crew had abandoned her and gone aboard another vessel. Surfmen assisted in stripping the schooner and afterwards accompanied the crew to Portsmouth, where the keeper procured them transportation to their homes. Arrangements were made with a tug to work on the vessel, and about sunset she was released and towed into Portsmouth, but she had sustained such injuries that she will not be fit for further service.
Sept. 15	Fr. str. Pouyer Questier.	Orleans, Massachusetts ...	Stranded on outer bar. Surfmen boarded her and keeper advised the master to lay out an anchor and wait for the tide to rise. This was done, with the assistance of the surfmen, and at high water the vessel floated. She was apparently uninjured.
Sept. 15	Am. sc. Florence Russell.	Great Egg, New Jersey ...	Stranded on a sand bar in the beach thoroughfare, at high water, and kept forging up on the bar. Surfmen boarded her laid out an anchor, hove her off, and piloted her to a wharf.
Sept. 15	Am. sc. Josephine ...	Ottawa Point, Michigan, Lake Huron.	Stranded on a bar 1½ miles W. of station. Surfmen pulled out to her, and after working over an hour succeeded in releasing her.
Sept. 16	Slp. Three Sisters ...	Crumple Island, Maine ...	Stranded on Sheep Island ledges and filled with water. Master sent for surfmen, who immediately pulled to the scene. Keeper procured a small vessel, which he moored to windward of the sloop, rigged masthead tackles, and hove the sloop on an even keel; then raised her topsides clear of the water and bailed her out. She floated off the rocks and the men took her to a good anchorage.
Sept. 16	Am. sc. Eben Parsons.	Plum Island, Massachusetts.	While working down the river in a light wind and against a strong tide the schooner stranded on a sand spit near Plum Island Point. By the time the surfmen arrived the crew had an anchor run out astern; all hands manned the line and soon had her afloat.
Sept. 16	Slp. Ariel	Holland, Michigan, Lake Michigan.	While two boys were sailing in Black Lake the sloop capsized with them. A small boat was close by and rescued the boys. Station crew towed the sloop to her wharf and bailed her out.
Sept. 16	Am. sc. Henry Cowles.	South Chicago, Illinois, Lake Michigan.	Entered port leaking and half full of water. Crew deserted, and master requested station crew to help keep the vessel afloat while she was being towed up to Pullman. Keeper and five surfmen went on board and worked the pumps until she arrived at her destination.
Sept. 17	Slp. Everett	Point Allerton, Massachusetts.	Stranded on Lovells Island, 2 miles NNW of station. Surfmen went to the place and blocked her up to keep her from bilging, and at high water they kedged her out into deep water.
Sept. 19	Am. sc. Sudie Wayman.	Atlantic City, New Jersey.	Stranded on Absecon Bar, 1 mile from the station. Surfmen boarded her, but she was already bilged and beyond aid. Station crew took off the four men who composed the crew of the schooner, saved their personal effects, and succored them at the station for four days. Furnished them with necessary articles of clothing from the supplies of the Women's National Relief Association. Underwriters' agent took charge of the wreck, which was almost worthless. (See letter of acknowledgment.)

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Sept. 19	Slp. yt. Penrose.....	Townsend Inlet, New Jersey.	Stranded in Townsend Inlet, 1½ miles SSE. of station. Crews from Avalon and Townsend Inlet stations boarded her and laid out an anchor, and the men from the latter station landed the eight passengers from the yacht. At high water the vessel floated and swung to her anchor. On the 21st the same yacht drifted aground on the meadows and the crew of the Townsend Inlet Station assisted in running an anchor and heaving her into the channel.
Sept. 19	Am. str. City of Jacksonville.	Portsmouth, North Carolina.	Rudder chains parted and the vessel went ashore 200 yards N. of old Whalebone Inlet. Station crew boarded her and offered to land the crew, but the master declined. Messages were sent for assistance via Beaufort, and the surfmen stood by the steamer for three nights. Also laid out and backed an anchor to prevent her going higher up on the beach. Did boat duty from time to time, carrying provisions to the steamer and delivering mail. A wrecking company took charge of the vessel later on, so that the services of the surfmen were no longer needed.
Sept. 19	St. canal boat Fred M. Lawrence.	Buffalo, New York, Lake Erie.	Stranded on Horseshoe Reef, 2 miles WNW. of station, and immediately blew signals for assistance. Station crew and a tug responded, and upon arrival surfmen ran a line from the canal boat to the tug, which soon released the stranded vessel.
Sept. 20	Sailboat, no name..	Hunniwells Beach, Maine	Dragging out to sea with nobody on board. Surfmen boarded her and sailed her to a safe anchorage.
Sept. 20	Slp. yt. Alida	City Point, Massachusetts.	Parted mooring line and drifted ashore near the Head House. Crew of station launch hauled her afloat and anchored her.
Sept. 20	Slp. Ellen.....	Napeague, New York.....	While lying at anchor in Napeague Harbor with no one on board, this sloop was struck by lightning and sunk. Surfmen worked all that day and the day following raising the sloop, hauling her into shoal water, and bailing her out. Damage slight.
Sept. 20	Slp. John L. Mills ..	Metomkin Inlet, Virginia.	Stranded on the point of Metomkin Beach. Station crew went out in the surfboat, kedged her off, and towed her to an anchorage in the harbor.
Sept. 20	Slp. H. E. Thompson	Sullivans Island, South Carolina.	Stranded on Drunken Dick Shoal, 1½ miles from the station. Crew boarded her and worked until the falling tide compelled them to desist. When the flood made they renewed their efforts, and at high water they kedged her off with but slight damage. (See letter of acknowledgment.)
Sept. 20	Br. slp. yt. Sodus	Buffalo, New York, Lake Erie.	Stranded on Horseshoe Reef. Surfmen ran a line to a tug, which released the sloop and towed her to her mooring place.
Sept. 21	Dory, no name	City Point, Massachusetts.	Struck by squall and became unmanageable. Station launch took off the sole occupant and towed the boat to City Point.
Sept. 21	Slp. Helen.....	High Head, Massachusetts.	Parted anchor line and drifted ashore. Station crew tried to float her, but the falling tide prevented; and as there was a sharp sea running, they put rollers under her and hauled her up on the beach, above the high-water mark.
Sept. 21	Am. sc. White Foam.	Bois Blanc, Michigan, Lake Huron.	Capsized in a squall 13 miles W. of station and sunk. At request of master, station crew went to the scene and attempted to float her, but she was so deeply embedded in the sand that they could not move her. The vessel was in poor condition, and the action of the waves had opened nearly all of her seams. She will probably be a loss.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Sept. 22	Am. sc. A. J. Whiting.	Burnt Island, Maine.....	Stranded on Thompsons Rock 6 miles N. by E. of station. Surfmen boarded her, but found her so hard on the rock that they could not move her. For the next seven days they worked on the vessel, and finally succeeded in floating her and taking her into shoal water, where they could pump her out at low water. She was practically undamaged.
Sept. 23	Catboat Madcap....	Potunk, New York	Capsized by a puff of wind $\frac{1}{2}$ mile WNW. of station. Surfmen assisted the master to right her and bail her out.
Sept. 23	Slp. yt. Hawk.....	Buffalo, New York, Lake Erie.	Capsized near the outer breakwater. Surfmen started for her immediately, but a tug arrived ahead of them and rescued the two men. Station crew righted the boat and bailed it out, and the two men then resumed charge.
Sept. 24	Br. barge Calabria..	Monomoy, Massachusetts.	Stranded on Shovelfull Shoal while towing behind a tug. Surfmen piloted the tug close in to the barge and ran a line between the two vessels. At high water the tug pulled the barge afloat.
Sept. 24	Sloop, no name.....	Erie, Pennsylvania, Lake Erie.	Capsized in shoal water $1\frac{1}{2}$ miles from station. Surfmen hurried to the spot, but the man had waded ashore with his boat. Station crew hauled the boat out and put it to rights, then conveyed the man to the station, where they gave him some refreshments and furnished him with dry clothes from the supply of the Women's National Relief Association.
Sept. 24	Nph. lch. Catherine.	Michigan City, Indiana, Lake Michigan.	During a severe blow the house in which this launch was stored was wrecked, and the launch was in danger of being crushed. The station crew hauled it out of the boathouse and took it to a safe place.
Sept. 24	Rowboat, no name.	South Chicago, Illinois, Lake Michigan.	Two men in this boat were unable to make any headway against the wind and sea, and were gradually being driven toward the breakwater. Surfmen pulled alongside, took the men into their boat, and towed the rowboat into the Calumet River.
Sept. 24	Sharpie Shamrock..	Chicago, Illinois, Lake Michigan.	In trying to make the lagoon in a heavy blow the sharpie struck the end of the Casino pier and the two men jumped out upon it. They were unable to reach shore, however, as the inner part of the structure had been burned. Surfmen pulled to their relief and took them and their boat into the lagoon.
Sept. 24	Am. str. Cleveland..	Old Chicago, Illinois, Lake Michigan.	While bound from Frankfort, Michigan, to Chicago with a cargo of lumber, this steamer sprung a leak off Milwaukee. The steamer Edward Buckley overhauled her and towed her within a few miles of Chicago, but before the Cleveland could get into the harbor she took bottom aft and struck in the channel, close to the pier entrance. Station crew boarded her and attempted to heave her out of the channel, but an incoming vessel parted the lines which they had run to the pier. Crew stood by the vessel all night, pumping and flaring torches to passing vessels. In the morning the master engaged a tug and lighter, and by noon his vessel was released and towed inside. Two of her crew, who had been drenched by the seas, were taken to the station for the night and given dry clothing.
Sept. 25	Br. sc. Comrade.....	White Head, Maine.....	While passing through Fisherman's Island Channel, this vessel struck on Grindstone Ledge, causing a severe leak. She put into Seal Harbor with her hold half full of water and came to anchor. Surfmen boarded her, got her under way, and

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Sept. 25	Br. sc. Comrade	White Head, Maine.....	beached her, mooring her fast. There she remained about two weeks, when the tide ran low enough to allow them to stop the leak. On the following flood tide the schooner floated and proceeded on her voyage.
Sept. 25	Sc. Trilby.....	Gurnet, Massachusetts....	Stranded on Dicks flat, 2½ miles from the station. Keeper sent two surfmen to render aid, if required. They ran out the station anchor, and at high water floated the schooner off.
Sept. 25	Scow, no name	Hog Island, Virginia	While sloop Music was attempting to tow this scow, locally called a monitor, across the inlet, the scow filled and began to sink. Sloop cast off and the scow would have drifted to sea but for the assistance of the station crew, who went out and anchored it. On the following day the owners had it towed ashore and pumped out.
Sept. 26	Shanty boat, no name.	North Beach, Maryland ..	Sunk 2½ miles N. of station while in tow of a sharpie. On the following day station crew assisted the owner to raise and calk it.
Sept. 26	Br. sc. W. Y. Emery.	Charlotte, New York, Lake Ontario.	Sprung a leak during the gale on the 25th and anchored off Bear Creek, 18 miles E. of station. Word reached the station next morning that she was flying a signal of distress. Keeper procured services of a tug and set out, towing the lifeboat. Upon arriving abreast the schooner surfmen manned the lifeboat and took off the schooner's crew—five men—setting them aboard the tug. The schooner was leaking so rapidly that she could not be saved, so tug steamed back to Charlotte. Surfmen took the rescued men to the station and gave them dry clothes from the stores of the Women's National Relief Association. The master was injured by being struck by the main boom, and the keeper had a physician summoned to sew up a gash in his face. The men remained at the station two days. The schooner sank, becoming a loss.
Sept. 27	Am. sc. Peerless.....	Burnt Island, Maine.....	Disasted and sails blown away at sea in a hurricane. After the storm had subsided the crew made temporary repairs and succeeded, after a long and severe voyage, in reaching the coast of Maine. As soon as she was made out from the station surfmen went on board and helped to work her into Port Clyde.
Sept. 27	Rowboat, no name..	Fourth Cliff, Massachu- setts.	Capsized 1½ miles from the station, throwing two men into the water. They were picked up by a passing yacht and landed near the station. In the meantime the crew manned the surfboat and pulled out to the boat, but the sea being too heavy to tow it in or right it, they anchored it and returned to station. Furnished dry clothing to the two rescued men. On the following day surfmen bailed out the boat and towed it ashore, returning it to the owners.
Sept. 27	Sc. Lillie Strong	Sand Beach, Michigan, Lake Huron.	Lying in an exposed berth during fresh breeze and pounding against wharf. Surfmen moved her to a place of safety and moored her.
Sept. 28	Am. sc. C. R. Bennett.	Great Egg, New Jersey...	Stranded on sand bar in the beach thoroughfare. Surfmen boarded her, laid out an anchor, and hove her into the channel. Keeper piloted her to a wharf at Longport.
Sept. 28	Lighter, no name...	Muskegon, Michigan, Lake Michigan.	Broke adrift from her moorings and was being carried out toward the lake by a strong current. Station crew hove a line over one of her timberheads as she was passing the station and held her until a tug could be procured. Tug towed the lighter into Muskegon Lake.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Sept. 28	Am. sc. Emily Taylor.	Pentwater, Michigan, Lake Michigan.	Missed pier entrance and stranded high up on the beach near the station. Crew being in no danger, surfmen made a line fast to a pile and left her. On the following day they boarded her, ran out an anchor, and assisted to heave her head offshore. During the night a fresh breeze sprang up, causing the vessel to pound, and the master requested the surfmen to land his wife and two children. When this was done he scuttled the schooner to keep her from pounding to pieces. On the 30th the surfmen boarded the schooner again, plugged up the hole, hove her afloat, and took her into the harbor. Recovered the anchor and returned it to the schooner. She was but slightly injured.
Sept. 28	Rowboat, no name..	South Chicago, Illinois, Lake Michigan.	While a man was transferring bolts across the Calumet River in a rowboat the boat sunk and the man was in danger of drowning. He managed to cling to a projecting piece of timber from the pier until the surfmen arrived in the supply boat. They took him into their boat, raised his boat, bailed it out, and proceeded to the station.
Sept. 28	Am. str. Ivanhoe and R. J. Gordon.	Old Chicago, Illinois, Lake Michigan.	These two steamers were discovered to be on fire at the Van Buren street wharf about 10.30 p. m. Surfmen loaded the pump into the boat and proceeded at once to the scene, assisting in saving the Ivanhoe. The city fire department saved the Gordon. Both vessels were burned down to their decks. Cause of fire unknown.
Sept. 29	Am. str. George Spencer.	Middle Island, Michigan, Lake Huron.	Crank pin broke and vessel anchored about 5 miles ESE. of station, setting signal for assistance. Station crew boarded her, but could do nothing further than to send for tug and forward dispatches to owners. Tug came from Alpena and towed the Spencer into port for repairs.
Sept. 29	Gas. lch. Marjorie W.	Duluth, Minnesota, Lake Superior.	Struck sunken log, loosening the propeller. Station crew towed the launch to a slip, where repairs could be made.
Sept. 29	Sc. Hustler	Frankfort, Michigan, Lake Michigan.	While towing in for the harbor towline parted and the schooner went against the pier. Station crew ran a line to the tug, which took the Hustler into port. Surfmen pumped and bailed to keep her from sinking, and when she was fast to the wharf they listed her over, finding two of her planks broken. Assisted in making repairs and then pumped her dry.
Sept. 29	Slp. Britomarte.....	Baileys Harbor, Wisconsin, Lake Michigan.	Sprung a leak and sunk on Cana Island Reef, 7 miles from the station. As soon as word reached the keeper he went to the scene with the lifeboat, hove her off the reef, removed part of her cargo of iron, and made her fast. Returned on the 30th and continued work. The weather being rough for the next week, nothing further was done until the 7th of October, when the surfmen hauled the sloop up on the beach. On the 8th they removed part of her remaining load of iron. She was not much damaged.
Sept. 30	Slp. Astrea	Brant Rock, Massachusetts.	Stranded $2\frac{1}{2}$ miles S. of station. Surfmen laid out anchors and at high water hove her afloat. Keeper took her into safe water.
Sept. 30	Am. sc. Nellie May..	Sand Beach, Michigan, Lake Huron.	Anchored in a stiff breeze near the breakwater and signaled for a tug. Tug went out, but before she reached the schooner the latter had dragged into the backlash and broached to, part of her cargo of wood going by the board at the same time. The tug blew for the surfmen, who immediately responded in the surf-

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Sept. 30	Am. sc. Nellie May..	Sand Beach, Michigan, Lake Huron.	boat. After some difficulty they succeeded in taking off the crew—two men—from the schooner and landed them at the station. The men were cold and wet, and the keeper gave them stimulants and dry clothes. The schooner drifted out into the lake when the wind shifted, but was saved from total wreck by the tug Jones.
Oct. 1	Am. sc. Winnie Lawry.	Chatham, Massachusetts.	Anchored about 2½ miles SSE. of station and set signal of distress. Surfmen boarded her, and, finding that she was leaking seriously and her crew exhausted by pumping, they manned the pumps while the keeper signaled for help from the Monomoy Station, the crew of which soon responded by boarding the leaking vessel. Then the master, upon the advice of the keepers, decided to try to take her to Vineyard Haven, and they at once got under way. They made Vineyard Haven at daylight on the next morning, the surfmen having kept the pumps going during the passage, and there the master procured the services of a tug to place his vessel in a good position at the head of the harbor for a diver to work on her bottom. The life-saving crews returned to their stations by rail.
Oct. 1	Am. sc. John W. Fox.	Great Egg, New Jersey ...	Stranded about ½ mile WSW. of station on a sand bar while passing through the beach thoroughfare. Surfmen went to her assistance, and, by pushing with poles and oars and handling the sails properly, they succeeded in floating her without damage.
Oct. 1	Yawl Ocean Queen.	Sullivan's Island, South Carolina.	Having missed stays, the crew of this boat let go the anchor, but they dragged into the breakers and stranded on the beach of Morris Island about 3 miles SW. of station. Surfmen pulled to their assistance, but they had reached the beach safely; their boat, however, lay in the heavy breakers and was full of water. After carrying the mast, sail, and everything movable up on the beach the surfmen hauled the boat up as high as possible and then took the crew of three men to the station, whence they were able to take the trolley cars to their homes.
Oct. 1	Slp. yt. Stranger	Duluth, Minnesota, Lake Superior.	Leaking and became water-logged while lying at anchor near the city dock. Upon receiving a request for assistance the surfmen boarded her, bailed her out, and then towed her to the place where the master wished to haul her out for repairs.
Oct. 1	Nph. lch., no name.	Point Betsie, Michigan, Lake Michigan.	Machinery disabled and launch leaking. By bailing continually and rowing, the crew reached the life-saving station, where the surfmen hauled the launch up on the beach, and whence the crew of two men went to Frankfort on foot.
Oct. 1	Skiff, no name	White River, Michigan, Lake Michigan.	Adrift and floating out of harbor. Surfmen pulled out, picked it up, and returned it to owner.
Oct. 1	Am. sc. Coral	Sheboygan, Wisconsin, Lake Michigan.	At 7 p. m. the surfmen boarded this schooner, which arrived with 3 feet of water in her hold, and pumped her dry.
Oct. 1	Am. sc. Cora	Two Rivers, Wisconsin, Lake Michigan.	During a S.E. gale with heavy sea this schooner ran into the harbor for shelter. As she was in danger of fouling a bridge the surfmen launched a small boat and ran lines to assist her in making fast to dock.
Oct. 2	Br. shp. Hartfield ...	False Cape, Virginia.....	Stranded on Pebble Shoal, about 2 miles E. of station, after being warned offshore by the Coston light of the station crew. At 8 p. m. the keeper saw her signal of

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Oct. 2	Br. shp. Hartfield ...	False Cape, Virginia.....	distress and heat once prepared to launch the surfboat. As soon as the patrolmen returned to station the surfmen pulled out and boarded her. The master asked the keeper to take a telegram for a steam tug to the shore and forward it. The keeper did as requested, and soon a tug arrived and released her without apparent injury.
Oct. 2	Am. sc. Dave Freeman.	Galveston, Texas	Stranded about 3 miles E. of station, while bound into Galveston Harbor from a fishing trip. At 6.45 p. m. the steam pilot boat Mamie Higgins notified the life-savers of the casualty, and they at once proceeded to the stranded vessel in tow of the pilot boat. They found the sea breaking over her, and, owing to the darkness and rough sea, nothing could be done to float her. The crew of six men were taken off by the surfboat, put on board the pilot boat, and taken to the city. At daylight on the next morning the station lookout reported the schooner to have drifted to Pelican Spit, about $\frac{1}{2}$ mile W. of station, where she lay aground, the tide having been very high during the night. Surfmen boarded her, laid out two anchors, and then began to pump her out, as she was full of water. After four hours of hard labor they succeeded in floating her, and the United States Engineer's tug Anna, passing by, gave them a line and towed them to the city, where they delivered the schooner to her owner, considerably damaged.
Oct. 2	Br. sc. M. L. Breck ..	Thunder Bay Island, Michigan, Lake Huron.	Sprung a leak and compelled to anchor about 2 miles S. of station, where the surfmen went on board and assisted at the pumps. In spite of their efforts the water continued to gain on the pumps, and it was necessary for the life-savers to return to shore and send out a tug, which soon arrived and succeeded in towing her safely into Alpena.
Oct. 2	Slp. yt. Viking	Duluth, Minnesota, Lake Superior.	Parted moorings and went adrift in the bay with no one on board. Surfmen launched their boat and towed her to boathouse dock, where they secured her until the owner came and took charge of her.
Oct. 2	Rowboat, no name ..	.....do	Adrift in the bay. Surfmen pulled out and towed it to boathouse, where they secured it until the owner should claim it.
Oct. 2	Sailboat, no name ..	Milwaukee, Wisconsin, Lake Michigan.	Dragged anchor and in danger of fouling breakwater in a high sea. Surfmen pulled to the sailboat and found on board two men, who had boarded it in a small rowboat, but, by mismanagement, had let their rowboat go adrift and now were in peril. Surfmen anchored their boat 100 yards to windward of the sailboat, and dropped down near enough to heave a line on board, which the men made fast to the foremast and then cut their cable. After a hard pull the station crew succeeded in towing the sailboat out through the surf to a place of safety about $\frac{1}{2}$ mile N. of breakwater.
Oct. 2	Barge, no name	Point Adams, Oregon.....	While anchored in the Columbia River, about 1 mile above station, this rock-laden barge began to drag its anchor and drifted rapidly downstream. Keeper sent one surfman to notify tugboat at Astoria by telephone from the United States Engineer's office; with the rest he boarded the barge, paid out 20 fathoms of cable, and thus arrested its drift.
Oct. 3	Rowboat, no name ..	City Point, Massachusetts.	Capsize about $\frac{1}{2}$ mile W. of station. The sole occupant was taken from the water by another boat, which was close at hand,

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Oct. 3	Rowboat, no name..	City Point, Massachusetts.	before the arrival of the station launch. He was taken into the launch, carried to station, and given dry clothing from the supplies furnished by the Women's National Relief Association. Surfmen recovered the capsized boat and bailed it out.
Oct. 4	Am. str. Cecelia Hill.	Plum Island, Wisconsin, Lake Michigan.	Stranded on Middle Shoal at entrance to Detroit Harbor, Wisconsin, at 10.30 p. m. She lay in a safe position and made no signal for assistance until the morning when the surfmen boarded her. After a fishing tug had tried in vain to release her, the surfmen ran a hawser to the schooner Iris, which was anchored in the channel, and, by taking it to the schooner's windlass and with the aid of the steamer's screw, they succeeded in heaving her afloat. Station crew also landed two passengers who requested to be placed on shore.
Oct. 5	Am. sc. Delaware ...	Monomoy, Massachusetts.	At 3.30 a. m. stranded on Shovelful Shoal, 4½ miles SSW. of station, and filled with water. Station lookout discovered her at 5.30 a. m., and surfmen at once pulled out to her, finding a wrecking crew from Monomoy on board and that the master had closed a bargain with them for saving the cargo of lumber. Surfmen remained by her until high water, but she did not float; then they took the crew of four men to station and succored them. On the next day the station crew transported the schooner's crew back to their vessel, and the deck load of lumber having been lightened, she floated at high water and proceeded to Hyannis.
Oct. 5	Am. str. Maggie Ashton.	Grindstone City, Michigan, Lake Huron.	Stranded on a reef, 3¼ miles E. by N. from station, at 7.30 p. m., and sounded a signal of distress. Surfmen boarded her at once and took her crew of three men to Grindstone City, where the master telephoned to Harbor Beach for a tug. Then they all returned to the stranded steamer and stood by until 12.25 a. m., when, as no tug arrived and the wind freshened from the NE., they returned to station with the crew and succored them for the night. At 9 a. m. they again boarded the wreck and ran a line to a tug which had arrived, but the attempt to float her was futile. Station crew then took the crew, their clothing, and the removable gear to the station. On the 9th instant they pulled out to the wreck and ran hawsers for two tugs, which, however, failed to release her. On the 11th instant a lighter was placed alongside the wreck and an effort was made to pump her out and float her, the surfmen again running the lines, but it proved unsuccessful and she was abandoned as a total loss.
Oct. 5	Am. str. Ralph	Umpqua River, Oregon...	Washed ashore by the heavy ocean swell while discharging hay from a scow near the mouth of the Umpqua River. Upon hearing her signal of distress, the life-saving crew boarded her and tried to heave her afloat, but were unable to do so on account of lack of suitable gear. The hull was leaking and soon filled with water. Keeper sent a surfman to notify owner, who soon arrived with a small tug; then, as the tide fell, the station crew endeavored to caulk her seams and bail her out. The hull was so badly constructed, however, that it was impossible to keep the seams from working open and the attempt was abandoned, but the station crew stood by to render assistance until 2 a. m. On

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Oct. 5	Am. str. Ralph	Umpqua River, Oregon...	the next morning surfmen returned to the wreck, assisted the owner to take the engine and movables out of the hull, load them on a scow, and take the scow to a safe anchorage. The hull became a total loss.
Oct. 6	Dredge Empire State, and five scows.	Cahoons Hollow, Massachusetts.	Hawser was cut while these vessels were being towed around Cape Cod in a fresh NE. gale. The crews were taken off by the tug which was towing them, and the dredge and scows drifted ashore 2½ miles S. of station about 10 p. m. Life-saving crew boarded them at 2 a. m., and the keeper took charge, informing the maritime exchanges at Boston and New York and also telegraphing to Provincetown, but finding no clew of the tug which had been towing them. On the following day the keeper turned them over to the wreckmaster of Wellfleet. The master of the dredge arrived soon afterwards and succeeded in saving the dredge and three scows.
Oct. 6	Sloop, no name.....	Gay Head, Massachusetts.	During a strong NE. wind with rain squalls, a fisherman beached his sloop about 1 mile SW. of station at 6.30 p. m., and applied at station for help to haul it up on the beach. Taking a watch tackle, the station crew went with him and found the boat full of water; they bailed it out, removed the ballast, and then, by placing rollers underneath and using their tackle, they succeeded in hauling it clear of the water, where they secured it. They returned to station with the fisherman, who was thoroughly drenched, provided him with dry clothing from the supplies of the Women's National Relief Association, succored him until the next day, and then helped him to launch his sloop.
Oct. 6	Catboat Mamie L...	Fire Island, New York....	At 5.30 p. m. this boat capsized in a sudden flaw of wind, 1½ miles NE. from station, with one occupant, who managed to cling to its bottom. The surfmen hastened to his rescue and soon hauled him safely into their boat; they took him to the station and succored him for the night. Owing to darkness and high wind, the surfmen did not recover the boat until morning; then they righted it, bailed it out, and turned it over to the owner with no damage, except the loss of the tiller.
Oct. 7	Schooner Iva.....	Fletchers Neck, Maine ...	Dragged anchor and stranded 1 mile N. of station, during a fresh northerly wind, with nobody on board. She stranded sometime during the night and lay under a high bluff where the patrol could not see her, but the keeper discovered her on the next morning as he was going for the mail. Surfmen boarded her, took out her ballast, ran out anchors, and succeeded in heaving her off the rocks, but she filled and sank afterwards on a sandy bottom. At next low water they calked her and bailed her out, floating her at high water, taking her into the Pool, and beaching her where the owner could repair her.
Oct. 7	Dory, no name	Fourth Cliff, Massachusetts.	At 1.30 p. m. two men capsized in a dory while trying to cross the break in the beach about ¼ mile N. of station, and were in danger of being carried seaward by the strong ebb tide which was running. Two surfmen, being close at hand with a dory and seeing the accident, pulled out and rescued the men, landing them safely across the cut.
Oct. 8	Rowboat, no name.	City Point, Massachusetts.	Three young men capsized in a rowboat while going off to their yacht, which lay in Pleasure Bay. The station patrol heard their cries and pulled quickly to them,

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Oct. 8	Rowboat, no name.	City Point, Massachusetts.	taking them from the water, where they were clinging to the upset boat, and landing them safely on their yacht. One of their number could not swim, and was nearly exhausted when taken from the water. The patrol also recovered their boat and bailed it out for them.
Oct. 8	Am. str. Eureka	Bois Blanc, Michigan, Lake Huron.	Stranded on Lighthouse Point about 7 miles SSW. of station at 6 a. m. Life-saving crew pulled to her in their surfboat, and then, at the master's request, went toward Cheboygan after a tug. They met one which towed them back to the stranded steamer, and which released her after pulling about an hour. She continued her voyage toward Chicago apparently uninjured.
Oct. 8	Am. tug Record	Duluth, Minnesota, Lake Superior.	Run down and sunk by the steamer James B. Neilson in the harbor of Duluth. A fireman who was asleep in his bunk at the time of the accident was drowned. Surfmen pulled out as soon as apprised of the disaster, and located and buoyed the sunken vessel, which lay in the channel. (For detailed account see caption "Loss of life.")
Oct. 9	Br. sc. Thomas W. Holder.	Cahoons Hollow, Massachusetts.	Stranded about 9 p. m., 2 miles N. of station, during a thick fog and high surf. Patrolmen reported the casualty at station at 9.50 p. m., and keeper at once telephoned to Pamet River Station asking that crew to take their beach apparatus to the wreck. Then, hitching the horse to the boat wagon, they went to the wreck, reaching it at 11 p. m. The Pamet River crew arrived a few minutes afterwards with their beach apparatus, and both crews set to work. The wreck lay about 500 yards from shore, and near it they could see a bright light which they concluded was one of its boats anchored outside the surf and containing the crew. This conclusion proved correct; but, nevertheless, the surfmen went ahead with their operations and fired a line which, however, failed to reach the wreck, the distance being too great. At 1.30 a. m. the sea tossed the wreck over the outer bar and it approached within 25 yards of the beach, and had the crew remained on board, the life-savers could have landed them easily. At daylight the boat outside the breakers pulled toward the beach; the surfmen went into the water up to their armpits and seized it just as it broached to. It would have capsized but for their aid. All seven of the crew were landed safely and taken to the station, where they were furnished with food and dry clothing from the stores of the Women's National Relief Association. On the 11th they left for Boston, the keeper having procured transportation for them. The schooner was a total loss.
Oct. 10	Am. sc. Notice	Plum Island, Massachusetts.	This schooner was beached on Plum Island, 1 mile NW. of station, in order to load sand. When loaded her crew were not able to float her, as the sand had beached in outside of her, and her master called on the station crew for help. Surfmen boarded her, unloaded 75 tons of sand, ran out anchors, and then successfully floated her.
Oct. 10	Sloop Nellie May ...	Galveston, Texas.....	Capsized in a heavy squall 500 yards NW. of station. Surfmen quickly pulled out to the capsized boat and rescued the crew, two men and a boy, who were clinging to its bottom. They righted and bailed it out, and then its crew proceeded to their destination.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Oct. 10	Sloop Virginia.....	Chicago, Illinois, Lake Michigan.	Swamped 2 miles SE. of station on account of carrying too much sail in a fresh breeze. Station crew launched the surfboat and, under sail and oars, hastened to the rescue; they took the crew of two men into the surfboat and anchored the sloop, as the wind was too strong for them to tow it to the shore. On the next morning the owners towed in the sloop and returned the station anchor and cable.
Oct. 11	Am. slp. Mattie.....	Wallops Beach, Virginia..	Stranded on north end of Wallops Beach at 10.15 p. m. Station crew pulled to her in the surfboat, and letting go their anchor in deep water they took the cable to the stranded sloop; they underran the cable to the sloop's anchor which lay in the breakers, hoisted it and put it on board. Then they manned the offshore cable, hove her afloat, made sail, and took her to a safe anchorage inside Chincoteague Inlet.
Oct. 12	Sloop Dione.....	Fourth Cliff, Massachusetts.	Stranded about $\frac{1}{2}$ mile N. of station. Surfmen went on board and ran out her anchor, but it proved to be too light. They returned to station and got a heavier anchor with which they succeeded in hauling her afloat and then took her to an anchorage in the river.
Oct. 12	Am. sc. Humboldt...	Monomoy, Massachusetts.	Drifted on Handkerchief Shoal during a calm and grounded at low water. Surfmen boarded her; she floated soon after the tide turned and they piloted her into good water.
Oct. 13	Am. sc. Romana....	Gilgo, New York.....	Stranded during a thick fog 2 miles W. of station. Crews from both Gilgo and Jones Beach stations boarded her, finding her close against the beach and her crew able to walk ashore. They carried out an anchor and tried to heave her afloat, but were unsuccessful, and she began to leak and soon filled with water. Surfmen helped to strip her of sails, rigging, anchor, and chains, and succored the crew at station for two days. The hull and cargo became a total loss.
Oct. 13	Am. sc. Henry P. Mason.	Cape Henlopen and Lewes, Delaware.	Stranded on point of Cape Henlopen at 9 p. m. Crews from both Cape Henlopen and Lewes stations hastened to the relief house at the point, launched the surfboat, and boarded her. They remained on board all night, assisting to furl sails and run lines to the tugs. At high water on the next day the tug North America floated her; damage unknown.
Oct. 14	Am. sc. Olga.....	Saluria, Texas.....	Set a signal for assistance in the offing. Surfmen boarded her and found that her centerboard was sprung so that it could not be used, and her master was afraid to attempt to cross the bar without it. She was fitted with a small pair of gasoline engines, but had only a small quantity of fuel on board. Surfmen took her across the bar with her engines, then made sail and brought her safely into an anchorage in Saluria Bayou. On the next day a surfman piloted her to Port Lavaca, where she obtained fuel and repairs.
Oct. 14	Am. str. A. D. Hayward.	Cleveland, Ohio, Lake Erie.	At 5.40 a. m. station lookout reported this steamer to be on fire, while lying at a dock about 700 feet N. of station. Keeper telephoned to city fire tug, and then station crew launched surfboat and boarded her with buckets and fire extinguisher. They succeeded in quenching the flames with the extinguisher before they did much damage and before the arrival of the fire tug.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Oct. 14	Sloop Edith A	Holland, Michigan, Lake Michigan.	This sloop sailed out on the lake on a pleasure cruise, having on board six men and women, and was unable to beat back into the harbor. Keeper watched the party for nearly an hour, and then decided that they needed assistance. Pulling out in the surfboat, the station crew took their line and towed them to the north pier, where they landed, and tracked their boat into the harbor.
Oct. 14	Se. yt. Mabel R.....	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	The master of the tug George Nelson reported at station that while crossing Green Bay he saw this yacht stranded on Peshtigo Reef, 18 miles NW. of station, but owing to shoal water all around her he could not approach near enough to aid the crew, and that the sea was sweeping across her deck. Station crew went to her in their surfboat in tow of the tug, carried out her anchor, and tried to heave her afloat, but were unsuccessful. As the tug could not approach within 1,000 yards and no line was available to reach that distance, the yacht's crew of five men decided to go ashore in the surfboat. Station crew landed four of them and then took one of them to Sturgeon Bay to obtain the services of a smaller tug. On the 19th the yacht was released without damage.
Oct. 15	Am. str. O. L. Hal- lenbeck and sc. S. O. Co. No. 81.	Rocky Point, New York ..	At 12.10 a. m. the station patrol heard a steamer approaching the rocky shore through the thick fog. He fired a danger signal and at the same time shouted a warning, which had the effect of causing the steamer to stop and try to haul offshore. She was too close, however, to make the turn, and she struck on the rocks, but fortunately had very little headway at the time. A small hole was stove in her bow, but her steam pumps were able to keep the water below the fire-room floor. She was towing the schooner S. O. Co. No. 81, loaded with mineral oil, which also grounded on the rocks. Surfmen rendered assistance by transporting members of the crews to and from shore, by sending telegrams for assistance, and by sounding out the best water. The steamer worked off under her own steam at high water. The schooner pumped overboard 2,000 gallons of oil, and then the towboats, which had arrived, hauled her afloat and towed her to New London, Connecticut. She had stove a hole in her bottom plating, but her oil pump and water-tight bulkheads kept her afloat.
Oct. 15	Gas. lch. Utopia.....	Holland, Michigan, Lake Michigan.	Machinery became disabled about $\frac{1}{2}$ mile E. of station, in Black Lake, with a party of three people on board. Keeper and a surfman pulled out in the supply boat, took their line, and towed them to boat-house.
Oct. 15	Am. sc. Robert Howlett.	Two Rivers, Wisconsin, Lake Michigan.	Anchored about 1 mile off station and set a signal for assistance. Surfmen boarded her and then, at master's request, returned to station and sent out a tug, in tow of which they went off to the schooner again and helped her crew to heave up their anchor.
Oct. 16	Lighter Sugar City..	Sand Beach, Michigan, Lake Huron.	Sprung a leak while being towed down the lake, became water-logged, and lost overboard deck house and cargo of boarding-house supplies. The tug sounded whistle for assistance off harbor, and surfmen went on board in surfboat. They assisted to take lighter to a dock and make it fast; then, in tow of the tug, they went 7 miles up the lake and picked up some of the supplies that had been lost. On

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899.			
Oct. 16	Lighter Sugar City..	Sand Beach, Michigan, Lake Huron.	the next day they assisted to patch up the lighter and tried to bail it out, but could not lower the water in it. It was then decided to tow it to Port Huron, where it could be docked for repairs.
Oct. 16	Small boat, no name	Michigan City, Indiana, Lake Michigan.	A fisherman in this boat was unable to make the harbor during a heavy squall. Surfmen pulled out and towed him safely in.
Oct. 17	Am. sc. Maggie E. Davis.	Cobb Island, Virginia....	Missed stays and stranded near station. Surfmen boarded her, carried out her anchor, and tried to heave her afloat, but the tide had ebbed too much to make the attempt successful at that time. At high water they floated her and anchored her in a secure berth.
Oct. 17	Small boat, no name	Oswego, New York, Lake Ontario.	While two men were landing upon the breakwater from this boat, they listed it until it filled with water. Surfmen pulled over to the breakwater in their dingey and bailed it out.
Oct. 18	Am. slp. Active	Wood End, Massachusetts.	Stranded during a fog 1 mile NW. of station. Surfmen carried out her anchors, helped to heave in on cable, and after about an hour's work floated her without damage.
Oct. 18	Slp. Bononom	Tathams, New Jersey.....	Stranded on Hereford Inlet Bar, 2 miles S. of station and 1 mile off shore. Surfmen boarded her, assisted her crew of two men to heave her afloat, and then took her safely into the inlet.
Oct. 18	Am. str. John Leatham.	Two Rivers, Wisconsin, Lake Michigan.	Sounded whistle for assistance when off harbor entrance with two stone-laden scows in tow. Station crew pulled out to her, and her master requested keeper to inform him of the depth of water on the bar as he wished to take in the scows, which were leaking. Keeper gave him the required information and he steamed into the harbor, the surfmen helping him to make a landing with the scows. At midnight the steamer continued on her way, having pumped out the scows, and the wind having moderated.
Oct. 19	Sailboat, no name ..	Cape Arago, Oregon	Beached in a dangerous place below the jetty works. Station crew shoved it off and sailed it into a safe berth.
Oct. 20	Am. sc. Two-Forty..	City Point, Massachusetts.	Run down and sunk by the outward-bound British steamer Ardandhu while sailing up Boston Harbor with a cargo of fish. The accident occurred after dark in the ship channel off Castle Island, about 1½ miles NE. of station and outside its patrol limits. Of the eleven persons on board the schooner five were rescued by the schooner James and Ella, which was close at hand, two were saved by a boat from the Ardandhu and placed on board a dredge which lay near by, and the dead body of a man who had been fatally injured in the collision was also picked up by the James and Ella and put on the dredge. The station patrol launch learned of the disaster from the crew of the dredge about fifteen minutes after it took place and at once went to the scene and searched for the three missing men, but was unable to find them. The two rescued men, who were exhausted and more or less hurt in the collision, and the dead body were then taken to station, where the men were succored and given dry clothing from the stores of the Women's National Relief Association, and whence the dead body was delivered to an undertaker. One of the station boats was kept near the wreck during the night searching for the missing men and warning approaching vessels of the menace to navigation which lay in the channel. On

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Oct. 20	Am. sc. Two-Forty ..	City Point, Massachusetts.	the next day the surfmen recovered six dories and considerable fishing gear from the sunken vessel, which was raised and repaired soon afterwards.
Oct. 20	Small boats (6), no names.	Manomet Point, Massachusetts.	These boats contained ten men, who attempted to land on the beach while out gunning. One man was capsized and caught underneath his boat. Surfmen righted the boat and extricated the man from his perilous position; they also assisted the others to land in safety.
Oct. 20	Catboat Birdella....	Cuttyhunk, Massachusetts.	The wind freshened and the weather became threatening while this catboat lay at anchor on Ribbon Reef, about 3 miles WNW. of station, but she made no move toward getting into a safe harbor. Keeper decided that something was wrong on board, and called away the surfboat, the mast of which carried away on the way out to her. Continuing the passage under oars, the surfmen boarded her, and finding no one, they hove up the anchor and sailed her into a safe anchorage. Soon after their return to station her master arrived, and informed them that just as he was going to get underway the boom knocked his hat overboard; he launched his skiff and pulled after it, but, breaking one of his oars, he was unable to return to the catboat on account of the wind and tide. At last he succeeded in landing on the west end of the island, and made his way to station overland. Surfmen succored him for two days, and then, the storm having abated, he sailed away.
Oct. 20	Cat yt. Beulah P....	Little Egg, New Jersey...	Mast carried away about 2½ miles ESE. of station. Surfmen went out in surfboat under sail, and towed her safely into the harbor. Then procuring tools at station, they resteped the mast and rigged her so that she could sail to Tuckerton, New Jersey.
Oct. 20	Sailboat Lotus.....	Buffalo, New York, Lake Erie.	Stranded on Horseshoe Reef, about 1 mile NW. of station. Surfmen went to her assistance, ran out a kedge anchor, and after ½ hour's work succeeded in releasing her.
Oct. 20	Small boat, no name.	Cleveland, Ohio, Lake Erie.	Drifting out of harbor. Three surfmen pulled out in station dingey and recovered it; they towed it to the breakwater and turned it over to its owner.
Oct. 21	Am. sc. Agate	Jerrys Point, New Hampshire.	Sprung a leak at anchorage, and her master hauled alongside the wharf at Fort Constitution. He requested assistance of the life-saving crew, and they boarded her at once. At low water they examined her bottom, and found the main leak, which they calked, and then they succeeded in pumping her out.
Oct. 21	St. Ich. Pearl	City Point, Massachusetts.	Parted moorings and drifted out of Pleasure Bay. Station launch picked it up and towed it back to the landing, where the surfmen made it well fast.
Oct. 21	Sailboat, no name ..	.....do	This boat stranded on Thompsons Island with two young men, who were unable to manage it. Station launch hauled it afloat and towed it to City Point.
Oct. 21	Am. sc. Jane C. Harris.	Wallops Beach, Virginia.	Flying a signal of distress about 10 miles SSW. of station. Surfmen pulled to her, running before a strong NE. wind and high sea. She had twisted off the head of her rudder, and lay at anchor in a helpless condition. Her master requested the station crew to pull ashore and send a message for a tug to come and tow her in. On their way to the beach the surfmen sighted a fishing steamer, which they pulled for and boarded, and which agreed to go to the disabled schooner and tow her to a safe anchorage. Surfmen ran the towline,

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Oct. 21	Am. sc. Jane C. Harris.	Wallops Beach, Virginia.	and then boarded the schooner and helped to hoist her anchor. She was safely towed in.
Oct. 22	Slp. Queen.....	Point Allerton, Massachusetts.	Dragged anchor and stranded on rocks ¼ mile W. of station. Surfmen waded out to her, carried out anchor in her tender, and succeeded in floating her. Then they reefed sail and put her in trim so that her crew of two men could handle her
Oct. 23	Am. sc. Jenny Greenbank.	Old Harbor, Massachusetts.	Station patrol discovered this schooner aground on Chatham bars at 2 a. m. Station crew reached her in the surfboat at 2.45 a. m., and soon succeeded in hauling her afloat, but, as she was inside other shoals, she stranded again. Then they threw some of her cargo of coal overboard, but failed to release her, the tide having begun to ebb. At daylight a wrecking crew came off from Chatham, with whom the master made a bargain to float his vessel. Surfmen transported the master to and from the shore, in order that he might communicate with his owners. The schooner was floated upon the next high water without apparent injury, and proceeded to her destination.
Oct. 23	Am. slp. Wm. C. Pruitt.	Metomkin Inlet, Virginia.	Hoisted signal of distress when about 2 miles NW. of station. Surfmen boarded her and found that the main boom had broken while jibing in the fresh SSW breeze. They fished the boom, spliced the main sheet, and then the sloop's crew were able to reach home.
Oct. 23	Sailboat, no name..	Duluth, Minnesota, Lake Superior.	Parted moorings and went adrift. Surfmen pulled out and caught it; they towed it to the city dock, where they made it well fast.
Oct. 24	Sloop, no name.....	Wash Woods, North Carolina.	Surfmen went to this sloop, which was aground in the bay, and assisted to haul it afloat.
Oct. 24	Am. sc. Morning Star.	Ottawa Point, Michigan, Lake Huron.	Carried away foremast and stranded about 1 mile W. of station. She floated just as the surfmen reached her, and they at once sailed her to the lifeboat dock, where they resteped the foremast and secured it in place.
Oct. 25	Br. str. James Turple.	South Brigantine, New Jersey.	Stranded on Brigantine Shoals during a thick fog. Station crew pulled out to her, and keeper gave the master information as to the state of tide and best water. They stood by the steamer until 11.45 p. m., when the tide began to ebb, and it was evident that she could not be floated until the next high water, and then they returned to station, taking dispatches from the master. On the next morning they returned to the stranded steamer with a message from the agents, and stood by to render assistance until she was floated by a tug. The Brigantine Station crew also boarded her with dispatches and offered their assistance.
Oct. 25	Am. sc. Estella.....	Galveston, Texas	Dragged anchor and stranded at 8 a. m. on Bolivar Flats, 1½ miles N. of station. Lookout sighted her at daylight, and surfmen at once pulled to her and laid out an anchor. The tug Juno then came along, and surfmen ran a line to her, but she parted the line and went to Galveston to get a stronger one. At 10 a. m. she returned, and station crew ran two lines from her to the schooner, but she broke both of them and gave up the attempt. Surfmen ran out the schooner's anchor again into deeper water, and her crew managed to heave her afloat at high water; but before they could make sail she stranded again. Surfmen went on board and carried out anchors, and, upon the evening tide, her crew floated her, with only slight damage.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Oct. 26	Am. slp. Briganza...	Wood End, Massachusetts	Stranded during a dense fog $1\frac{1}{2}$ miles E. of station. Surfmen went to her, but could do nothing to release her until high water, when they assisted to haul her afloat.
Oct. 27	Bateau, no name...	Sullivans Island, South Carolina.	Filled with water and capsized while trying to land on the beach through the breakers. The two occupants reached shore safely, and the surfmen secured their boat, hauled it up on the beach, and bailed it out.
Oct. 27	Am. sc. yt. Idler.....	Cleveland, Ohio, Lake Erie.	Collided with the tug Morgan while being towed out of the river. Station crew pulled alongside and assisted to clear the jib boom and rigging from the Morgan. The yacht continued on her way to Port Huron, considerably damaged.
Oct. 27	Am. str. G. R. Green.	Point Betsie, Michigan, Lake Michigan.	Steam pipe burst about 10 miles N. of station. Lookout saw the escaping steam, and surfmen at once started to her assistance. While on their way out they met a tug, which towed them to the disabled craft, to which they ran a hawser, and the tug towed her to Frankfort for repairs.
Oct. 28	Fish boat, no name.	Racine, Wisconsin, Lake Michigan.	This boat would have been crushed between the steamer City of Fremont and the dock if a surfman had not jumped into it and hauled it out of danger.
Oct. 28	Am. tug Temple Emery.	Two Rivers, Wisconsin, Lake Michigan.	At 4.30 a. m. this tug, with a raft of logs in tow, sounded signal for assistance off the entrance to the harbor. Surfmen pulled out to her, and at the master's request made the raft fast to a clump of piles with a wire cable.
Oct. 29	Br. sc. Irene.....	Damariscove Island, Maine.	Dismasted while trying to make Boothbay Harbor, and compelled to anchor in an exposed position on a lee shore about 4 miles N. of station. Surfmen boarded her, and as her crew did not desire to abandon her they landed on Squirrel Island and watched her throughout the night. At daylight, the wind having hauled to the westward, they went aboard and rigged her so that they were able to sail her into the harbor.
Oct. 29	Slp. yt. Sioux E.....	City Point, Massachusetts.	Parted anchor cable and drifted against pier at City Point. Station launch hauled it clear and towed it to a safe anchorage.
Oct. 29	Slp. yt. Violet.....	.....do.....	Parted moorings and went adrift. Station launch picked it up and towed it to a safe anchorage.
Oct. 30	Am. sc. Maggie S. Hart.	Monomoy, Massachusetts.	A steamer with a tow of barges ran into this schooner during the night while she lay at anchor $2\frac{1}{2}$ miles S. by E. of station and carried away her bowsprit and head gear. Station crew boarded her at daylight and helped to clear away wreckage, then the steamer took her in tow.
Oct. 30	Am. sc. J. W. Somers.	Indian River Inlet, Delaware.	Stranded about $1\frac{1}{2}$ miles S. $\frac{1}{2}$ E. from station while trying to enter inlet. The heavy sea threw her over the bar and cast her up on the beach about 200 yards S. of inlet. Surfmen crossed the inlet in their boat and found that they could wade out and board her when the sea ran back. They assisted the crew of two men to land and took them to station, where they succored them for 24 hours. They carried ashore the baggage of the shipwrecked men, and saved considerable gear from the wreck, which, after being stripped by the owner, was abandoned as a total loss.
Oct. 30	Fish boat Foul Play.	Oregon Inlet, North Carolina.	Capsized about 3 miles NW. of station with a crew of three fishermen, who managed to climb upon its bottom. Surfmen pulled out and rescued them, and later, with the assistance of some fishermen, they righted and bailed out the boat.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Oct. 30	Am. sc. Roger Moore.	Big Kinnakeet, North Carolina.	Stranded about 1 mile ESE. of station during an ENE. gale with rain. Station crew hastened to a point on the beach abreast the wreck with the beach apparatus, and were soon joined by the crew from Little Kinnakeet Station. The wreck was so near the beach that they were able to get a line on board without using the beach apparatus. The crew of the wreck (seven men) came down the line, and the life-savers waded out into the surf to receive them and helped them to the shore. They were all landed safely and taken to station, where they were supplied with dry clothing from the stores of the Women's National Relief Association and succored for five days. The schooner became a total loss.
Oct. 30	Sharpie Jessie Arthur.	Cape Lookout, North Carolina.	During a strong NE. gale this sharpie, which was anchored in Lookout Bight, veered cable and went on the flats near the old boathouse for safety. Surfmen took their spare line and made the sharpie well fast to the piling; then they took its crew of two men to station and sheltered them for the night.
Oct. 30	Am. scs. Jupiter and Knight Templar.	Middle Island, Michigan, Lake Huron.	Each of these schooners sprung a leak while being towed across Georgian Bay with cargoes of pulp wood on board. The Jupiter became water-logged, and her crew went on board the tug, which towed her across the lake with her decks under water. Station crew pulled out to the tow in response to four blasts of steam whistle of the tug, whose master requested them to go with him to Alpena in order to render assistance should the weather become foul. Keeper complied with his request, and placed two surfmen on board the Knight Templar to assist her crew to keep her pumped out. The remainder of station crew stayed by the Jupiter in the surfboat until the tow reached Alpena about midnight, and then they helped to get the leaky vessels into the harbor safely.
Oct. 31	Am. sc. Mary B. Rogers.	Jerrys Point, New Hampshire.	Sprung a leak and became water-logged, with a cargo of lumber. She was observed to be flying a signal of distress about 3 miles ESE. of station at 6.45 a. m. Surfmen boarded her and, by taking advantage of the tide and cleverly working the sails, succeeded in getting her into Portsmouth Harbor, where they ran her on the mud flats for repairs.
Oct. 31	Steam dredges Nos. 3 and 4.	Absecon, New Jersey.....	During a NE. gale with heavy rain these dredges parted their moorings, went adrift in the bay, and sounded their whistles for assistance. Station crew boarded them in surfboat, ran hawser out to the windward shore, and assisted to haul them into safe berths.
Oct. 31	Am. sc. Falmouth ..	Rehoboth Beach, Delaware.	While this schooner lay at anchor about 1½ miles offshore her cables parted and she dragged up on the beach, 2¼ miles N. of station, at 8.15 a. m., the weather being thick and stormy at the time. The surf was sweeping across the beach, making it necessary for the life-savers to take a team and haul the beach-apparatus cart to the wreck by a road through the woods. They reached the scene at 9.20 a. m. and found that the wreck was well up on the beach and that the crew had landed safely by means of a line which they were able to heave to some men, who secured it to a stake on shore, the crew coming down the line hand over hand. Keeper took them to the station and furnished them with dry clothing from the stores of the Women's National

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Oct. 31	Am. sc. Falmouth ..	Rehoboth Beach, Delaware.	Relief Association and succored them for two days. The wreck washed up above the high-water mark and probably will become a total loss.
Oct. 31	Am. sc. Anna L. Ponder.	Assateague Beach, Virginia.	Dragged anchors during a fierce NE. gale and stranded on Fishing Point 2 miles S. of station. Station crew pulled to her, underlaid her cables with surfboat, hoisted her anchors and laid them out anew; then they borrowed an anchor with cable from a vessel in the inner harbor and ran it out also. At high water they began to heave in and, after an hour's work, succeeded in floating her. They reefed her sails and worked her into a safe anchorage.
Oct. 31	Am. slp. Emma	Hog Island, Virginia	At 3 a. m. dragged anchor and fouled the dock, 200 yards W. of station, during a severe gale. She was pounding heavily against the dock when the station crew boarded her, and was in danger of sinking. After a hard pull to windward surfmen planted a station anchor and then managed to heave her clear of the dock.
Oct. 31	Am. sc. Normandie ..	Aransas, Texas	Let go her kedge anchor to avoid being set upon the breakwater, and afterwards slipped her cable and went clear. Surfmen recovered the kedge and returned it to the schooner, as her crew could not pick it up on account of the strong tide.
Oct. 31	Am. str. Emma Bloecker.	Racine, Wisconsin, Lake Michigan.	Station lookout discovered that this steamer was on fire while moored to a wharf near station. Surfmen hastened to her with force pump and buckets, and after working for 15 minutes had the flames under control. Then the chemical engine of the fire department arrived and completely extinguished the fire, which had done about \$150 worth of damages.
Oct. 31	Am. sc. E. M. Stanton.	Plum Island, Wisconsin, Lake Michigan.	Dragged anchors into shoal water, striking bottom twice, and in danger of stranding. Station crew boarded her, hove short her starboard anchor, and bent a riding hawser to port chain, which was then unshackled. They hoisted the starboard anchor, made sail, and as soon as she gathered headway they slipped the port cable and worked her out to a safe anchorage. The wind increased in force and blew a whole gale soon afterwards. On November 1 surfmen raised the anchor and returned it to the schooner.
Nov. 1	Slp. Juanita	Brazos, Texas	Parted cables and went adrift in the heavy gale, but finally brought up to some of her ballast of railroad iron, which was let go in place of an anchor. Surfmen boarded her in the surfboat and brought ashore the crew of two men, sheltering them two days at the station, until the storm was over.
Nov. 1	Slp. Edith A	Michigan City, Indiana, Lake Michigan.	While a heavy surf was running the sloop was seen coming toward the harbor, and the surfmen, fearing that her crew would be washed overboard, went out to stand by her. She made the harbor, but her yawl was carried adrift by the breakers. Surfmen recovered the boat and returned it to the sloop.
Nov. 2	Am. sc. Maud B. Murray.	Cranberry Isles, Maine ...	Parted chain and stranded on the E. side of Great Cranberry Isle. Surfmen ran her anchor and at high water hove her off without damage.
Nov. 2	Skiff, no name	Pointe aux Barques, Michigan, Lake Huron.	Station crew pulled out about $\frac{1}{4}$ mile and brought ashore a small new skiff that had been carried adrift by the heavy sea.
Nov. 4	Slp. yt. Frances	City Point, Massachusetts.	Parted moorings and drifted on the beach. Station crew hauled her off at high water and took her to City Point.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Nov. 4	Br. bg. Plover.....	Sandy Point, Rhode Island.	Stranded near the station at 9.15 p. m. Surfmen took beach apparatus abreast the vessel and fired a line across her. The gear was set up, and at 11.45 the first man came ashore in the breeches buoy. Landed six of the crew, leaving the master and mate on board, they not desiring to abandon the vessel. On the following morning the master was landed in the breeches buoy, and he made a contract with local parties to float the brig. She was successfully floated on the 11th.
Nov. 5	Catboat, no name...	Old Chicago, Illinois, Lake Michigan.	Struck pier at Lincoln Park and sprung a leak. Two of the three men on board sprang upon the pier and the third let go the anchor. The boat sank and the man was taken off by private parties. Surfmen went to the scene in the surfboat and raised the catboat, taking it to its landing.
Nov. 6	Slp. Gipsy.....	Saluria, Texas	Short of provisions. Upon request of master, keeper furnished him with what could be spared from the station supplies.
Nov. 7	Yawl of the slp. Geo. M. Ackerly.	Turtle Gut, New Jersey...	One of the surfmen found a yawl belonging to the sloop Geo. M. Ackerly adrift on the meadows. He secured it, and the keeper sent word to the owner, who called and took the boat away.
Nov. 7	Slp. Gipsy.....	Sullivan's Island, South Carolina.	Missed stays and went ashore on Morris Island, 24 miles SW. of station. Surfmen pulled to the place and laid out an anchor, and when the tide came in they floated the sloop.
Nov. 7	Yawl, no name	Santa Rosa, Florida	Capsized about 5 miles NE. of station, throwing two men into the water. One was picked up by a passing smack, but the other was drowned before assistance arrived. The name of the drowned man was J. F. Whitton, of Pensacola. The body was recovered by the smack. Surfmen recovered the yawl and took it to the station, where it was claimed by the owner.
Nov. 8	Elec. yt. Mabel.....	Aranzas, Texas	Lost in the fog and grounded on N. end of Lydia Ann Island, 5 miles N. of station. Master arrived in sailboat and reported to the keeper. Crew went to the scene in the surfboat, took off part of the ballast, laid out an anchor, and at high water hove her afloat.
Nov. 10	Am. sc. Lizzie A. Law.	Cleveland, Ohio, Lake Erie.	While towing from Duluth to Tonawanda with a load of lumber, this vessel sprung a leak off Cleveland and was in danger of capsizing. The station crew boarded her and manned the pumps, while a harbor tug towed her alongside the breakwater. Surfmen transferred part of her cargo to the breakwater and pumped her out, then reloaded her, and she proceeded on her voyage.
Nov. 11	Am. sc. Neptune	Cranberry Isles, Maine ...	Steering gear carried away and the vessel stranded on Gotts Island, 7 miles WSW. of the station. Crew went to her and pumped her out, but the tide did not rise high enough to enable them to float her. They returned on the following day and at high water succeeded in getting her off. Took her to Southwest Harbor for repairs.
Nov. 11	Am. sc. Mary Farrow.	Burnt Island, Maine.....	Stranded on Old Man Ledge, 2 miles SW. of station, at 2 a. m., and was abandoned by crew, who made their way to the station and reported to the keeper. After they had abandoned the vessel she slid off the ledge, and, the sails having been left set, she went on, unguided, to the westward. After sunrise the keeper made her out some 14 miles to the westward, ashore on what is locally called the Thread of Life, near Thrumcap Is-

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Nov. 11	Am. sc. Mary Farrow.	Burnt Island, Maine.....	land. At the request of the master, the keeper took the schooner's crew and their effects into the surfboat and set them aboard their vessel. A tug hauled her afloat on the next high water and towed her to Port Clyde.
Nov. 12	Br. sc. John T. Cullinan.	Quoddy Head, Maine.....	Stranded in Quoddy Bay, 2 miles from the station. Crew abandoned her and made their way ashore. Surfmen took master in their boat and boarded the vessel, slipping her chains and beaching her. The cargo was thrown overboard and the vessel was afterwards floated with but slight damage.
Nov. 12	Am. sc. Ida J. Campbell.	Wood End, Massachusetts	Dragged anchors in heavy NW. gale and stranded on Long Point, 1½ miles from the station. Surfmen went on board and worked from 10 a. m. to 7 p. m., when they succeeded in floating her. Took her to a safe anchorage.
Nov. 12	Am. sc. Mary C. Stuart.	Point Lookout, New York	Stranded in Jones Inlet, 2½ miles SE. of the station. Surfmen boarded her at once and took off the crew of five men, carrying them to the station and sheltering them over night. On the following morning a wrecking company took charge of the schooner and the surfmen set the master and crew back on board. The vessel was floated on the 14th, but had sustained considerable damage.
Nov. 13	Flatboat, no name..	Louisville, Kentucky.....	In danger near the middle chute of the falls. One of the station boats went to her assistance and towed her into safe water.
Nov. 13	Am. sc. William H. Dunham.	Point Betsie, Michigan, Lake Michigan.	Parted her moorings and went ashore at Otter Creek during the gale of the 1st. On this date a tug hauled her afloat and brought her to Frankfort. She was in a water-logged condition, and the keeper went out to render any assistance to the vessel. Transferred the master from the tug to the schooner and detailed one of the surfmen to assist him at steering. The harbor was reached without mishap.
Nov. 14	Fish boat, no name.	Old Harbor, Massachusetts.	Stranded on one of the shoals while coming in from the fishing grounds. Three of the station crew went out in the dory and helped to float the boat.
Nov. 14	Rowboat, no name..	Sullivan's Island, South Carolina.	Three soldiers from Battery M, First Artillery, went out in a rowboat, but could not manage it. The station crew towed it ashore and assisted the soldiers to land.
Nov. 16	Am. sc. Rambler....	Baileys Harbor, Wisconsin, Lake Michigan.	Dragging her anchor during the SW. gale at 9 p. m., and about to drift into the breakers. Surfmen boarded her and found a man and a woman, both asleep. They let go two small anchors, which brought the schooner up in time to keep her from stranding.
Nov. 17	Am. sc. Graham Brothers.	Plum Island, Wisconsin, Lake Michigan.	While riding out the southerly gale 1½ miles SSE. of station, vessel was dismasted. As soon as the weather cleared enough for the station crew to make her out, they boarded her. Master desiring a tug, surfmen went to Detroit Harbor and procured one; then returned and ran line, assisted in getting anchors, and helped to straighten up the gear. The tug could not take the schooner to a safe berth owing to shoal water, and the surfmen towed her into safety with the surfboat.
Nov. 17	Am. sc. Ada Medora	.....do	Arrived off the station with deck load shifted and partly lost overboard. At request of the master, keeper took his crew and assisted to straighten her up.
Nov. 18	Am. str. Mercury ...	Monomoy, Massachusetts.	Boiler burst and vessel anchored near Pollock Rip light-ship, showing signal for assistance. Station crew boarded her, and at master's request took dispatches

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Nov. 19	Am. str. Mercury...	Monomoy, Massachusetts.	ashore for a tug. In response to telegram, tug came and towed the steamer to Boston.
Nov. 18	Slp. Laura	Galveston, Texas	While beating up toward the city the sloop grounded near Pelican Island. Surfmen pulled out and floated her by laying out an anchor and heaving on it. One anchor was lost during the operation, but was recovered on the following day by the station crew.
Nov. 21	Am. sc. David S. Siner and Br. sc. Canary.	Muskeget, Massachusetts.	These two schooners collided near Tucker-nuck Shoal about 8 p. m. on the 20th. Keeper made them out on the next morning, and as soon as the tide served he boarded them. The Canary had been abandoned and her crew were on board the Siner. A tug had arrived before the surfmen, but the station crew assisted in getting the Siner under way, and the tug towed her to Vineyard Haven. The Canary was abandoned as a loss. Her crew went to Vineyard Haven, with the exception of the mate, who was sheltered at the station for three days while the master was communicating with his owners.
Nov. 21	Am. sc. Folly	Aransas, Texas	While attempting to sail out over the bar in a light wind the vessel lost steerage way and stranded on a shoal 4 mile ENE. of station. Surfmen boarded her, laid out an anchor, and hove a strain on the cable. As the vessel lifted she would forge ahead some, and in the course of half an hour she was afloat. She was anchored in the channel, and when the wind freshened she weighed and proceeded to sea.
Nov. 21	Am. str. O. E. Parks.	Michigan City, Indiana, Lake Michigan.	Lost her way in the dense fog and trying to make harbor. Keeper and one surfman shouted to her, directing her into the harbor entrance.
Nov. 23	Am. sc. James W. Lee.	Turtle Gut, New Jersey...	Attempted to sail into Cold Spring Inlet, but wheel being broken and foremast cracked, she stranded on the south bar. Station crew boarded her and kedged her into the channel, then buoyed and slipped chain and sailed her to Cape May City. Landed her crew at Cold Spring Station.
Nov. 23	Sc. Flirt.....	Oak Island, North Carolina.	Stranded about 7 miles W. of station. Master reported to the keeper, but the sea was too heavy to do anything at the time. On the following day surfmen pried the schooner off the beach and the keeper sailed her to Southport.
Nov. 23	Sc. Whisper.....	Saluria, Texas	Dragged ashore on Matagorda Island, 24 miles WSW. of station. Surfmen, assisted by crew of light station, went to her at high water and poled her out into deep water.
Nov. 23	Catboat, no name...	.....do	Parted moorings and stranded near the Whisper (preceding case). After floating the latter, surfmen put rollers under the catboat and hove her into the channel.
Nov. 23	Am. barge Amaranth.	Thunder Bay Island, Michigan, Lake Huron.	While towing up the lake behind the tug Bosobel, towline parted and the vessel drifted toward the breakers, but an anchor was let go and she brought up just outside the surf. Surfmen pulled out and ran a line to the tug, then boarded the barge and assisted in getting under way.
Nov. 24	Am. sc. Flower of France.	Aransas, Texas	Parted cable during the gale of the previous night and stranded 1 mile N. of station. Surfmen secured a scow and lightered part of her cargo of cotton and hides, and after working about five hours succeeded in moving the vessel into deep water. Reloaded the lightered cargo.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Nov. 25	Dory, no name.....	Manomet Point, Massachusetts.	Capsize <i>d</i> $\frac{1}{2}$ mile off the station. Surfmen hurried out and rescued the two men who had been precipitated into the water, and brought their dory ashore. The men were thoroughly chilled and much exhausted. Surfmen rubbed them and put them to bed with hot applications, and on the following day they were able to stand the journey home.
Nov. 25	Am. sc. Jas. P. Collins.	Santa Rosa, Florida	Dragged anchors and stranded on the inside beach, 4 miles ENE. of station. Surfmen assisted in running anchors and at high water hove the vessel afloat.
Nov. 26	Am. sloop. St. Charles.	Bonds, New Jersey	Stranded on Stump Shoal bar, 1 mile SW. of station. Surfmen boarded her, laid out anchors, and hove her out into deep water; piloted her clear of obstructions.
Nov. 27	Am. sc. Vermont....	Baileys Harbor, Wisconsin, Lake Michigan.	Anchored close inshore, and when the wind sprang up from off the lake she was in a dangerous position. Master set signal of distress and surfmen boarded her. They got her under way and tacked her out to a safe anchorage.
Nov. 29	Am. sc. D. R. Martin.	Thunder Bay Island, Michigan, Lake Huron.	Broke away from tug and stranded on the N. shore of Thunder Bay about nightfall. On the next morning the news reached the station, and the crew at once started for the scene. The weather was so boisterous that nothing could be done until December 3, and in the meantime the crew of the vessel were sheltered at the station. On the date mentioned the surfmen returned to the schooner and after nineteen hours' work succeeded in floating her. Sailed her to Alpena, whereshe went into winter quarters.
Nov. 29	Columbia River Light-vessel No. 50.	Cape Disappointment, Washington.	About 6.30 p. m. the Columbia River Light-vessel No. 50 parted her cable and went adrift. On the next morning she was made out by the men at Cape Disappointment and Point Adams stations, but the tender Manzanita and two tugs were then going to her. The tug Wallula was the first to reach her and towed her as far as buoy No. 2, when the line parted. The Manzanita next got a line to her and went ahead, but this line also parted. Then the Escort, the second tug, took hold of her and seemed in a fair way to bring her in, but when they were almost across the bar her line parted, and about 6.30 p. m. the light-ship went ashore near McKinzie Head. The crew of the Cape Disappointment Station at once started for the scene with beach apparatus, assisted by a detachment of men from Battery M, Third Artillery, with teams, and by the citizens of the post at Fort Stevens. The road was strewn with debris, but by 7.30 the wreck gun was in position abreast the vessel. The second shot carried a line across the vessel, but the gear became fouled, and it was 11.20 before the first man was landed in the breeches buoy. Everything then worked satisfactorily, and soon the whole crew, eight men, were taken off. The rescued men were removed to the post hospital. The crew from Point Adams Station started as soon as they learned that the vessel was ashore, but did not arrive in time to be of assistance. Much credit is due to the citizens and soldiers, who ably assisted the life-savers on this occasion. The light-ship has not been released. (See letter of acknowledgment.)
Nov. 30	Sloop, no name	Galveston, Texas	Capsize <i>d</i> in the bay about $2\frac{1}{2}$ miles NE. of station, throwing two men into the water. They clung to the sloop until rescued by the life-savers, who also righted the boat, bailed it out, and took

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Nov. 30	Sloop, no name.....	Galveston, Texas	it to a sheltered point, where they hauled it out on the beach. The rescued men were furnished with dry clothing from the supplies of the Women's National Relief Association and sheltered at the station two days.
Nov. 30	Am. sc. Eureka.....	Coquille River, Oregon...	While attempting to cross the bar in a fresh breeze the vessel was caught aback by a flaw of wind and part of her sails carried away. She then became unmanageable in the swift current caused by recent freshets, and the master beached her 1 mile NW. of station. Station crew were on hand with beach apparatus and fired a line over her, to which was bent a 6-inch line from the vessel. This was hauled ashore and made fast, and the schooner swung close enough to the beach for her men to reach land unaided. The vessel broke up, and the surfmen assisted in stripping her and saving her cargo. (See letter of acknowledgment.)
Dec. 1	Am. str. Weecott.....	Humboldt Bay, California.	While this steamer was attempting to cross the bar at 5.15 p. m. her machinery became disabled and she broached to, drifting ashore near S. jetty. Of the 24 persons on board, 8 reached shore without aid, 2 were lost, and 14 were safely landed in the breeches buoy by the surfmen. Two survivors were cared for at the station for two days, one being badly injured and the other requiring dry clothing from the supplies of the Women's National Relief Association. The steamer and cargo were a total loss. (For detailed account see caption, "Loss of life.")
Dec. 2	Dory, no name.....	Salisbury Beach, Massachusetts.	During the first watch the station patrol discovered this dory adrift in the surf and half full of water. He managed to get hold of it, hauled it to the beach, bailed it out, and made it fast. Then continuing his patrol, he soon found five oars, which he placed above high-water mark. On the next morning several surfmen hauled the dory high up on the beach and turned it bottom up to await owner, taking the oars to station for safe-keeping.
Dec. 2	Br. sc. Cavalier	Spermaceti Cove, New Jersey.	Stranded about 1 mile S. of station. Surfmen boarded her and ran a hawser to a tug, which failed to release her on account of the falling tide. The tug lay by until the flood and then hauled her afloat without damage.
Dec. 2	Am. sc. Maggie E. Davis.	Wallops Beach, Virginia..	Set on the NE. point of Wallops Beach by the strong ebb tide while bound out of Assateague Inlet. Crews from both Assateague Beach and Wallops Beach stations boarded her, and upon the flood tide they succeeded in floating her without damage. They piloted her into deep water.
Dec. 2	Fish boat John L. Sullivan.	Bodie Island, North Carolina.	Lost rudder and stranded $3\frac{1}{2}$ miles NNW. of station. Surfmen found and secured the rudder on their way to the stranded boat, which, with the aid of some fishermen, they floated and took safely into the inlet.
Dec. 3	Am. sc. Adelaide....	Brazos, Texas	Stranded on the N. point of Brazos Santiago while trying to enter harbor during a severe norther. Station crew boarded her in surfboat and after letting go the heavy anchor took the crew of nine men to station and sheltered them. About noon on the following day, the wind having abated and the tide flooding, the surfmen boarded the schooner with her crew and succeeded in releasing her with no damage except loss of centerboard.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Dec. 4	Am. sc. Little Fan- nie.	Jerrys Point, New Hamp- shire.	Missed stays and grounded at Fort Point, 1½ miles N. of station. Surfmen boarded her, ran a line to another schooner which was anchored near by, and upon the rise of the tide succeeded in hauling her afloat without injury.
Dec. 4	Skiff, no name.....	Santa Rosa, Florida	Drifted ashore 1½ miles E. of station. Surfmen took it to station, where they kept it until the owner came and claimed it.
Dec. 5	Dory, no name.....	Salisbury Beach, Massa- chusetts.	Went adrift at high water and stranded on Black Rocks. Surfmen hauled it up to a safe place and notified the owner of its whereabouts.
Dec. 5	Dory, no name.....	Chatham, Massachusetts.	Filled and sunk in a tide rip, about 1 mile W. of station, while under sail with one man on board who was rescued by some boats which lay nearby. Surfmen pulled to the scene, helped to haul the dory to the shore and bail it out, and then made the sail and lines snug for towing home.
Dec. 5	Skiff, no name.....	Humboldt Bay, California.	Capsized on account of being overloaded with empty butter boxes. Surfmen hauled it up on the beach and emptied out the water, then they recovered all the boxes and placed them above the high-water mark. The occupant reached the shore in safety.
Dec. 6	Sc. Shenandoah	Lewes, Delaware	While lying at the fish pier during a NNW. gale, the master of this schooner, being the only person on board, signaled for assistance about 8 p. m. Surfmen got out extra fasts for him but they were rotten and soon carried away, letting the schooner pound heavily against the pier. The surfmen then hauled the master up on the pier and sheltered him at station until the next morning when the wind and sea had moderated. The schooner lost rudder, split bowsprit, broke off the foremast, and sustained several minor damages during the blow. Station crew refitted her as well as possible and the master sailed up the bay under a jury rig.
Dec. 7	Am. slp. Golden Eagle.	Wood End, Massachusetts.	Stranded near station soon after dark while bound in from fishing grounds, with head sails blown away. Her crew of five men landed safely, and station crew boarded her with them at high water to try to float her. After heaving for some time the keeper and master decided that she was leaking so much that she would sink if floated, and consequently they ceased work. Keeper sheltered the shipwrecked crew at station until the next day, when a wrecking crew with a large pump succeeded in floating the sloop and took her to Provincetown.
Dec. 7	Shanty boat, Thom- as Quillin.	North Beach, Maryland ..	Grounded 1 mile NW. of station while out on a gunning trip with one occupant. Surfmen put on their hip rubber boots, waded out to the shanty boat and shoved it afloat. They took it to station harbor, made it fast to some piles, and sheltered the occupant at station for the night.
Dec. 7	Scow, no name.....	Erie, Pennsylvania, Lake Erie.	Towline parted and scow drifted into shallow water and grounded where tug could not reach it. Station crew launched surfboat and ran a line from tug to the scow, which was floated and taken to Erie uninjured.
Dec. 7	Am. sc. Julia Carson	Sand Beach, Michigan, Lake Huron.	Parted stern line while moored at dock and fouled a tugboat which was lying at the same dock. Surfmen assisted to haul her astern and make her well fast.
Dec. 7	Am. str. Rand	South Haven, Michigan, Lake Michigan.	Stranded on sand bar at entrance to harbor and sounded signal for assistance. Surfmen pulled out to her and found that she was out of fuel and lay in a bad

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Dec. 7	Am. str. Rand	South Haven, Michigan, Lake Michigan.	position. They ran lines to pier and hove a strain upon them, and then took the captain ashore to procure fuel, which they towed out to the steamer. She soon made steam enough to work her engine, and with the aid of the surfmen, who hove in on the lines to pier, she went afloat without injury after two and one-half hours' work.
Dec. 8	Am. sc. Mary Snow	Burnt Island, Maine.....	Dragged anchors and stranded on the east side of Port Clyde Harbor, 4 miles NNE. of station. Surfmen boarded her, hove up and cleared her anchors, which were badly fouled, and then a small tug towed her to a good anchorage.
Dec. 9	House boat, Buckeye.	Mosquito Lagoon, Florida	The pleasure party on this boat, having exhausted their supply of fresh water, were furnished with a quantity from station cistern.
Dec. 11	Catboat Tarry Not..	Sullivans Island, South Carolina.	Adrift about $\frac{1}{2}$ mile SW. of station and partly full of water. Surfmen pulled out and towed it to the beach near station, where they bailed it out and hauled it up clear of the water. When the owner came for it the surfmen assisted him to launch it, and one of them helped him take it to a place of safety.
Dec. 14	Am. sc. Rillie S. Derby.	Hog Island, Virginia.....	Stranded and sunk on SE. bar of Hog Island shoals, $\frac{1}{2}$ miles from shore, at 5.30 a. m., during a fresh NE. wind and rough sea, her master having mistaken the coast lights. She was full of water and pounding hard, the yawl had washed from the davits and gone adrift, and the sea was breaking over her when the station crew reached her at 7 a. m. in the lifeboat. They transported her crew of seven men to station, and then returned to the wreck and secured their clothing. The whole crew were succored at station for two days, and the captain and cook were taken care of for three days longer. The schooner was a total loss. (See letter of acknowledgment.)
Dec. 14	Skiff, no name	Paul Gamliels Hill, North Carolina.	Swamped and capsized in the breakers, 600 yards E. of station, with three men in it. Station crew hastily launched the drill surfboat which lay on the beach and rescued the imperiled men, who were having hard work to hold on to the capsized boat, which had rolled over several times. After landing the men the surfmen pulled out again and brought in the boat and fishing gear.
Dec. 15	Small boat, no name	Cleveland, Ohio, Lake Erie.	Capsized near the end of east pier while the assistant light keeper was trying to make a landing. A passing tug took him from the water and landed him at station, where keeper gave him hot coffee and dry clothing from the stores of the Women's National Relief Association. Surfmen hauled his boat out on the dock and emptied out the water, and when he was ready to leave they helped him to launch it.
Dec. 15	Scows (2), no names.	Cape Arago, Oregon	While these rock-laden scows were being towed to the Government jetty works, the strong S. wind and flood tide set them upon the flats. The towboat cast off and managed to clear the flats, but the scows stranded. Station crew boarded them and ran line to the tug three times, the line breaking each time. Upon the fourth trial one scow was floated successfully and taken to the Government works; the other had drifted so high up on the flats that the tug could not release it. Early upon the next morning the surfmen secured a long line and ran it from shore to the stranded scow which they hove afloat, uninjured, at high water.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Dec. 18	Am. sc. Marcus Edwards.	Cranberry Isles, Maine ...	Holsted signal of distress while anchored near a dangerous ledge off Bakers Island. Station crew boarded her, hove up her anchor, and after two hours of hard work at the oars, towed her clear of the danger with surfboat. (See letter of acknowledgment.)
Dec. 19	Am. sc. Charles F. Atwood.	Salisbury Beach, Massachusetts.	Missed stays after entering the Merrimac River and stranded near Black Rocks, 3 miles S. of station. Surfmen boarded her, ran out anchors, pumped her out, and at high water tried to heave her afloat, but were unsuccessful in the attempt. On the next day the master employed a tug, which, however, pulled off the stern rail and part of the stern without releasing her. The master then decided to wait for spring tides before making another effort to float her, and went to Boston. Keeper visited the stranded vessel daily until the 24th, when she began to leak and work apart so much that it was necessary to take ashore the two men who were left on board and supply them with dry clothing from the stores of the Women's National Relief Association. On the 26th the owner and master arrived, and surfmen assisted them to pump her out and run anchors. On January 1 two tugs succeeded in hauling her afloat and in taking her to Newburyport, where they put her on the mud flats.
Dec. 19	Am. sc. Helen M....	Assateague Beach, Virginia.	Stranded 1½ miles SSE. of station during a fog. Station crew launched surfboat and pulled off to her, finding the master sick and unable to do anything. As she had no hawser of sufficient length or strength to be of use in trying to float her, surfmen returned to station and got the old beach-apparatus hawser; they bent it to the schooner's anchor which they carried out into deep water, then at high water they made sail and hove in on hawser, successfully working her off into deep water. Leaving her anchored safely, the keeper took the sick master and his crew to station, and afterwards conveyed them by team and boat to Chincoteague, from which place the keeper telephoned to owners of schooner. A new master and crew were sent to take charge of her, and upon their arrival they were put on board by the station crew.
Dec. 20	Scows (2), no names.	Lone Hill, New York.....	Stranded on bay side with no one on board. Surfmen hove them afloat and poled them along shore to station landing, where they made them fast until the owner claimed them.
Dec. 20	Br. str. Consols.....	San Luis, Texas	Stranded at 3 a. m., during thick weather, 2 miles SSW. of station. The patrol burned a Coston light; then he hurried to station and called up the crew, who immediately launched surfboat and pulled to her. Upon the request of master, the keeper sent a surfman 12 miles up the beach in order to inform a tug of the casualty. At 11 a. m. the steamer succeeded in backing off into deep water, and continued her course for Galveston with no apparent damage.
Dec. 20	Shanty boat, no name	Louisville, Kentucky.....	In imminent danger above the cross dam of the falls of the Ohio River with a man, his wife, and four children on board. Station crew pulled out, caught the boat at the brink of the falls, and after a hard pull towed it through the Indiana chute. Then they took it around the falls to a point from which the occupants could safely continue their voyage down the river.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Dec. 21	Dory, no name	Muskeget, Massachusetts.	Went adrift, leaving a man, who had landed upon a pile of rocks while out gunning, without means of reaching the shore. Surfmen caught the drifting boat and returned it to him.
Dec. 22	Dory, no name	Quogue, New York.....	Capized with three occupants while trying to land on the beach. The keeper expected trouble when this dory attempted to land, as the surf had increased in strength, and consequently went to the place of landing with several surfmen and a heaving line. They waded into the surf and hauled two occupants safely to the beach, the third reaching shore without assistance.
Dec. 22	Am. sc. John M. Broomall.	Little Egg, New Jersey...	Stranded 1½ miles N. of station. Surfmen pulled out to her, hove in her anchor, which had been run out in the wrong direction, and then carried it out into deeper water. They hauled her afloat uninjured just before high water, and she continued on her way to Tuckerton.
Dec. 23	Am. str. Laura Marion.	Plum Island, Massachusetts.	This small steamer swamped about 6.30 p. m. while attempting to cross the bar at the entrance to the Merrimac River through a very heavy sea. The crew of three men perished, and surfmen afterwards found their bodies on the beach. Although a steamer's light had been seen to disappear, and then another light to show that a steamer had turned and was headed back toward Cape Ann, the surfmen did not know that a disaster had occurred until station patrol reported that wreckage was coming ashore S. of station. The surf was much too high to launch the surfboat; therefore the keeper sent all hands along the beach with boat hooks, hand grapnels, and lanterns. The wreck washed ashore on the next day, and the boiler and part of engine were saved. The hull became a total loss. (For detailed account see caption "Loss of life.")
Dec. 23	Am. sc. Adelaide....	Brazos, Texas.....	Stranded ½ mile N. of station at 5.30 p. m. Station crew boarded her, ran out anchors, and worked until midnight, but failed to release her. Upon the next morning the surfmen boarded her again and laid out her anchor anew; two sloops took off part of her cargo, and then they succeeded in heaving her afloat. Her crew made sail, and she proceeded to Isabel apparently undamaged.
Dec. 24	Am. sc. Fred Jackson.	Assateague Beach, Virginia.	Dragged anchors during a gale and hoisted signal of distress. Surfmen pulled out against a rough head sea and boarded her just as she was dragging into the breakers on Williams Shoal. She had lost all but one anchor, and that the surfmen succeeded in hoisting, and then made sail. She gathered headway just in time to clear the shoal, and station crew took her to a safe anchorage. (See letter of acknowledgment.)
Dec. 24	Br. str. Ariosto.....	Ocracoke, North Carolina.	Stranded about 2 miles SW. of station at 3.50 a. m., during thick weather. Station crew hastened to the scene with beach apparatus, and at 9 a. m. succeeded, after several trials, in establishing communication with the wreck. The greater part of the steamer's crew shoved off in one of her boats and attempted to lie under her lee to await daylight, but the boat swamped and nearly all of them perished. Three were hauled out of the surf alive by the life-savers, and the six persons who remained on the wreck were safely landed in the breeches buoy. The crew from Durants Station assisted the Ocracoke crew at this wreck. Seven dead bodies which washed ashore were

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Dec. 24	Br. str. Ariosto.....	Ocracoke, North Carolina.	given Christian burial. Twenty-one lives were lost in this disaster, and the steamer became a total loss. (For detailed account see caption "Loss of life.")
Dec. 24	Catboat, no name ..	Chester Shoal, Florida....	Dragged anchor and stranded about 1 mile SW. of station in Banana Creek. Keeper assisted owner to float it and take it to a safe anchorage.
Dec. 26	Br. sc. M. J. Soley ...	Crumple Island, Maine...	Stranded on Brig Ledge, 3 miles NNW. of station, and burned a signal of distress, which was discovered by station lookout at 7 p. m. Surfmen pulled to her, and, as she lay in a very dangerous position, took off her crew and their baggage; then they lay by her until 4 a. m., when she rolled heavily, pitched off the ledge, and sank in 6 fathoms of water. Her crew were taken to station, warmed thoroughly and given breakfast, and then carried to Jonesport, where the master sold the vessel and cargo to a party of wreckers, who succeeded in raising her. It was estimated that it would cost \$2,500 to repair her.
Dec. 26	Am. str. Bay Shore..	Island Beach, New Jersey.	Collided with an unknown schooner, carrying away smokestack and staying a hole in her quarter just above water line. She ran inshore and anchored about 1½ miles SSE. of station at 2 a. m., but did not show any night signal of distress. Surfmen from both Island Beach and Cedar Creek stations boarded her early upon the next morning. They raised and secured the smokestack, fastened canvas over the hole in her quarter and painted it, and then took a telegram ashore for the master. At 10 a. m. she was able to steam away, bound for Norfolk for repairs.
Dec. 26	Am. sc. Rebecca	Assateague Beach, Virginia.	Stranded off the S. point of Assateague Beach, 2½ miles S. of station, while trying to enter harbor at 10 p. m. Surfmen discovered her at daybreak and at once pulled out to her. They ran her anchor out into deep water and worked until after high water, but failed to release her. They tried to float her at every high water until the 28th, when they succeeded in hauling her into deep water and anchored her in a safe place without damage to vessel or cargo.
Dec. 26	Boat from Ger. str. Ludwig.	Sullivan's Island, South Carolina.	This boat, containing two men from the German steamer Ludwig and one of their friends, stranded on the beach 1 mile E. of station, the occupants having lost their bearings after darkness set in and having run their boat up on the beach to avoid drifting seaward. Surfmen hauled their boat up clear of the surf, sheltered them at station for the night, furnished two of the men with dry stockings from the stores of the Women's National Relief Association, gave them their breakfast in the morning, and then assisted them to launch their boat and start on their way back to the steamer.
Dec. 27	Am. slp. yt. Federalist.	Shark River, New Jersey.	Station crew in surfboat towed this yacht into Shark River Inlet until she grounded, and then they ran out her keedge anchor and managed to heave her in till she was out of danger.
Dec. 27	Am. sc. John H. Buttrick.	Bonds and Little Egg, New Jersey.	Stranded midway between these stations at 6 a. m., and both life-saving crews boarded her about 7 a. m. They laid out an anchor twice, hove in on steam windlass, and with the help of the sails released her without injury at 1.30 p. m.
Dec. 27	Am. st. sc. W. H. Harrison.	Point Adams, Oregon	Broke crank shaft, anchored near Clatsop Spit, and burned a distress signal at 5.30 p. m., during a strong NE. gale. Keeper at once telephoned to the tugboat office at Astoria that a vessel was off the en-

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1899. Dec. 27	Am. st. sc. W. H. Harrison.	Point Adams, Oregon	trance to the river in distress, and then pulled out to her with surfboat. The master was very anxious to have a tug tow him in before the tide turned, and requested the keeper to return to station and ask one to hasten out. Before the life-savers could pull back against the heavy sea and wind, a tug went out and towed the disabled craft in, taking her to Astoria for repairs.
Dec. 29	Coal boats (7), barges (2), and flat, no names.	Louisville, Kentucky	This tow was set upon the wing dam of the falls by the strong current. Station crew pulled out, ran a hawser from the tow to the steamer Jim T. Duffy, jr., and assisted to get the tow clear of the dam and take it safely into the canal.
Dec. 30	Am. sc. Rabboni	Rocky Point, New York..	Dismasted in a NW. gale in Long Island Sound. Her crew let go both anchors, but the chain of the heavier one parted, and she dragged helplessly toward the beach, being covered with ice, aleak, and her crew suffering terribly from the cold. Life-saving crew were notified by telephone of the casualty, which took place about 12 miles W. of station, and they at once procured a team of horses and transported the surfboat to a point abreast the wreck, where it was successfully launched through a very rough surf. After a hard struggle against a heavy sea they reached the wreck, the surfboat becoming iced up to such an extent that they could hardly use their oars. As the wreckage lay on the lee side, it was necessary to pull to windward and take the crew of six men, one by one, from the weather quarter. A landing was effected without mishap. The shipwrecked crew were taken to a farmhouse near by, where they were succored for two days, when they were able to depart for their homes. The schooner drifted ashore during the following night and was a total loss.
1900. Jan. 1	Br. sc. Bessie.....	Fletchers Neck, Maine ...	Stranded on Lobster Rocks, 1 mile north of station. Thick fall of snow at the time. Station crew attempted to float her, but the tide did not serve full enough. Master and owner made arrangements with private parties to float the vessel, and this was done. Station crew assisted in beaching the schooner and making temporary repairs, and afterwards helped to dock her in Biddeford Pool. She was not much damaged.
Jan. 1	Am. sc. Eva D. Rose.	Cold Spring, New Jersey..	Stranded on the south bar of Cold Spring Inlet about 9 p. m. Surfmen boarded her and succeeded in working her about her own length off shore, and the wind then canted SW., swinging her head toward the shore. Surfmen took master ashore to communicate with owners and send telegram for tug. Tug arrived the next day, and on the 4th released the schooner and towed her to Philadelphia. (See card of thanks under caption "Letters of acknowledgment.")
Jan. 1	Am. sc. Cora C. Meader.	Assateague Beach, Virginia.	Master came to the station and reported that he had lost his water casks. Keeper loaned him some barrels, assisting him to fill them and get them on board.
Jan. 2	Am. sc. Rover's Bride.	Cross Island, Maine.....	Stranded and sunk at Quaker Head, 3 mile NW. of station. Surfmen assisted in saving cargo of fish, anchors, sails, and other gear to the value of \$300. On the 26th the master brought two schooners alongside the sunken vessel, and the station crew helped to put chains under her, making them fast to the two schooners. They succeeded in floating her, but a strong wind sprang up and she had to be abandoned to save the other vessels.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900.			
Jan. 2	Mud scow, no name.	Rockaway Point, New York.	Drifted upon the beach near the station. On the 4th surfmen assisted a tug in hauling it afloat.
Jan. 3	Am. sc. Allen Green.	Gurnet, Massachusetts....	Stranded near Bass Rock, $\frac{1}{2}$ mile SSE. of station. Surfmen boarded her, finding her pounding heavily on the rocky bottom. A kedge had already been run out, and all hands manned the windlass and soon succeeded in heaving the vessel afloat. The keeper piloted her to a safe anchorage and the surfmen helped to pump her out.
Jan. 3	Am. sc. S. P. Hitchcock.	Moriches, New York.....	Overran reckoning and stranded on the bar near the station about 3.30 in the morning. Surfmen proceeded immediately to the scene with beach apparatus, it being too rough to use the surfboat. Second shot laid a line aboard the vessel, and shortly after daylight the 9 men composing the crew were landed in the breeches buoy. Crews from the Forge River, Potunk and Quogue stations assisted. A contract was made with a wrecking company, and on the 4th the vessel was floated.
Jan. 3	Yacht, no name	Great Egg, New Jersey....	Fast in the ice. Station crew went to her assistance, broke a channel for her, and towed her into clear water.
Jan. 3	Am. sc. Commodore.	Wallops Beach, Virginia..	Anchored off the station and set signal for help. Surfmen boarded her and found her short of food, water, and fuel. Got her under way and sailed her into the harbor.
Jan. 6	Am. sc. Commodore.	.....do	In attempting to go out over the bar in a light wind, the vessel was carried onto Williams Shoal by the current. Surfmen boarded her, hove her into a slue, and sailed her to an anchorage.
Jan. 10	Am. sc. Folly	Brazos, Texas.....	Dragged ashore about $\frac{1}{2}$ mile from station during fresh NW. breeze. Crew hove her afloat and kedged her to a safe berth. No damage.
Jan. 11	Sc. Whisper	Saluria, Texas	Dragged ashore in the night while there was no one on board. Next morning surfmen assisted the crew of the vessel, 2 men, to run out anchors and heave her into the channel.
Jan. 12	Slp. Emma C.....	Hunniwells Beach, Maine.	While lying on the beach loading sand, storm came up and the craft was in danger of breaking up in the surf. Station crew went to her, threw off the sand, and kedged her off to a safe anchorage.
Jan. 14	Am. sc. Hattie Godfrey.	Sandy Hook, New Jersey.	Stranded on the point of Sandy Hook shortly after midnight. Station crew boarded her, kedged her off, hoisted her boat on board, and gave the master directions for clearing the obstructions.
Jan. 14	Nph. lch. Priscilla ..	Great Egg, New Jersey ...	Stranded in the beach thoroughfare, owing to shifting of sand bar. Surfmen went to her assistance and hove her into the channel.
Jan. 15	Br. str. Venetia	Sabine Pass, Texas	Stranded on Sabine Shoals, 30 miles E. by S. from station, at 11 a. m. On the morning of the 16th a boat from the steamer brought the news to the town of Sabine Pass. Station crew immediately started for the scene in tow of a local tug. Upon arrival found the vessel in considerable danger from pounding on the bottom. Transferred eight men from the tug to the steamer, surfmen assisting them in jettisoning cargo. Ran a line to the tug from the steamer, planted anchors, and helped heave in. Shortly after this a tug arrived from Galveston. Surfmen ran a line to her, and at 4.30 p. m. the two tugs succeeded in releasing the stranded vessel. She had sustained no apparent damage and proceeded on her voyage.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900.			
Jan. 17	Am. sc. Commodore	Big Kinnakeet, North Carolina.	Stranded in Pamlico Sound, 5 miles W. of station. Surfmen went to her in answer to signal of distress and worked all day, but were unable to float her. The next two days were spent in like manner, but on the 20th they succeeded in working her into the channel. Sheltered her crew of two men at the station for three days.
Jan. 18	Am. sc. Nellie J. Crocker.	Cranberry Islands, Maine.	Stranded about midnight on Schoodie Island, 10 miles ENE. of station. Crew escaped in their own boat. Surfmen went to her next morning, but the wind freshened so that they were unable to save the vessel. She became a total loss.
Jan. 20	Am. sc. Albert Geiger.	Rye Beach, New Hampshire.	Lying in a dangerous position in case the predicted SE. storm should materialize. Surfmen assisted in working her to a safe anchorage.
Jan. 20	Am. str. John K. Speed.	Louisville, Kentucky.....	Carried against piling at head of canal by strong current. Station crew went to her assistance, ran lines to the shore, boarded the vessel, and hove her clear of the piles.
Jan. 21	Shanty boat Lilly Dale.	.....do	In danger above the cross dam of the falls, with two men on board. One of the station boats towed it to a safe position and directed the men how to proceed.
Jan. 27	Br. sc. Wandrian....	White Head, Maine.....	Dragged onto Hurricane Ledge, 2 miles E. of station, during strong W. gale. Surfmen boarded her and found her heavily iced and pounding on the bottom. Cleared away the ice from her windlass, made sail, and forced her into the channel. She was not severely damaged.
Jan. 27	Am. sc. Charles F. Atwood.	Gap Cove, Massachusetts.	Foundered off Thatchers Island, 3 miles S. of station (station not in commission, being in charge of watchman at the time). The crew of five men made their way to the station and were sheltered over night. The vessel was a total loss.
Jan. 27	Am. sc. Helen.....	Orleans, Massachusetts...	Dragging anchors during the WNW. gale and displaying signal of distress, 10 miles E. by S. of station. Crew abandoned her, going ashore in a tug. After some delay, on account of an accident to their boat, the surfmen boarded the vessel, finding no apparent reason for her being abandoned. Shortly afterwards a tug belonging to the Standard Oil Company came along and took the Helen in tow for Vineyard Haven, whence she was moved to Woods Hole. Her crew were sheltered for thirty-six hours at the Old Harbor Station and then proceeded to Woods Hole, where they rejoined the vessel.
Jan. 27	Skiff, no name.....	Seatack, Virginia.....	Adrift $\frac{1}{2}$ mile off the station. Surfmen pulled out and towed it to the shore. Keeper advertised for a claimant.
Jan. 28	Br. str. Marston-moor.	New Inlet, North Carolina.	Stranded on New Inlet shoal, some 600 yards offshore, shortly after midnight. Keeper called for assistance of Pea Island and Chicamacomico stations and took his beach apparatus abreast the vessel, it being too rough to use a boat. At daylight the three crews began operations with the wreck gun, and after great difficulty, owing to the distance and the strong current, succeeded in getting the gear set up. Master sent a note by the breeches buoy, declining to land and asking that tugs be sent for. The keeper had telephoned for tugs at daylight, and sent message to master to that effect, also urging him to land his crew, pending the arrival of help. Landed five men in the breeches buoy and then suspended operations, a tug having made her appear-

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. Jan. 28	Br. str. Marston-moor.	New Inlet, North Carolina.	ance. Kept the five men over night, furnishing them with dry clothes from the Women's National Relief supply. Wrecking company took charge, floating the vessel on February 1, apparently in good condition. Set the five men on board with surfboat, sea now being comparatively smooth.
Jan. 31	Am. sc. John Stoddard.	Sullivan's Island, South Carolina.	Missed stays in a fresh NW. wind and stranded on Sullivan's Island, 2½ miles from the station. Surfmen proceeded to the scene and found the crew of seven men on the beach. Keeper boarded her with his men and after a hard struggle succeeded in working her afloat. Sent for the vessel's crew to come on board, but they refused to do so. Keeper, fearing the vessel might sink if left at anchor with no one on board, ran her up on a sand bank and left her in safety. (See letter of acknowledgment.)
Feb. 1	Am. sloop, Susie Dirrickson.	Wallops Beach, Virginia.	Stranded 1 mile NE. by E. from station about noon. Surfmen pulled out to her, and, as the tide was falling, took the crew of three men to station, they having no fuel on board and the weather being very cold. Keeper gave them a warm meal, and after the tide began to flood put them on board their sloop again. By setting the sails and using the surfboat's oars the life-saving crew succeeded in working her afloat, and she continued on her course for Chincoteague.
Feb. 2	Am. sc. Francis R. Baird.	White Head, Maine	Having been blown out of her course by a strong westerly gale this schooner anchored in a dangerous position near Sheep Island, 7 miles NE. of station. Life-savers sailed off to her in the surfboat, boarded her, and immediately got her under way, working her out clear of the rocks into the open channel where they left her on a safe course for Rockland.
Feb. 3	Am. sc. Penobscot ..	Oak Island, North Carolina.	Stranded on Cape Fear Bar, 2½ miles S. by W. from station, at 6.45 a. m. Station crew boarded her, assisted to run a hawser to steamer Wilmington, and then began to jettison cargo of lumber. After casting overboard about \$200 worth of lumber they manned the pumps, as she had about 4 feet of water in her hold, and at 8.30 a. m. she floated off. The Wilmington towed her into Southport Harbor, and the surfmen remained by her until she was pumped dry.
Feb. 4	Sloop, no name	Cranberry Isles, Maine ...	Stranded while passing out through the western channel. Surfmen boarded her and succeeded in floating her without damage.
Feb. 4	Bateau, no name ...	Sullivan's Island, South Carolina.	Adrift and stranded. Surfmen hauled it up clear of the surf, took the sails and oars to a place of safety and kept them until the owner came and claimed his property.
Feb. 5	Sharpie, no name...	Forge River, New York...	Caught in the drift ice with a boy on board and forced aground about 1 mile W. of station. Two surfmen pulled the station small boat out to the sharpie through the ice, and after working for two hours succeeded in getting it out of the ice. They landed the boy safely upon the mainland and he went to his home.
Feb. 5	Catboat Hilda C	Brigantine, New Jersey ..	Moorings parted and catboat stranded ¼ mile WNW. from station with no one on board, the weather being cold and stormy. Station crew went to it at high tide and tried to float it, but were unsuccessful, owing to scant high water. They chocked it up so that it would not fill

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. Feb. 5	Catboat Hilda C	Brigantine, New Jersey...	during the night, and then returned to station. On the next morning they went to the catboat again with the owner, and by ditching and shoving they succeeded in floating it without damage.
Feb. 5	Am. str. Maggie and sc. Berwick.	Umpqua River, Oregon ..	This steamer, with the schooner in tow, stranded while entering the Siuslaw River, 21 miles NNW. of station. The master of the steamer sent a messenger to life-saving station with a request for assistance. Keeper obtained the services of a team of horses from Gardiner, 8 miles distant from station, and as soon as they arrived at station the crew started for the stranded vessels. The beach was in a bad condition for traveling, and when crossing Ten Mile Creek the breakers rolled in heavily, knocking down one horse, and compelling the surfmen to jump into the water up to their armpits to assist to get the horses, boat, and wagon out of the perilous position. Proceeding along the beach when the tide would allow, they necessarily made slow progress, reaching the mouth of the Siuslaw River on the 9th. They pulled out at once, and ran a hawser to the Maggie from an anchor placed in the channel, carried out a kedge anchor for the schooner, and then assisted both vessels to heave in, but failed to float them. At high water on the next morning they began to work on the stranded vessels again, and moved the steamer about 80 feet and the schooner about 100 feet toward the channel, when the falling tide made them cease work. The surfmen labored on these vessels at high water each day until the 14th, when, with the aid of tug Roberts, the schooner was floated and taken up the river. The master of the steamer decided to stop work on his vessel, as she was full of water; consequently the surfmen returned to station. On the 24th the station crew was called upon to go to the Siuslaw River to assist the schooner S. Danielson, and as the steamer Maggie lay in a bad position, where she obstructed work on the Danielson, they made further efforts to save her. They dug the sand away from her propeller, ran a hawser many times through the surf from the tug Roberts to the Maggie, and finally on March 1 succeeded in floating her. The Roberts towed her up the river, and the surfmen assisted to beach her near the town of Florence for extensive repairs.
Feb. 7	Am. sc. yt. Etta May.	Mosquito Lagoon, Florida	Master of this yacht applied at station for fresh water, as his supply was exhausted. Keeper furnished him with 75 gallons from station cistern.
Feb. 7	Rowboat, no name..	Gilberts Bar, Florida.....	Adrift and being carried seaward by the strong ebb tide. Keeper recovered it and afterwards restored it to its owner at Waveland.
Feb. 7	Am. sc. Mary Lorenna.	Saluria, Texas.....	Stranded 1 mile NNE. of station at 7 p. m., during a thick fog. Before she stranded the station patrol saw that she was too near the beach and burned his Coston light to keep her away, but the heavy undertow set her upon the beach in spite of the endeavors of the master to haul off. Station crew ran the surfboat to the beach abreast the schooner and there found the master, who had tried to carry out a kedge anchor on his skiff, which, however, had swamped in the heavy surf, but by clinging to the boat he had reached the shore safely. Surfmen immediately launched and pulled along

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. Feb. 7	Am. sc. Mary Loren.	Saluria, Texas.....	side the stranded vessel, which they found to be strained and leaking. They carried out her heavy anchor as far as the cable would permit and then manned the windlass and pump. After working for $\frac{1}{2}$ hour, the surfmen succeeded in floating her, kedged her to a good offing, assisted to get her under way, and then piloted her up the channel to a safe harbor.
Feb. 8	Am. str. Gate City..	Moriches, New York.....	Stranded $1\frac{1}{2}$ miles W. of station at 9 p. m., during foggy weather. Station crew boarded her at once in surfboat, finding three women and forty-five men on board. They took the women to the station, leaving a line to the steamer for use in case it became necessary to land the men. At high water on the next morning the steamer came in over the bar and grounded about 200 yards from the beach. As the surf had increased in strength during the night, the keeper set up the beach apparatus, and, with the aid of the Potunk and Forge River crews, landed twenty men safely in the breeches buoy and succored them at station. On the 10th instant the surfmen put part of the crew back on board, and wreckers took charge of the steamer. On the 13th signals of distress were sounded from the wreck, and surfmen again hauled off the hawser and breeches buoy. With the aid of the Potunk and Forge River crews once more, they landed four wreckers and the remainder of the steamer's crew, who were succored at the station until they were sent to New York by the agent of the vessel. The greater part of the cargo of cotton was saved in a fair condition, but the steamer became a total loss.
Feb. 8	Sc. Whisper.....	Saluria, Texas.....	Dragged anchor during a strong norther and fouled a wharf, $2\frac{1}{2}$ miles SW. by W. from station. A surfman who was at work near by at once boarded the schooner in the station supply boat and assisted the man in charge to get his anchor. Taking the anchor in the supply boat the surfman carried it out to the full scope of the cable, and then the two men succeeded in warping the schooner out to a safe berth.
Feb. 9	Br. str. Honiton.....	Paul Gamliels Hill, North Carolina.	Stranded at low water during a fog, $2\frac{1}{2}$ miles S. of station. Life-saving crews from both Paul Gamliels Hill and Kitty Hawk stations boarded her, took telegrams ashore for her master, and then assisted to plant two anchors to seaward. At high water she floated without apparent injury and continued her course for Norfolk.
Feb. 9	Am. sc. Three Friends.	Portsmouth, North Carolina.	Stranded at 10 p. m. on Royal Shoal, 8 miles NNW. from station. She was observed by station lookout early on the following morning and surfmen immediately pulled off to her in Monomoy surfboat. They took the crew of three men into the surfboat, put their clothing and provisions into the schooner's yawl, which they made fast to the stern of the surfboat, and then pulled back to station, towing the yawl. On the 11th station crew took the master off to the schooner, pumped her out, and ran out an anchor and hove a strain upon it. The master then went to Newbern to try to procure lighters. On the 15th surfmen tried to heave the schooner afloat, but were unsuccessful. On the 20th they boarded her again and found her full of water. At the request of the master they stripped her, putting the gear saved upon a schooner for transportation to Newbern. The hull was a total loss.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. Feb. 10	Am. sc. J. B. Van Dusen.	White Head, Maine	Missed stays while working out of Seal Harbor and grounded on Long Ledge, 1 mile NE. of station. Surfmen boarded her at once, carried out her anchor in the surfboat, succeeded in heaving her afloat, and then assisted to work her out clear of all danger.
Feb. 11	Nph. lch. Priscilla..	Absecon, New Jersey	Stranded in the beach thoroughfare, $\frac{1}{2}$ mile NNW. of station, with four people on board. Surfmen went to their assistance, ran out their anchor, hauled the launch afloat, and then took it through the channel to the landing.
Feb. 12	Br. ship County of Edinburgh.	Squan Beach and Bayhead, New Jersey.	The Squan Beach patrol saw that this ship was approaching too near the beach and fired a danger signal from the N. side of Squan Inlet, but she was not able to haul off, owing to the strong set of the current to the westward, and she stranded $\frac{1}{2}$ mile S. of the inlet. The Bayhead patrol also reported the stranding, and crews from both stations reached the beach abreast the ship about 10.30 p. m., the Squan Beach crew having had to cross the inlet in their boat. The Bayhead crew brought their beach apparatus, and the first shot placed the line across the stranded vessel. Surfmen sent off the breeches buoy as soon as they had set up the hawser, and hauled ashore one of the ship's crew, who had a message from the master asking to be reported to his agents and for the assistance of a tug; he also informed the life-savers that a rocket would be fired from the ship if the crew desired to land, and then the surfmen hauled him back to the ship. Keeper Pearce sent the messages as requested, and the station crews remained on the beach ready for action until 4 a. m., when a rocket was fired from the vessel. The breeches buoy was sent off and 20 of the crew were safely landed, the master, mate, and seven seamen deciding to remain on the ship. The men landed were taken to Bayhead Station, given food, furnished with dry clothing from the stores of the Women's National Relief Association, and at sundown on the following day were put back on board the stranded vessel, which was then resting easy. Surfmen hauled an agent of the wrecking company to and from the stranded vessel, and watched her until the 14th, when the wreckers took charge. She was floated on the 25th, without apparent injury, and towed to New York.
Feb. 13	Am. cat yt. Edith ...	Corson Inlet, New Jersey.	During heavy weather and a dense fog, this yacht stranded on the beach, $\frac{1}{2}$ mile SSW. of station, having her sail split, her boom broken, and her small boat washed away by the heavy sea. The surfmen boarded her without using their boat, and assisted the exhausted crew of three men to lower and stow the sail. Keeper furnished each one of the crew with a suit of dry clothing from the stores of the Women's National Relief Association, gave them three meals apiece, and lodged them at the station for the night. Surfmen found out by telephone where their small boat had come ashore, and went after it with the station team. On the 24th the yacht was transported across the beach and launched in the inside thoroughfare without injury.
Feb. 13	Am. sc. C. A. White .	False Cape, Virginia.....	Stranded at 1.30 a. m., $2\frac{1}{2}$ miles N. of station, during a thick fog, and surfmen reached her at 3.40 a. m. in the surfboat. She was lying easy and not leaking. Her crew did not wish to leave her, so

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. Feb. 13	Am. sc. C. A. White.	False Cape, Virginia.....	the keeper took ashore telegrams, as requested by the master, and sent them to the maritime exchanges at Philadelphia and New York and to the Merritt Wrecking Company. At 7.30 on the next morning the surfmen pulled to the stranded schooner again, but the crew still desired to stay by her. They agreed to make a signal when in need of assistance. The wrecking company soon afterwards took charge of her, and on the 25th succeeded in releasing her.
Feb. 13	Am. sc. Mary Lorenna.	Saluria, Texas.....	Stranded 1 mile N.E. $\frac{1}{2}$ E. of station. Surfmen immediately pulled alongside, carried out her heavy anchor, and then helped to man the windlass. After running out a second anchor and working over two hours, they succeeded in floating the schooner and helped to get her under way. She proceeded on her voyage uninjured.
Feb. 13	Columbia River Light-ship.	Cape Disappointment, Washington.	Stranded. Surfmen launched lifeboat and ran a line from the light-ship to a scow which had been towed out and anchored near her by a tug.
Feb. 14	Am. str. Big Kanawha.	Louisville, Kentucky.....	On fire at a dock near station. Several surfmen boarded her, threw overboard some burning bedding, and extinguished the flames with buckets of water.
Feb. 14	Am. tug Roberts....	Umpqua River, Oregon...	While this tug was trying to float the stranded schooner Berwick the hawser fouled the propeller and she became helpless. The surfmen, who were also helping to float the Berwick, pulled alongside the tug and Surfman Henderson plunged overboard and secured the end of the hawser which was hauled on board the tug. The surfboat then towed the disabled craft to a safe anchorage where at low water her crew cleared the hawser from the propeller.
Feb. 15	Small boat, no name.	Point of Woods, New York.	Anchored in a bad position and owner requested aid of station crew. Keeper sent two surfmen to aid the owner in getting the boat into a safe position.
Feb. 15	Fish boat, no name.	Coquille River, Oregon...	Bar at entrance to the river became dangerously rough while this boat was outside fishing. At 6.30 p. m. the station lookout reported that the boat was returning, and evidently was going to try to cross in. Surfmen pulled out in Monomoy surfboat and warned the fishermen of their danger, then both boats were beached and hauled up in a little cove below the station for the night.
Feb. 16	Am. sc. Cordelia R. Price.	Great Egg, New Jersey ...	Stranded on the S. side of the beach thoroughfare, $\frac{1}{2}$ mile WSW. from station. Surfmen carried out her anchor in surfboat, but, as the tide had fallen, they could not release her. At high water, at 7 p. m., they boarded her again and succeeded in heaving her afloat without injury.
Feb. 18	Am. sc. Edna .....	.....do	The master of this schooner, which was hauled out on the beach near station, requested help from the station crew to launch her. Surfmen placed skids under her and succeeded in moving her to a position where she would float at high water.
Feb. 18	Sloop, no name	Gilberts Bar, Florida	This sloop was trying to beat homeward, with a party of six women and three men on board, but made no progress owing to the heavy head sea. Keeper went out in his launch, anchored the sloop in a safe position, and then took the occupants to Ankona in his launch.
Feb. 19	Am. slp. Flying Scud.	Cobb Island, Virginia	Stranded $\frac{1}{2}$ mile S. of station. Surfmen pulled alongside, carried out her anchor in surfboat, and then hove in on hawser.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. Feb. 19	Am. slp. Flying Scud.	Cobb Island, Virginia	After running out the anchor three times, they succeeded in heaving her into deep water, and she continued on her course uninjured.
Feb. 22	Dory, no name.....	Salisbury Beach, Massachusetts.	The station patrol found this dory on the beach with the surf breaking into it. He hauled it out clear of the water, thus saving it from being pounded to pieces, and notified the owner.
Feb. 22	Small boat, no name.	Manomet Point, Massachusetts.	Station patrol found this boat in the surf and full of water at 3 a. m. He informed the owner and assisted him to haul it up on the beach.
Feb. 22	Catboat, no name...	Sullivan's Island, South Carolina.	Capsized and sunk on the rocks $3\frac{1}{2}$ miles NW. of station. The crew of four men reached shore safely. Surfmen pulled out, righted the boat, took it to a place of safety, and then turned it over to its owner. (See letter of acknowledgment.)
Feb. 22	Am. str. John K. Speed.	Louisville, Kentucky.....	Swept by the strong current against the piling on the N. side of the head of the canal, and sounded whistle of distress. Surfmen hastily pulled to her and ran a hawser to the shore. By heaving in on the hawser with the steam capstan and with the assistance of the small tug Fulton the Speed was released from her perilous position and proceeded on her way.
Feb. 24	Fish boat, no name.	Aransas, Texas	Parted moorings and stranded 3 miles NE. of station. Surfmen sailed to it in supply boat, bailed it out, worked it off the beach, and then towed it to the cove near station, where they anchored it safely. On the 26th a man came to station and claimed the boat, which was turned over to him after he had given satisfactory proof that he was the owner.
Feb. 24	Am. str. Naomi	Grand Haven, Michigan, Lake Michigan.	Fast in the ice at the mouth of the river and blew whistle for assistance. Keeper summoned a tug which, however, was unable to reach the steamer on account of the ice. Keeper, several volunteer surfmen, and tug's crew assisted ten passengers, who wished to land at Grand Haven, across the ice and onto the pier. The passengers were then able to walk up the pier and board the tug, which carried them to town.
Feb. 24	Am. sc. S. Danielson	Umpqua River, Oregon...	Hawser parted while being towed in, and schooner stranded at the entrance to the Siuslaw River, 21 miles NNW. of station. A messenger having been sent to station for assistance, the surfmen procured a team of horses and hastened to the stranded vessel with surfboat as fast as possible. Upon reaching her they carried out an anchor and hove in until after high water, but could not start her. On the next day they resumed work at high water, and continued to work upon the stranded schooner at favorable opportunities until March 3, when, with the assistance of the tug Robarts, they succeeded in releasing her. She was only slightly damaged.
Feb. 25	Br. str. Californian..	Cape Elizabeth, Maine ...	Stranded at 2.30 a. m. on Ram Island Ledge, 5 miles N. by E. of station, during a strong gale with heavy rain. Surfmen discovered her soon after daylight, and, with the aid of a four-horse team, they transported the surfboat to Maiden Cove, where they succeeded in launching it. After a hard pull they reached the stranded steamer, which was lying easy, but was nearly full of water. The crew and passengers decided to stay on the wreck rather than face the angry seas in the surfboat, consequently, after lying by the wreck for two hours, the surfmen returned to shore, leaving in-

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. Feb. 25	Br. str. Californian..	Cape Elizabeth, Maine...	structions with the master to signal to them in case of need. Surfmen pulled off to the wreck again on the next morning and offered their services. A small steamer came alongside and surfmen assisted to transfer passengers and baggage to her. A wrecking company then took charge of the wreck.
Feb. 25	Am. scs. Keystone and Otto.	Point Allerton, Massachusetts.	The tug which was towing these schooners commenced to shorten up the towline off Boston light during a gale from the SSW., and before the tug could gather headway again, the schooners had drifted upon the ledge off Little Brewster Island, and had stranded. Surfmen pulled to the Otto and took off her crew of five men; then they picked up four men of the crew of the Keystone, who had landed upon the island in their own boat, and returned to the station where the shipwrecked crews were given dry clothing from the stores of the Women's National Relief Association, food, and lodging until the next day. The masters of both schooners remained upon the island with the light keeper. The Otto was afterwards saved, although much damaged, but the Keystone was a total loss.
Feb. 25	Am. slp. Rambler...	Fire Island, New York ...	During a heavy NW. snowstorm this sloop became unmanageable, anchored for safety in a smooth place, and then became frozen fast in the ice with five people on board. Surfmen managed to reach it in their surfboat and took off the people, but they could not force a passage through the ice back to station. Keeper decided to stay on Fire Island for the night. On the next morning a party of gunners loaned the keeper two "scooters" with which all hands were able to cross on the ice to the station. The sloop was released from the ice two days later with no apparent damage.
Feb. 25	Am. sc. Jane C. Harris.	Oregon Inlet, North Carolina.	Stranded about 2 miles N. of station while trying to enter Oregon Inlet for a harbor during a heavy NW. gale. Station crew launched surfboat, but could not pull to windward owing to the force of the gale and the strong tide. The beach apparatus was then taken abreast the wreck and set up, and the first shot laid the line on board, but the crew did not have strength enough to haul off the whip line against the strong current. As a last resort the surfmen took a large sailboat which lay inside the inlet and, taking a drogue from the surfboat, started out to the wreck. Upon reaching it, the sailboat was anchored 100 yards to windward and dropped down with the drogue line until a heaving stick could be thrown on board; then the sailboat was hauled in near enough for the imperiled crew of three men to jump on board. The sailboat was now lying in a very dangerous position and no time could be lost in hoisting the anchor, so the anchor line was cut and the boat headed for the inlet. A landing was effected safely and the shipwrecked crew were succored at the station for three days. The crew from Pea Island Life-Saving Station rendered valuable assistance to the Oregon Inlet crew in making this rescue. The schooner was a total loss. (See letter of acknowledgment.)
Feb. 26	Am. sc. J. T. Ford ...	Wachapreague, Virginia.	Struck on the sunken wreck of the steamship Amy Dora and sunk 3 miles ESE. of station. Station crew immediately launched surfboat and pulled out to the

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. Feb. 26	Am. sc. J. T. Ford...	Wachapreague, Virginia ..	schooner, which had a large hole in her bottom and was fast filling with water. The passengers and crew, consisting of a woman, three children, and three men, were taken into the surfboat and landed at station, where they were succored for 2 days. The woman and a girl were furnished with dry clothing from the stores of the Women's National Relief Association. Surfmen made another trip to the schooner, but as she was full of water nothing of value could be saved, and she became a total loss.
Feb. 27	Am. sc. Mail	Hunniwells Beach, Maine	Sails blown away, iced up heavily, and leaking, having encountered a succession of strong gales and bitter cold weather. Station lookout sighted her and called the keeper, who concluded that something was wrong on board, although no signal of distress could be seen, on account of a thick mist. Surfboat was at once launched and station crew started out to her under sail, but before they reached her a small lobster steamer got a line to her. The line broke, however, and surfmen arrived in time to run a second one; then they boarded the schooner and found the captain suffering from a badly bruised arm, part of the crew with frozen fingers, and all completely exhausted. The schooner was leaking much, was thickly covered with ice forward, and was settling fast in the water. Her crew went below and surfmen took charge of her, knocking off ice and manning the pumps. By hard work they succeeded in keeping her afloat until she was towed into Portland Harbor, arriving there at nightfall, with 5 inches of water on her deck forward. Surfmen remained in Portland until the next morning and then started back to station. (See letter of acknowledgment.)
Feb. 27	Am. sc. Mary Janette	Galveston, Texas	Stranded 1 mile SW. of station. Surfmen laid out an anchor with surfboat and then succeeded in releasing her. The weather looking threatening and her master being unacquainted with the waters of the bay, the surfmen took her to a safe anchorage.
Feb. 28	Sailboat, no name ..	Great Neck, Massachusetts	Adrift in the ice and being carried seaward. Surfmen pulled out, secured it, and towed it into harbor, where they turned it over to owner.
Feb. 28	Am. sc. General Cogswell.	Cape Henlopen and Lewes, Delaware.	Stranded $\frac{1}{2}$ mile S. of point of cape, having mistaken the range lights. Surfmen from both Cape Henlopen and Lewes stations boarded her at midnight in surfboat, and took off the crew of 7 men, who were taken to Cape Henlopen Station and succored until the next afternoon. On the next morning surfmen went off to the wreck to save the crew's baggage, if possible, but the sea was making a clean sweep over the hull, which was breaking up, and nothing could be saved. In the afternoon surfmen went off again and secured some of the clothing of the crew. She was a total loss.
Feb. 28	Am. sc. A. J. Perkins.	Galveston, Texas	Stranded about $\frac{1}{2}$ mile NW. of station, at 5.30 p. m. Surfmen pulled to her, laid out her anchor, and worked to float her for 2 hours without success. At high water on the next morning the schooner's crew succeeded in releasing her by heaving in on the anchor which the surfmen planted on the previous evening.
Mar. 1	Slp. Lilla Dale	Whitehead, Maine	Sunk at her moorings in Seal Harbor during the gale on the night of Mar. 1, and was discovered a few days later by the surfmen. The sea being rough, nothing

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. Mar. 1	Slp. Lilla Dale.....	Whitehead, Maine.....	could be done at the time, and it was not until Apr. 2 that they were able to work on her. On that date they swept lines under her, raised her, bailed her out, and hauled her up on the beach, where she could be repaired.
Mar. 1	Am. sc. Mondego ...	Nauset, Massachusetts....	Stranded on the beach $2\frac{1}{2}$ miles S. of station shortly after midnight. Surfmen hastened to the scene, but as the vessel was in no immediate danger and the surf rough keeper advised all hands to stay by the wreck until low water. Then they assisted the men ashore by means of ropes thrown from the vessel. Saved the crew and their personal effects, but the vessel was a loss. Crew were provided with dry clothes at the station from the stores of the Women's National Relief Association and were given food. Later keeper procured passes for them to their homes by rail.
Mar. 3	Sloop, no name.....	Burnt Island, Maine.....	Sunk at her moorings at Stone Island, 3 miles N. of station, out of sight from station lookout. Word being received of the disaster, crew proceeded to the spot, but the tide was too high to work to advantage at the time. Surfmen worked on the sloop the next two days and succeeded in saving her without damage.
Mar. 5	Am. sc. Gen'l. J. L. Selfridge.	Great Egg, New Jersey....	Stranded on the north side of the beach thoroughfare. Surfmen boarded her and ran out anchors, but by that time the tide had ebbed so low that they could not haul her off. The work they had done was sufficient, however, to cause her to float out into the channel at high water.
Mar. 6	Tender to Light Vessel No. 40.	Turtle Gut and Cold Spring, New Jersey.	Capsized in the breakers and went aground on the bar about midway between the two stations. Crew waded and swam ashore. Station men went out and secured the floating gear, righted the tender, bailed her out, and towed her to a wharf inside the inlet.
Mar. 6	Barge, no name.....	Ocean City, Maryland	While in tow of the yacht Nellie Carrington this barge sprung a leak and sank about 1 mile NNW. of station. Surfmen went out and transferred part of her cargo of wood to the yacht and then towed her ashore. Discharged rest of cargo, pumped her out, repaired leaks, and reloaded her.
Mar. 8	Am. sc. Harry L. Whiton.	Cuttyhunk, Massachusetts	Stranded near Dumlplings Light, 7 miles N. by E. of station. Surfmen boarded her and laid out an anchor, afterwards assisting at the pumps. A little later a tug came down from New Bedford and the master made a contract to float the schooner. Surfmen assisted by heaving on the windlass, and after the vessel was released they remained by her, keeping her clear of water until she arrived at New Bedford.
Mar. 8	Am. sc. Annie E. Fowler.	New Shoreham, Rhode Island.	Missed stays and stranded $\frac{1}{2}$ mile ESE. of station. Surfmen ran out an anchor and assisted in heaving the vessel afloat; also assisted crew in making sail.
Mar. 8	Am. sc. Bayard Hopkins.	Cape Lookout, North Carolina.	Stranded in Lookout Bight, about 1 mile from the station. Surfmen went on board, but the wind was unfavorable for doing anything that day. On the following day they borrowed an anchor from another vessel, laid it out, kedged the vessel afloat, and anchored her in deep water.
Mar. 11	Am. sc. William P. Hood.	Orleans, Massachusetts...	While on her way from Baltimore to Boston with a cargo of coal this vessel was caught in a series of violent gales, which twice drove her out to sea. The severe weather lasted from Feb. 17 to Mar. 11, and when she arrived off Orleans Station on the latter date and set a signal of distress she was nearly a wreck. Her sails were mostly torn away, deck planks started,

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. Mar. 11	Am. sc. William P. Hood.	Orleans, Massachusetts...	stern davits gone, and crew all but exhausted by hard work, short rations, and exposure. Surfmen boarded her and took full charge. NE winds being indicated, keeper decided to run for Vineyard Haven, but upon reaching Pollock Rip was unable to proceed farther, owing to a westerly shift of the wind. Came to anchor to await arrival of a tug from Boston, which the keeper had signaled Old Harbor Station to procure as the vessel passed that point. Three days' provisions were bought from a tug which came along from the westward, but which asked too high a price to tow the vessel in. At 11 o'clock the following morning the Monomoy crew arrived on board and took dispatches to the owners. At 8.15 p. m. the tug Underwriter arrived from Boston, being sent by the vessel's agent, and took her in tow. Station crew remained by and took her as far as Provincetown, where they left her and returned to the station. The schooner arrived in Boston on the 13th. (See letter of acknowledgment.)
Mar. 14	Skiff, no name.....	Spring Lake, New Jersey.	Two fishermen, returning from the fishing grounds, were upset in their skiff while crossing the breakers, and would probably have drowned but for the prompt aid rendered by the life-savers and local fishermen, who went out in boats and rescued them. Also brought in the skiff.
Mar. 15	Sloop, no name.....	Sullivan's Island, South Carolina.	Adrift in the marsh. Surfmen towed it to the shore and returned it to the owner.
Mar. 17	Sip. Helen.....	Cuttyhunk, Massachusetts.	Stranded about 200 yards from the station. Surfmen laid out an anchor and hauled her afloat at high water and worked her to her moorings in Cuttyhunk Pond.
Mar. 18	Am. gas. sc. Bessie K	Coquille River, Oregon...	Ran out of channel and grounded in the river, 1 mile N. of station. Surfmen boarded her, laid out an anchor, and assisted in heaving her into the channel without damage.
Mar. 19	Skiff, no name.....	Grand Haven, Michigan, Lake Michigan.	Caught in an ice jam while attempting to cross the river. Keeper (inactive season; no crew) secured the assistance of a boatman and small boat and went out to the rescue. Succeeded in breaking jam and saving the boat. The man in the boat was severely chilled, but was able to care for himself.
Mar. 21	Smack Commodore.	Lewes, Delaware	Dragged anchor and stranded on the bar about a mile E. of the station. Surfmen brought ashore the two men who were on board, together with their effects. Master sold the vessel and left by train. New owners floated the vessel off on the next high tide.
Mar. 21	Am. tugs J. L. Wyland and James Burns.	Cleveland, Ohio, Lake Erie.	While these two tugs were on the fishing grounds the wind suddenly came out NW., driving a heavy pack of ice down on the vessels and cutting them off from shore. They soon set signals of distress, whereupon keeper (closed season) telephoned for assistance of fire tugs. One of these immediately responded, and keeper went on her. After cutting the two tugs out and starting back with them the fire tug was jammed and had to call for more help. Another fire tug then went out and after hard and persistent work succeeded in clearing a channel. The two fishing tugs were then towed in, having been in the ice twenty-four hours. They were considerably damaged.
Mar. 22	Am. sc. St. Leon.....	Quoddy Head, Maine.....	Missed stays during the night and ran in among the ledges about 4 miles E. of the station. Surfmen boarded her as soon as they made her out the next morning, and kedged her into deep water without mishap.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. Mar. 22	Am. sc. Jennie S. Butler.	Velasco, Texas	While on the way from Baltimore to Galveston with a cargo of coal this vessel anchored off the Brazos River, on account of thick weather, in five fathoms of water. The wind coming on strong from the NE., with rain, the vessel dragged anchor and brought up on San Luis Reef, 10 miles NE. by E. from the station. All hands soon had to take to the rigging for safety, and there they remained for about sixteen hours, when the vessel showed signs of breaking up, and they abandoned her in the yawl. News of the wreck was brought to the station on the morning of the 23d, and the crew immediately hired a team and started for the wreck. They had gone but a short distance when they made out the yawl near the breakers off the mouth of the Brazos. They immediately launched and made a race to catch the boat before it reached the breakers, and in this they were successful. Keeper anchored the yawl and placed one of the surfmen in charge; then took five of the shipwrecked men into the surfboat and landed them. Returned through the heavy surf and took ashore the other men from the yawl. There were nine of the rescued men, comprising the full crew of the vessel. Keeper provided them with clothing, partly from the supplies of the Women's National Relief Association and partly from donations by the surfmen. Succored them at the station for five days, when they proceeded to Galveston. The vessel was a total loss.
Mar. 23	Sloop Crown	Assateague Beach, Virginia.	Stranded on the NE. point of Wallops Beach, 4 miles W. of station. Surfmen went to her assistance and after working half an hour succeeded in heaving her afloat. Crew from Wallops Beach Station also arrived and assisted in floating the vessel.
Mar. 25	Am. sc. Nettle Cushing.	Burnt Island, Maine	Stranded in Thomaston Harbor, 16 miles NNE. of station, word being brought to the keeper nearly a day later. Surfmen proceeded to the scene and attempted to float her off on the high tide, but failed. Remained by her all night, and on the 26th released her without damage.
Mar. 25	Am. sc. Lorena	Durants, North Carolina..	Stranded in Pamlico Sound, 5 miles N. by W. of station. Crew went to her assistance and laid out an anchor to deep water, but tide ebbed so much that they could do nothing further at the time. Landed her three passengers, the two men belonging to the vessel remaining by her. At high water the next morning the schooner floated without assistance.
Mar. 26	Nor. str. Vidar	Dam Neck Mills, Virginia.	Stranded shortly after midnight $\frac{1}{2}$ mile SSE. of station. Surfmen from Dam Neck Mills and Little Island stations proceeded to the spot and fired a line across her. Gear was set up, but nobody came ashore. After waiting until daylight keeper sent off two surfmen in the breeches buoy for information. They reported the vessel lying in easy position and that crew declined to leave her. Sent telegrams to agents and stood by until the 28th, carrying agents to and from the vessel. On the date named the vessel was floated by tugs and proceeded under her own steam.
Mar. 27	Fish boat Cape Pigeon.	Manistee, Michigan, Lake Michigan.	Mast carried away when the boat was 2 miles off the station, and the fresh NW. wind was rapidly carrying it toward the ice banks to leeward. Keeper assembled part of crew (closed season) and went to

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900.			
Mar. 27	Fish boat Cape Pigeon.	Manistee, Michigan, Lake Michigan.	give assistance in the Whitehall boat. Towed the fish boat into the harbor without damage.
Mar. 28	Am. sc. Claudia V ..	Great Egg, New Jersey ...	Stranded in the beach thoroughfare. Surfmen laid out an anchor, but the tide was too low to haul her off. On the following flood tide she floated without assistance.
Mar. 28	Fish boat, no name.	Golden Gate Park, California.	Thrown on a rock near Point Lobos and capsized, but occupant jumped upon the rock without being wet. Station crew picked up and righted the boat, turning it over to other fish boats near by, one of which took off the fisherman who was on the rock.
Apr. 1	Am. sc. Minnesota ..	Plum Island, Massachusetts.	Dragged anchor and stranded while anchored near the shore to load sand. Keeper telephoned to Newburyport for a tug and then boarded the schooner with his crew, but nothing could be done for her until the water rose. The towboat arrived, and the surfmen ran a hawser to the stranded schooner, as a sand bar prevented the tug from approaching near enough to put a line on board. Surfmen hove in on anchor lines while the tug pulled, but she still stuck fast. The line to the tug parted and the surfmen ran another; then, after making a final effort, the tug gave up work for the day. On the following day the surfmen laid out the anchors afresh and made another attempt to float her, but were not successful. A heavy sea then began to roll in and she commenced to break up. Surfmen saved her three anchors. The vessel became a total loss.
Apr. 1	Am. sc. Josephine Keas.	Wallops Beach, Virginia..	Stranded on Williams Shoal, 2 miles ENE. of station, having missed stays on account of her centerboard touching bottom and breaking while tacking in Chincoteague Inlet. Surfmen boarded her, succeeded in pushing her off into deep water with oars and poles, hoisted her sails and assisted to work her through the inlet, and then left her on a safe course for Chincoteague.
Apr. 1	Small boat, no name	Brazos, Texas.....	The master of the schooner George Lock reported to the keeper that one of his men had been missing since the previous evening in the schooner's small boat. Keeper and the master started in search of the missing boat in the station supply boat. They found both man and boat at Isabel and brought them back to the schooner.
Apr. 1	Skiff, no name.....	Louisville, Kentucky.....	In a dangerous position above the cross dam of the falls of the Ohio River, with three boys in it. Station crew pulled out to the rescue, taking the boys into the station boat and towing the skiff to the landing.
Apr. 2	Launch Chatham ..	North Scituate, Massachusetts.	Engine disabled about 2½ miles off shore from station. Surfmen sailed out, took the launch in tow, and reached the station safely with it, where they hauled it up on the beach. The two occupants went to Boston, leaving the launch in charge of the keeper. After an absence of two weeks they returned and repaired the launch, the surfmen assisting them to float it when it was ready for the water.
Apr. 3	Skiff, no name.....	Michigan City, Indiana, Lake Michigan.	Two fishermen went out in this skiff to tend their lines, and before they could return the wind shifted to the northward and drove the drift ice inshore, cutting them off from land. Keeper and volunteer surfmen carried the Whitehall boat to the E. beach, inside the breakwater, loaded the Lyle gun and whip line into

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. Apr. 3	Skiff, no name.....	Michigan City, Indiana, Lake Michigan.	it, and then, with a long line, dragged it through the slush ice to open water. They then crossed over to the breakwater, unloaded the apparatus, and carried it to the end of the breakwater. They succeeded in laying a shot line across the skiff as it was being carried past the harbor entrance by the ice, and hauled it through the slush ice and over the solid ice to the breakwater.
Apr. 5	Am. sc. D. P. Mulford.	Assateague Beach, Virginia.	Stranded during heavy weather on the S. point of Assateague Beach, 2½ miles SSW. from station. Keeper pulled to her, and found that she had stranded at high water during the night, but had made no signal for assistance. He returned to station with the surfboat and got an old hawser, took it to the stranded vessel, and used it to run both her anchors out into deep water. At high water the surfmen hove in on the hawser, but were not able to release her, the tide not making full enough. At high water during the night they tried again and were successful, leaving her riding to her anchors until morning, when they piloted her in to a safe anchorage near the station.
Apr. 6	Catboat Miami	Moriches, New York.....	Sail blown away, and in a helpless condition 1 mile N. of station, with three people on board. Keeper and a surfman went to their assistance, anchored the catboat in a safe place, and took the occupants (two women and a man) to the station, where they gave them their supper and telephoned to West Hampton for a carriage to come after them.
Apr. 6	Cat yt. Maud S.....	Corson Inlet, New Jersey.	Flying a signal of distress in the sound thoroughfare. Surfmen pulled out to her and found that she had missed stays and run on a sand bar, the sole occupant being unable to release her. The surfmen soon succeeded in floating the craft and left the occupant to continue on to his destination.
Apr. 6	Yawl belonging to the Am. sc. Rob Roy.	Racine, Wisconsin, Lake Michigan.	Two young men borrowed this boat and started on a pleasure trip around the harbor. They went outside the pier heads, however, and, being unaccustomed to handling boats and having only one oar, they were unable to return against a fresh, offshore wind. Seeing that they would be blown out into the lake, the surfmen pulled out and towed them into the harbor, returning the yawl to the schooner.
Apr. 7	Boat belonging to the Am. sc. Laura Robinson.	Monomoy, Massachusetts.	The station lookout sighted this boat drifting to the S., in the early morning, during heavy weather. Surfmen signaled to the occupants to come inshore and follow them along the beach to a landing place. At the extreme S. end of Monomoy Point the surfmen aided the boat in making a safe landing and hauled it up on the beach. The five occupants of the boat were the crew of the schooner Laura Robinson, which was on fire when they abandoned her 4 miles N. of station. She sunk soon afterwards 1 mile W. of Pollock Rip light-ship. The crew were taken to station, given dry clothing from the stores of the Women's National Relief Association, and then transported to town, where they could take the train for their homes.
Apr. 7	U. S. buoy-tender Maple.	Cobb Island, Virginia	Hoisted signal for a pilot. There being nobody on the island but the life-saving crew, the keeper responded and piloted the tender in to the buoys. After she had taken up the old buoys and put down new ones, the keeper turned her around and gave the captain the courses for taking her out.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. Apr. 7	Several small boats, no names.	Aransas, Texas	During the night, which was stormy, some of the small boats anchored near station dragged ashore and others capsized. At daylight the surfmen assisted the owners to launch those on the beach and to raise those capsized and sunk.
Apr. 8	Dory, no name	Burnt Island, Maine.....	Keeper sighted this dory about 5 miles to leeward and making no headway toward the land. He sent two surfmen out in a sailboat, and they towed the dory to station, where the sole occupant was succored and given dry clothing from the supplies of the Women's National Relief Association.
Apr. 9	Am. str. William Maxwell.	Michigan City, Indiana, Lake Michigan.	While this steamer was trying to force her way through the ice which blocked the harbor her steering gear carried away and her pumps became plugged with slush ice. She was carried down onto the W. breakwater by the ice and current, blowing signals of distress. Surfmen immediately took the beach apparatus onto the E. breakwater, and succeeded in firing a line to the disabled steamer. They sent off a towline, which the steamer's crew made fast to their anchor chain, and then the surfmen, with the aid of volunteers, began to take in slack as the steamer rose and fell in the seaway. An enormous sea parted the anchor chain, but the keeper had sent off hawser from station, which held until a new line could be procured by the owner of the vessel. By continually taking in the slack and holding it, she was gradually hauled clear of the ice and into the harbor. (See letter of acknowledgment.)
Apr. 10	Am. sc. James W. Lee.	Corson Inlet, New Jersey.	Stranded on S. side of Corson Inlet Bar, 2½ miles SSW. of station. Surfmen from Corson Inlet and Sea Isle City stations boarded her, ran out her anchor, and at high water hauled her afloat. The Corson Inlet crew piloted her in through another channel and left her in a good harbor.
Apr. 10	Am. str. Ann Arbor No. 3.	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	This steamer, with the steamer Ann Arbor No. 1 in tow, was sounding signals for assistance to the NE. of station. Surfmen pulled out in surfboat, and at the request of the master of Ann Arbor No. 3 boarded his vessel and helped his crew to shorten up the hawser so that the tow could enter the canal.
Apr. 11	Am. slp. Martha	Block Island, Rhode Island.	Stranded about 3 miles N. of station. Surfmen boarded her, ran out her anchor with the surfboat, and succeeded in heaving her afloat.
Apr. 12	Am. sc. Mary Jan- ette.	Brazos, Texas.....	Struck on the bar while trying to enter the river, filled and sunk. Station crew pulled out to her assistance at once in surfboat. She was breaking up fast, and surfmen threw on board life-preservers, which the shipwrecked crew immediately donned. Keeper then placed the surfboat so that the crew could jump into it, which they did safely, and then all hands returned to station. Later in the day the station crew pulled off to the wreck again, but the sea was still too rough for them to save anything. On the next morning the surfmen and the schooner's crew went off to the wreck and succeeded in saving the sails, booms, gaffs, and considerable rigging. A sloop lighter went alongside the wreck and took part of her cargo. The master and crew remained at the station until the 16th, recovering cargo and gear which washed ashore. The hull broke up completely.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. Apr. 13	Am. sc. Herman Ellis.	Townsend Inlet, New Jersey.	Stranded $\frac{1}{2}$ mile SW. of station. A surfer boarded her and helped to pole her out into deep water. She stranded a second time near the new bridge, and station crew boarded her in surfboat; they ran out her anchor, hove her afloat, and then hauled her through the draw-bridge.
Apr. 13	Slp. yt. Belle.....	Santa Rosa, Florida	Most carried away about 1 mile NW. from station while out sailing with a party of 10, men and women, on board. Station crew pulled out in surfboat and towed them in to station landing.
Apr. 14	Am. slp. Flying Scud.	Atlantic City, New Jersey.	Capized in a squall, $1\frac{1}{2}$ miles N. of station, with two men on board. Surfmén from both Atlantic City and South Brigantine stations pulled to her as quickly as possible, righted her, and bailed her out. Her crew, who had reached the shore safely, then took charge of her.
Apr. 14	Fish boat, no name.	Hereford Inlet, New Jersey.	Capized about $1\frac{1}{2}$ miles S. of station by a heavy squall. Station crew launched surfboat and pulled out as quickly as possible. They picked up the two occupants unharmed, righted the boat, bailed it out, and then towed it to the shore.
Apr. 14	Am. slp. Ida	Sullivan's Island, South Carolina.	Stranded $1\frac{1}{2}$ miles WSW. from station at 10 a. m. Surfmén boarded her at once, but could do nothing until the tide rose. At 2.30 p. m. they boarded the sloop again with the station hawser, which they bent on to her anchor, and ran the anchor out into deep water. At high water the surfmen succeeded in hauling her afloat, hove up her anchor, made sail, and started her on a safe course toward Charleston apparently uninjured.
Apr. 14	Scow, no name	Milwaukee, Wisconsin, Lake Michigan.	Towline parted and scow stranded 12 miles N. of station. The tug came to Milwaukee after another topline, and the master requested the surfmen to run it for him. Station crew went to the stranded craft in tow of the tug and ran the line, two surfmen going on board the scow to make it fast. The scow was floated without damage.
Apr. 15	Cat yt. Scat	Atlantic City, New Jersey.	Grounded on Absecon Bar and broke rudder. Station lookout reported her helpless condition and keeper immediately had the surfboat launched. Surfmén pulled out to her and two of them boarded her with oars and steered her in over the bar safely, leaving her at a shipyard for repairs.
Apr. 16	Am. sc. Woodward Abrahams.	Point Allerton, Massachusetts.	Stranded on Hunts Ledge, 1 mile NNW. from station. Surfmén boarded her, transported her master to and from shore, in order that he might communicate with the owner by telephone, and then assisted at the pumps, as she was leaking considerably. They remained by her until she was hauled off by a tug.
Apr. 16	Light-ship No. 50 ...	Cape Disappointment, Washington.	Surfmén ran lines from the tug Wallula to this light-ship, which was lying stranded near McKenzies Head. On the 21st they again ran a line for this stranded light-ship.
Apr. 18	Am. sc. Emma C. Middleton.	Coskata, Massachusetts...	Stranded on end of Great Point, $2\frac{1}{2}$ miles NNW. of station, at 12.45 a. m. Station crew reached her at 4 a. m. and at once returned to station with the master, who telephoned to Nantucket for the assistance of a wrecking crew. The wreckers went to her, and at 1.30 p. m. on the following day succeeded in floating the schooner, which then proceeded to Vineyard Haven undamaged.
Apr. 19	Am. sc. Herman F. Kimball.	Hunniwells Beach, Maine.	Anchored in a dangerous position and signaled for assistance at 1 a. m. Surfmén boarded her at once, and as soon as the tide turned they got her under way and took her to a safe anchorage up the river.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. Apr. 19	Am. sc. Henry Diss-ton.	Hog Island, Virginia	Stranded on Hog Island Bar while trying to enter harbor during foggy weather. The forward rigging, having been carried away at the masthead, had dropped half-way down the mast. Surfmen boarded her and then returned to the station after tools, with which they got the rigging back into place. Upon the evening flood tide they succeeded in floating her off into deep water without apparent damage.
Apr. 20	Am. slp. Charles M. Kelly.	Little Beach and Brigantine, New Jersey.	The wind having failed while this sloop was passing out of Brigantine Inlet she stranded on the bar. Surfmen from both Little Beach and Brigantine stations boarded her, carried out her anchor, and then hove in on hawser, but were unable to move her. They threw overboard 7 tons of sand ballast and then waited for the next high water before they resumed work. After working on her at times of high water each day they succeeded in heaving her afloat at midnight on the 22d, undamaged.
Apr. 20	Am. sc. Julia Larson	Sand Beach, Michigan, Lake Huron.	Stranded 7 miles S. of station. The mate came to station and requested assistance. Station crew in lifeboat were towed to the stranded vessel by a tug which had been engaged. They ran out her anchor and kedged her into deep water without the aid of the tug.
Apr. 21	Am. sc. Julia.....	Short Beach, New York....	Stranded 1 mile SW. of station while going out of Jones Inlet. Surfmen went to her assistance and carried out her anchor; then they were successful in heaving her afloat. She was not damaged by the mishap.
Apr. 21	Launch., no name..	Louisville, Kentucky.....	Machinery became disabled in a dangerous position near the Kentucky chute of the falls of the Ohio River. Station crew pulled out and towed the launch safely to station landing, where the machinery was soon repaired.
Apr. 22	Small boat, no name	Fourth Cliff, Massachusetts.	A sloop, being unable to tow this boat, anchored it about $\frac{1}{2}$ mile S. of station. As it lay in a bad position, the wind being NE. and the weather threatening, the keeper sent out three surfmen in a dory, who towed it to the shore and hauled it up on the beach.
Apr. 22	Am. sc. Emily P. Wright.	Cape Henry, Virginia.....	Missed stays and stranded $1\frac{1}{2}$ miles NW. of station. Surfmen pulled out and helped the master to clear his hawser, which had fouled the anchor while he was trying to run it to a pilot boat. At high water the schooner floated without further assistance.
Apr. 22	Am. barge Eagle No. 1.	Velasco, Texas.....	While two tugs were trying to tow this barge into the Brazos River they were compelled to cast her off on account of the strength of the tide. The crew of five men on board the barge at once jumped into their yawl and went on board one of the tugs. The barge stranded on the west side of jetties. Surfmen pulled to the wreck, finding her in the breakers and half full of water. They took all movable articles into the surfboat and transported them to the shore, where they turned them over to the master. On the 24th the surfmen assisted to save her cargo, and afterwards assisted at several ineffectual efforts to float her. She proved to be a total loss.
Apr. 22	Am. str. Ossifrage...	Sturgeon Point, Michigan, Lake Huron.	Stranded during foggy weather about $\frac{1}{2}$ mile N. of station. Station crew lay by her in the surfboat while the keeper drove the master to Harrisville, where he could telegraph for a tug, which arrived during the following night. At daylight the surfmen piloted the tug in to

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. Apr. 22	Am. str. Ossifrage....	Sturgeon Point, Michigan, Lake Huron.	the stranded steamer, which she hauled afloat without difficulty, the surfmen running the towline. The steamer sustained no damage except a broken blade of her wheel.
Apr. 22	Am. str. Onoko.....	North Manitou Island, Michigan, Lake Michigan.	Stranded 7 miles S. of station at 2.45 a. m. during foggy weather. At daylight she sounded signal for assistance, and station crew immediately pulled to her. They put the master on board the steamer George T. Hope, and then ran a 10-inch hawser three times between the steamers and sounded out the best water for them. After pulling for two and one-half hours the Hope gave up the attempt. Surfmen then went on board the stranded steamer and assisted to shovel about 12,000 bushels of corn overboard. She floated and steamed away at 10.10 p. m.
Apr. 23	Sc. Sarah Jane.....	Metomkin Inlet, Virginia.	After a thick fog had lifted, the surfmen saw a small schooner aground on Flounder Shoal. She lay in a dangerous position, and surfmen at once boarded her, finding her abandoned. They hauled her afloat and took her across the channel to station wharf, where they made her fast to await owner. On the next day the owner came and took possession of her, stating that the crew had abandoned her during the fog of the previous day.
Apr. 23	Am. str. Baltimore..	Point Marblehead, Ohio, Lake Erie.	Stranded on Mouse Island Reef, 8 miles NW. of station, about noon during a thick fog. At 5 p. m. the fog cleared and station lookout sighted her. Surfmen at once started to her assistance in surfboat under oars. When they reached her the tug John Monk was trying to release her, but could not do so, and it was decided to abandon the attempt until the following morning. A lighter was towed out to the stranded steamer on the next morning, and surfmen went off again and assisted to unload about 50 tons of coal and ran lines to the tug, which then succeeded in hauling her afloat. Station crew assisted to put the coal back on the steamer, and she then proceeded on her voyage to Duluth.
Apr. 23	Am. str. Denver....	Pointe aux Barques, Michigan, Lake Huron.	During a thick fog and in response to a signal for assistance, the surfmen boarded the steamer Denver, which was hard aground about 6 miles SE. of station. At the request of the master, the keeper pulled to Port Hope and sent a telegram to the owners. When returning to the stranded steamer the keeper hailed a tug, which he piloted through the fog to the wreck. Then boarding her, the surfmen helped to throw overboard about 15,000 bushels of oats. She was then floated without apparent injury. Surfmen landed eight laborers whom the master had hired to assist to jettison the cargo.
Apr. 25	Slp. Ben Hur.....	White Head, Maine.....	Capsized and sunk in Muscle Ridge Channel by a sudden squall. Surfmen pulled to the scene, but the crew of four men had been picked up by a passing schooner. Two days later the surfmen assisted wreckers to raise the sloop, ball it out, and put it in condition to proceed to Rockland.
Apr. 25	Sailboat Mixie 2nd.	Monomoy, Massachusetts.	Became disabled by the loss of rudder and anchored 4 miles SE. by S. from station. Surfmen pulled out to her, rigged an oar for steering, and then got her under way. After they had proceeded 5 miles with her, a tug came along and the owner made a bargain to be towed to Vineyard Haven.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. Apr. 25	Am. sc. Cordelia R. Price.	Cobb Island, Virginia	Sprung a leak and sunk about 1 mile W. of station with all sail set. Station lookout saw her go down, and surfmen at once started toward her in surfboat to render any assistance possible. They soon met the crew of three men coming ashore in schooner's yawl, and they assisted them to reach the mainland and take the train for their homes. On the next day the surfmen went out to the sunken vessel to see if they could save the sails, but found that they could not do so without cutting them; consequently they decided to await the master's return. There was 20 feet of water over the schooner's deck, and she proved a total loss.
Apr. 25	Br. str. Ripple	Sand Beach, Michigan, Lake Huron.	Stranded 7 miles S. of station. Surfmen went to her in tow of a tug; they took soundings and ran lines from the stranded steamer to the tug, which succeeded in pulling her afloat, apparently not damaged.
Apr. 26	Sloop, no name.....	Plum Island, Massachu- setts.	Capized $\frac{1}{2}$ mile NW. of station. Surfmen hastened to her, but a boat that was close at hand had picked up the crew of two boys. Surfmen took them into their boat, righted and bailed out the capsized craft, then went to station with both boys and boat. One boy was supplied with shoes and stockings from the stores of the Women's National Relief Association, having lost his own overboard.
Apr. 26	Slp. yt. Ute	Cuttyhunk, Massachu- setts.	Stranded at entrance to Cuttyhunk Pond. Surfmen pushed her afloat, made sail, and took her in to a good anchorage.
Apr. 26	Am. sc. Henry Dis- ton.	Little Beach, New Jersey.	Stranded on S. side of Little Egg Harbor Inlet, $\frac{1}{4}$ miles E. of station. Surfmen boarded her, ran out her anchor, furled her sails, and then waited for high water, when they succeeded in heaving her afloat. They worked her into the channel, and she then proceeded on her way down the beach.
Apr. 26	Sailboat Galveston .	Galveston, Texas	Capized $\frac{1}{4}$ miles SW. of station, and one man was drowned. The other three men in the boat were rescued by boats which were near by at the time of the accident. Surfmen pulled to the scene of disaster and searched for the body of the drowned man, but owing to the strength of the tide they could not find it. They righted and bailed out the capsized boat, and then towed it to the flats, where they anchored it safely. The capsize was not visible from the station lookout.
Apr. 27	Scow, no name	Lone Hill, New York	Sprung a leak and in danger of sinking while anchored in the bay off station, with a cargo of lumber. Surfmen boarded it, lifted its anchor, and then dropped it inshore, where it grounded in a safe place.
Apr. 27	Catboat Henrietta...	Galveston, Texas	Carried into the breakers off Pelican Spit by the strong wind and sea, where it anchored and was in danger of swamping. The sea was breaking into the boat when the life-savers reached it, and the sole occupant was exhausted by his strenuous efforts to keep it afloat by bailing. Surfmen took him ashore safely, but could not save the boat on account of the high wind and sea. On the next day, the weather having moderated, they bailed out the boat, towed it to the city, and delivered it to the owner.
Apr. 28	Am. str. Swatara....	Cape May, New Jersey ...	This steamer with three barges in tow grounded on the S. end of Crow's Shoal, $\frac{1}{4}$ miles W. of station, and sounded whistle for assistance. Station crew at once pulled toward her, but she floated before they reached her. The barges

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. Apr. 28	Am. str. Swatara....	Cape May, New Jersey ...	had drifted into shallow water, and had anchored where the steamer could not get a line to them. Surfmen ran lines for the steamer, and she started up the bay with her tow.
Apr. 29	Am. sc. Mail	Watch Hill, Rhode Island.	Missed stays and stranded on Napatree Point, 1½ miles NW. of station, at 7.30 p. m. Surfmen immediately pulled to her. She was hard and fast aground and leaking much, and the master decided to go ashore with the life-savers and telephone for a wrecking crew. On the following morning the wreckers arrived, and after discharging the deck load of lumber they floated her at high water and took her to New London.
Apr. 29	St. yt. Lillie.....	South Chicago, Illinois, Lake Michigan.	Lost propeller and stranded 3 miles N. of station with a party of seven people on board. Station crew pulled to her in surfboat, hauled her afloat, and towed her safely into the lagoon at Jackson Park, a distance of about 8 miles.
Apr. 30	Sailing skiff, no name.	Lone Hill, New York	Capsized in a puff of wind 1½ miles NE. from station. Two of station crew hastened to the capsized skiff took the sole occupant from its bottom, and then towed it to station, where they put it in trim for the occupant to continue on to his destination.
Apr. 30	Am. sc. D. L. Filer ..	Thunder Bay Island, Michigan, Lake Huron.	A steamer with two schooners in tow blew her whistle for assistance about 2 miles off station. Surfmen pulled out and transferred four of the steamer's crew to this schooner in order that they might assist at the pumps, as the schooner was leaking at the rate of 9 inches an hour. The steamer then started on down the lake with her tow.
Apr. 30	Am. sc. Grayling....	Bois Blanc, Michigan, Lake Huron.	This schooner stranded while the master was trying to get under way from an anchorage near the shore on the N. side of Bois Blanc Island. Surfmen pulled to her, carried out her anchor, and hove her afloat after several hours' work. She sustained no damage, and the master sailed at once for Cheboygan.
Apr. 30	Am. sc. L. B. Forrester.	Holland, Michigan, Lake Michigan.	Stranded on the bar just E. of station while entering the harbor. Surfmen ran a line across the harbor and assisted to heave her afloat.
Apr. 30	Skiff, no name.....	Milwaukee, Wisconsin, Lake Michigan.	Adrift on the lake. Surfmen pulled out, picked it up, towed it to the shore, and restored it to its owner.
May 1	Slp. Magnet	City Point, Massachusetts.	Adrift. Surfmen brought it to the station and kept it until called for by the owner.
May 1	Br. str. Isle of Kent.	False Cape, Virginia.....	Stranded on Pebble Shoal, 2½ miles from the station. Surfmen went on board, but were unable to render any assistance as to how to procure assistance of tugs. Carried ashore message for assistance and when a reply came took that on board. A tug came and hauled the vessel off in the evening, she having been aground but about seven hours.
May 1	Fish boat, no name.	Coquille River, Oregon ...	Two men were capsized in their fish boat in the breakers at the mouth of the river, about ¼ mile from the station. Surfmen hurried to the rescue and arrived in time to save both of them. They were about exhausted, and could not have held on much longer. Righted their boat, bailed it out, and towed it to the station. The men were cared for by their relatives.
May 2	Br. str. Virginia.....	Cape Hatteras, North Carolina.	Stranded during thick weather on Outer Diamond Shoal. A portion of the crew escaped to sea in the port longboat; six others perished by the swamping of their boat alongside the steamer, and the remaining five were rescued by the crews of Cape Hatteras and Creeds Hill stations

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. May 2	Br. str. Virginia.....	Cape Hatteras, North Carolina.	as soon as the weather cleared enough for the wreck to be seen from shore. (For detailed account see caption "Loss of life.")
May 2	Am. sc. Queen of the West.	Plum Island, Wisconsin, Lake Michigan.	Stranded on Fish Island, about 10 miles N. of station. Keeper heard signal of distress and sailed to the place with his crew. Boarded the vessel and helped to throw overboard about 150 tons of coal. A tug, which had been procured in the meantime, then released the schooner.
May 3	Am. sc. Liberty	Eatons Neck, New York..	Stranded shortly after midnight $\frac{1}{2}$ mile ESE. of station; thick fog at the time. Surfmen went to her assistance at once, laid out anchor, and took line to windlass. There was a light sea running, and the crew hove the vessel off without much trouble. Anchored her in a safe berth.
May 3	St. lighter No. 6.....	Cleveland, Ohio, Lake Erie.	Parted lines and went ashore 1 mile ENE. of station. Crew ran line for a tug which soon floated the lighter.
May 3	Am. sc. John C. Bauer.	Sheboygan, Wisconsin, Lake Michigan.	Came into port leaking. At request of master surfmen assisted at the pumps and put sawdust around her so that it would suck into her seams and stop the leak.
May 4	Am. sc. M. P. Barkalow.	Grindstone City, Michigan, Lake Huron.	Stranded on the reef near Port Austin and set signal for help. Crew boarded her, threw overboard about 30 tons of sand, ran out an anchor, and hove her into deep water, put on sail, and the vessel proceeded on her way.
May 5	Am. sc. John M. Broomall.	Long Beach, New York...	Stranded on the bar in East Rockaway Inlet and set signal of distress. Surfmen boarded her and found her leaking. Manned pump, bailed with bucket, and soon had the water under control. She had lost her rudder, but by maneuvering the sails the crew worked her over the bar and into smooth water. Laid the schooner on the beach where the master could repair the leaks.
May 5	Am. slp. Charles M. Kelly.	Atlantic City, New Jersey.	Stranded on sand bar in Absecon Inlet. Surfmen worked both high tides that day, but were unable to move her. Next morning they telephoned for the assistance of the South Brigantine crew, and the two crews laid out a heavy anchor and chain. By hard and persistent work they succeeded in dragging the vessel over the bar and into deep water. She was apparently uninjured.
May 5	Am. sc. Hettie J. Dorman.	Little Kinnakeet, North Carolina.	Sunk near the Outer Diamond Shoal by striking on a submerged wreck. The five men composing her crew manned the yawl and started for shore. They were met a short distance from the wreck by the crew of the Cape Hatteras Station, who took them safely ashore. The wreck drifted off the shoal and went ashore about $2\frac{1}{2}$ miles S. of the Little Kinnakeet Station. The crew of that station boarded her, and finding her deserted, saved some of the gear and kept a lookout over the vessel and cargo until the arrival of the master. The vessel was a total loss and the cargo was sold at public auction. The crew of the wrecked vessel were sheltered at the Hatteras and Little Kinnakeet stations until transportation could be provided to their homes. (See letter of acknowledgment.)
May 5	Am. str. F. and P. M. No. 4.	Ludington, Michigan, Lake Michigan.	On fire. Station crew went on board and assisted the city fire department and two steamers to put out the flames before much damage was done.
May 6	Sailboat Deuce	Charlotte, New York, Lake Ontario.	Capized at the harbor entrance, throwing six people into the water. Surfmen started to the rescue at once, but the

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. May 6	Sailboat Deuce	Charlotte, New York, Lake Ontario.	people were picked up by parties near at hand. Station crew righted the boat, bailed it out, and turned it over to its owner.
May 6	Fish boat, no name.	Michigan City, Indiana, Lake Michigan.	Four men out fishing made their boat fast to a net stake by a chain, and the chain slipped down with each wave so as to threaten to swamp the boat. Surfmen went out and after working half an hour succeeded in getting the chain clear.
May 7	Am. sc. Wilson and Willard.	Rye Beach, New Hampshire.	Stranded on Rye Ledge and crew ran out two anchors. Surfmen boarded her, manned the windlass, put on sail, and forced the vessel off the ledge. Recovered one anchor, which had to be slipped in working the schooner off.
May 8	Slp. yt. Alberta	City Point, Massachusetts.	Dragged anchor and fouled wharf. Keeper sent out one of the launches, which towed the yacht to a safe anchorage off South Boston.
May 8	Sailboat, no name ..	Great Neck, Massachusetts.	Stranded on a shoal about 2 miles from the station, and was pounding heavily in the surf. Station crew went to her assistance in the surfboat. Anchored outside the breakers, dropped down so as to heave her a line, and then hauled her clear. As she was leaking, surfmen assisted the crew to get her into port.
May 8	Am. sc. M. Luella Wood.	Green Run Inlet, Maryland.	Missed stays and went ashore about 3 miles S. of station. Surfmen at once started for the scene, arriving at 1.15 on the morning of the 9th, the vessel having been discovered about three hours earlier. Fired a line across the vessel and set up the gear; but as the tide was rising the hawser could not be kept taut. Keeper sent off a note by the breeches buoy, telling the crew to remain by the vessel until further notice. As soon as the tide fell, sent off the buoy, and the second mate came ashore with dispatches. As the weather was not bad at the time, the rest of the crew decided to remain by. At noon the mate was sent back on board in the breeches buoy. About 4 p. m. the wind came out strong from the N. with stormy weather, and the keeper sent off one of his crew with instructions for all hands to come ashore. This was done, and in twenty-five minutes the surfmen had landed the eight men from the vessel, taking them to the station. The schooner was full of water when they left. On the 10th the surfmen boarded the vessel and recovered the crew's effects. On the 11th the owner arrived, and the station crew took him aboard the wreck. He left that evening with all the shipwrecked men except the captain. A tug was engaged to float the vessel, but had to abandon the attempt, and on the 14th she was stripped of sails and running gear. (See letter of acknowledgment.)
May 9	Am. sc. Storm King.	New Shoreham, Rhode Island.	Fore topmast carried away in a squall and vessel anchored off the station. Surfmen boarded her, assisted in clearing away the wreckage, set up jib stay to mainmast, and helped to make sail. The schooner then proceeded to New Bedford for repairs.
May 9	Yawl Olivia	Barnegat, New Jersey	Stranded on a bar $\frac{1}{2}$ mile N. of station. Crew laid out an anchor and hove her afloat on the rising tide.
May 9	Am. sc. Experiment.	Two Rivers, Wisconsin, Lake Michigan.	Arrived off the station water-logged and crew exhausted by eighteen hours' work at the pump. Station crew went on board and manned the pump, and after two and one-half hours had her free. As the leaks were in the upper strakes of planking, master thought he could take care of her without further assistance.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. May 10	Am. sc. Thos. B. Reed.	Gay Head, Massachusetts.	Anchored in a dangerous position near Menemsha Bight, with sails partly blown away and main gaff broken. Station crew boarded her, assisted in fishing the gaff, bent and set sails, and worked her out into clear water.
May 10	Sailboat, no name ..	Buffalo, New York, Lake Erie.	Jammed in the ice on Horseshoe Reef 2½ miles WNW. from station. Surfmen went to her assistance, and after nearly two hours' hard work succeeded in hauling her over and through the jam and into clear water.
May 11	Am. sc. Sunbeam ...	Great Egg, New Jersey ...	Stranded on a bar in the beach thoroughfare. Surfmen laid out an anchor and kedged her off.
May 11	Yawl Dora	Galveston, Texas	Capsized in the bay ½ mile from the station. Surfmen pulled out and rescued the two men who were clinging to the bottom of the boat. Towed the yawl to the station, where they righted it and bailed it out. The rescued men then sailed to Galveston.
May 12	Nph. lch. Mabel	Cleveland, Ohio, Lake Erie.	Machinery disabled near the outer breakwater. Surfmen pulled out and towed the launch to the breakwater, then brought the two men from the launch to the station. They procured a tug and towed their boat into the harbor.
May 12	Slp. Wasp	Muskegon, Michigan, Lake Michigan.	Capsized in Muskegon Lake about 4 miles from the station. Keeper received information by telephone and immediately started out in tow of a tug. Arrived in twenty-five minutes and rescued the crew of four men who were clinging to the overturned boat. Put them on board the tug which then started for the city. Surfmen righted the boat and towed it to a landing in the vicinity.
May 12	Slp. Pastime	Kenosha, Wisconsin, Lake Michigan.	Two boys went out for a sail in this boat but were unable to handle it. Surfmen pulled out and took the boys into their boat, towing the sloop into the harbor.
May 13	Skiff, no name	Louisville, Kentucky	In danger at the Kentucky chute of the falls, with two boys on board. Station crew rescued them and brought them to the station.
May 13	Sailboat H. S. Pingree.	Sand Beach, Michigan, Lake Huron.	While a party of five were out sailing their foresail was carried away by a puff of wind and the boat became unmanageable. Surfmen towed them into the harbor and anchored the boat; transferred the passengers to the shore.
May 13	Am. sc. J. F. Card ...	Thunder Bay Island, Michigan, Lake Huron.	Collided with an unknown steamer during fog and had her head gear carried away and part of her stem torn off. In answer to her signal of distress surfmen pulled out to her assistance. Sent for tug, manned pump, and kept her afloat until she was towed into Alpena.
May 14	Fish boat Blue Jay.	Beaver Island, Michigan, Lake Michigan.	Capsized in a squall 4½ miles E. of station. Keeper hired a tug and went out to the rescue. Found two men in an exhausted condition clinging to the overturned boat. Took them on board the tug, righted the boat, and towed it inside the harbor.
May 15	Slp. Clara	Damariscove Island, Maine.	Stranded at low water 300 yards from the station. Surfmen hauled the sloop afloat and towed it to a wharf.
May 15	Am. sc. Oliver Wendell Holmes.	Monomoy, Massachusetts.	Stranded during the night on Handkerchief Shoal. Surfmen pulled out to her and laid out an anchor. When the tide flooded they hove her afloat.
May 15	Sailboat, no name ..	Buffalo, New York, Lake Erie.	Caught in a pack of drift ice. Station crew released the boat and towed it into the harbor.
May 15	Lighter, no name ...	Marquette, Michigan, Lake Superior.	Broke adrift and stranded near Picnic Rocks, 1½ miles NW. of station. Surfboat towed down behind a tug, and crew ran a line from the tug to the lighter. Tug then hauled lighter afloat and towed it to the harbor.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. May 15	Barge A.....	Racine, Wisconsin, Lake Michigan.	While a gang of men were working on the south pier driving piles and unloading stones, wind came out fresh from the N., making it dangerous to continue work. In loading extra stones from another barge on to the barge A, the latter broke in two and sank, throwing two men into the river. They were rescued by a tug, and the surfmen took them to the station and gave them dry clothes from the supply of the Women's National Relief Association. Surfmen also assisted in saving six large piles which broke adrift during the blow.
May 16	Fish boat, no name.	Point Adams, Oregon.....	While engaged in picking up a net near Clatsop Spit the boat was caught in a breaker and nearly capsized. Station crew were patrolling in the vicinity and went to the assistance of the fishermen, towing the boat clear of the breakers.
May 17	Am. sc. Samuel L. Storer.	Ocean City, New Jersey...	Lost in fog and stranded on the bar 1½ miles E. of station. Crews of Ocean City and Great Egg stations responded to signals blown on a fog horn and boarded the vessel. Master communicated with owners by telephone, and surfmen made preparations to float the vessel. Later on, however, it was seen that she was leaking too much for the men to keep her free, and it was decided to abandon her. Landed her 13 men at the Ocean City Station, where they were sheltered three days. The vessel became a wreck.
May 17	Skiff, no name.....	Louisville, Kentucky.....	Surfmen rescued two boys who were in danger of going over the falls in a skiff and towed them to the station.
May 18	Scow H. W. Swift...	Ludington, Michigan, Lake Michigan.	Collided with pier and settled on the bottom. Surfmen secured two tugs and assisted in saving cargo which washed overboard and in securing the vessel to the pier. She was afterwards floated by the tugs.
May 19	Slp. yt. Salva.....	City Point, Massachusetts.	Parted moorings and went adrift. Station crew moored her in a safe berth with station anchor, there being no one on board. Later on the anchor was returned.
May 21	Cat yt. Edna May ..	Ocean City, New Jersey ..	Stranded on the beach during the night. On the following morning station crew assisted in pushing her down to the water and launching her.
May 22	Am. sc. Pemaquid ..	City Point, Massachusetts.	Ran into wharf 1½ miles from station. Surfmen assisted in moving cargo from forward aft, ran out an anchor and hove her clear. Piloted the vessel clear of obstructions.
May 22	Fish boat, no name.	Point Adams, Oregon.....	Caught in the breakers on Clatsop Spit and nearly swamped. Surfmen hastened to the scene and rescued the boat from its perilous position.
May 23	Fish boat, no name.	Cape Disappointment, Washington.	Capsized during a gale 5 miles up the river from the station. As soon as news reached the station the crew started out in tow of a gasoline launch, but could not reach the place in time to be of any service, one man having gone down when the boat capsized and the other having been rescued by fishermen near by. Crew gave dry clothes and restoratives to the rescued man and took him to Astoria. The body of the drowned man, Alfred Johnson, was not recovered. (For detailed account, see caption "Loss of life.")
May 23	Fish boat, no name.	Point Adams, Oregon.....	Capsized in the Columbia River, 1 mile N. of Astoria. Surfmen, who happened to be at Astoria, pulled to the scene and rescued the two men who had been in the boat and took them ashore. The boat was recovered by private parties.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. May 24	Slp. yt. Tammany ..	Sandy Hook, New Jersey.	Stranded on the point of the Hook at 9 p. m. during thick weather. Station crew went to her and laid out an anchor into deep water. By pushing and heaving they succeeded in floating the sloop and took her to an anchorage in the bay.
May 25	Am. sc. Monticello..	Burnt Island, Maine.....	Stranded on Stone Island ledge, 4 miles N. of station. Surfmén boarded her and laid out two anchors, taking one line to the windlass and the other to the main throat halyards. As soon as the tide served they hove the vessel upright by the throat halyards, and at high water kedged her off the ledge with but slight damage.
May 25	Slp. yt. Marquette ..	City Point, Massachusetts.	Parted moorings and was in danger of going ashore. Crew went out in station launch and towed the yacht to a safe anchorage.
May 25	Am. sc. Annie E. Rickerson.	Cuttyhunk, Massachusetts	Stranded shortly after midnight on Sow and Pigs Reef, about 3 miles to the westward of the station. Surfmén boarded her and helped pump, but were unable to lay out an anchor on account of the heavy sea running. Wreckers from Cuttyhunk made a bargain to float the vessel, but were forced to abandon the job. Toward night it was decided to take off all hands with their clothing and effects and land them at the station. This was done by the surfmén, assisted by a small steamer belonging to the wreckers. Not long after the men reached the station the vessel was driven off the reef by a huge breaker and began drifting off to leeward. She was picked up by a passing steamer and towed to New Bedford for repairs. The crew of six men remained at the station one day.
May 25	Boat from yt. Jessica.	Sandy Hook, New Jersey.	Boat broke away from the yacht Jessica and capsized in the edge of the breakers near the point of Sandy Hook. Station crew went out and after hard work succeeded in recovering the boat and towing it into smooth water. Bailed it out and turned it over to owners.
May 26	Am. str. Nebraska ..	Pointe aux Barques, Michigan, Lake Huron.	During thick weather this vessel stranded at 3 o'clock in the morning, near Port Hope, some 8 miles SE. of station. Keeper, being called by telephone, started out with his crew and arrived at the stranded vessel at 6.30 a. m. Crew from Sand Beach Station and several small tugs arrived later, but the tugs were too small to release the vessel. Surfmén assisted in lightering cargo, and when a large tug arrived from Port Huron they assisted in running lines. Tug released the steamer on the following morning. (See letter of acknowledgment.)
May 26	Br. str. Copenhagen.	Fort Lauderdale, Florida.	Stranded on a reef 6 miles N. of station. Keeper (house of refuge, no crew) assisted officers of the vessel in sending messages and procuring a wrecking outfit, but by the time assistance arrived the steamer was so hard aground that they could not move her. Work was continued up to the 31st, when the vessel was abandoned as a total loss.
May 27	Sailboat, no name..	Jerrys Point, New Hampshire.	Capsized $2\frac{1}{2}$ miles SSE. of station and threw three men into the water. Surfmén started out at once, but a passing steamer rescued the men before the arrival of the surfboat. Crews of Jerrys Point and Wallis Sands stations righted the boat, bailed it out, and turned it over to the owner. The three rescued men were furnished with dry clothes from the supply of the Women's National Relief Association.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. May 27	Rowboat, no name.	Old Chicago, Illinois, Lake Michigan.	While two men, Paul Kutzner and George Resch, were returning from a fishing trip in this boat, Resch reached over the side to haul in some fish which had been towing alongside and in so doing capsized the boat. They were then about 2½ miles SE. of the life-saving station. Both men swam to the boat, and Kutzner hauled himself astride of the stern of it. Resch was a good swimmer and reached the boat, but seems to have swallowed considerable water, for in a short time he let go the boat and sank. By this time the boat was drifting slowly offshore, and though Kutzner shouted for help nobody came to his assistance. The evidence of all but Kutzner is to the effect that there was a haze hanging over the water which obscured objects more than a mile from shore, and which prevented the accident from being seen from the station lookout. After drifting about some time, Kutzner was rescued by a boat belonging to the Illinois Naval Militia, which was going out for fresh water. Upon learning of the accident the keeper of the life-saving station sent out a party in the Whitehall boat to look for the lost boat and went himself to interview the rescued man. The boat was found and brought to the station, but nothing could be seen to indicate the whereabouts of the body of Resch. The body was recovered seventeen days later by private parties.
May 27	Fish boat, no name.	Cape Disappointment, Washington.	Caught in the breakers and thrown up on the sands of Peacock Spit. Surfmen pulled to the place and towed the boat through the breakers to the main channel.
May 28	Yt. Ned.....	Oswego, New York, Lake Ontario.	Capsized in the lake, 4 miles NW. of the station. Surfmen hastened to the rescue and picked up the four men who were struggling in the water; took them to the station and worked over them until they had completely recovered from their exhaustion. Furnished dry clothing from the supply of the Women's National Relief Association to one of the party, who was in a worse condition than the others. Later on, crew went out with a tug and brought in the yacht, which they put in proper trim and made fast to a wharf.
May 28	Am. str. H. D. Coffinberry and Am. sc. Checotah.	Thunder Bay Island, Michigan, Lake Huron.	While the Coffinberry was proceeding up the lake with the Checotah in tow during a dense fog, both vessels stranded on the rocks at the SE. end of Thunder Bay Island. Surfmen boarded the steamer at once, but found that they could do nothing toward releasing them. Accordingly, keeper sent for assistance of tugs and men to shovel coal. As soon as help arrived all hands began throwing overboard coal from the steamer, and after about 60 tons had been jettisoned the two tugs in attendance released her and towed her to Alpena, where she arrived with water up to her furnaces. She soon settled on the bottom. Crew now accompanied the tugs back to the Checotah and made an attempt to float her, but failed. Set to work throwing out coal, and after she had been lightened of some 100 tons tugs pulled her clear at 9 o'clock on the morning of the 29th, station crew having remained by all night. Both vessels were repaired.
May 29	Am. str. Fedora.....	Duluth, Minnesota, Lake Superior.	Stranded on Minnesota Point, 1½ miles SE. of station, during thick fog in the early evening. Surfmen and a tug were soon on the scene, and the former sounded

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900.			
May 29	Am. str. Fedora	Duluth, Minnesota, Lake Superior.	out the best water. Tug then pulled the steamer off, surfmen carrying messages between the two vessels. No damage.
May 30	Yt. Opitsah	City Point, Massachusetts.	Collided with another yacht and had a hole stove in her side. One of the station launches towed her to the station, where temporary repairs were made, enabling her to proceed to Marblehead in safety.
May 30	Slp. yt. Rover	Sandy Hook, New Jersey.	Beached on the point of Sandy Hook to keep from sinking. Surfmen went to her assistance with keeper's steam launch and hove the yacht off the beach. Then towed her into the bay and laid her on the beach in smooth water, where she was subsequently repaired.
May 30	Am. str. H. C. Frick.	Vermilion Point, Michigan, Lake Superior.	Stranded during fog on sand bar 5 miles E. of station. Upon receiving information surfmen pulled to the place but could do nothing before the arrival of a steamer, which had been sent for. When steamer arrived surfmen ran lines between the two vessels and also to a small tug which came along later. The combined power of the two vessels was insufficient to release the Frick, and they abandoned the effort. Later a large tug came up and began dredging around the stranded vessel, and on the following morning surfmen ran lines and the tug succeeded in hauling the steamer adrift.
May 30	Am. str. Havana	Plum Island, Wisconsin, Lake Michigan.	Stranded on the south point of Plum Island. Surfmen sounded out the best water and the vessel succeeded in backing off under her own power.
May 31	Am. sc. Herald	White Head, Maine	Struck ledge in Muscle Ridge channel and sank 4 miles ENE. of station at 3 o'clock in the morning. At daylight surfmen went to her assistance and found that the crew had reached shore in safety. At low water the upper works were awash and the men cut a hole in the top of the cabin, enabling them to save the effects of the crew. Helped to strip the vessel of everything movable. The hull was lost.
May 31	Boat from slp. Busy Flea.	Squan Beach, New Jersey.	Small boat from the sloop Busy Flea broke adrift and was carried out to sea. Surfmen recovered it and returned it to the owner.
May 31	Am. tug Genevieve.	Ship Canal, Michigan, Lake Superior.	Shortly after midnight surfman on patrol discovered this tug to be on fire about $\frac{1}{2}$ mile N. of station. Crew turned out and boarded the vessel with fire buckets. Together with the crew of another steamer, surfmen fought the flames for two hours, succeeding in saving the tug. (See letter of acknowledgment.)
June 1	Rowboat, no name.	Holland, Michigan, Lake Michigan.	Capsized about 500 yards E. of station. Surfmen pulled out and rescued the sole occupant, who was clinging to the bottom of the overturned boat. They towed the boat to the pier near station, and delivered it to its owner.
June 1	Rowboat, no name.	.....do	Adrift. A surfman went out in the station supply boat, towed it to the shore, and then notified owner of its whereabouts.
June 2	Sc. Rambler	City Point, Massachusetts	Dragged anchor and stranded near the bulkhead of the Boston Yacht Club. Surfmen pulled her afloat with the station launch, and towed her to a safe berth.
June 2	Slp. yt. Senator .....	.....do	Collided with the yacht Edna. Surfmen arrived upon the scene before either boat was injured, and towed the Senator to her moorings with the station launch.
June 2	Fish boat Klondyke	Point Marblehead, Ohio, Lake Erie.	Carried away mainmast about $\frac{1}{2}$ mile E. of station. Station crew pulled out and assisted the two occupants until a launch came out and towed the disabled boat into the harbor.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. June 2	Am. str. M. T. Greene	Ottawa Point, Michigan, Lake Huron.	Stranded during foggy weather about 8 miles SW. of station. Station crew sailed to her in the lifeboat, and sounded out the best water around her. As nearly all the buckets were broken off her paddle wheels, the keeper, at the master's request, went to Alabaster and telegraphed for a tug. When the tug arrived the keeper piloted her to the stranded steamer through the channel which he had sounded, and she succeeded in hauling the steamer afloat and towing her to a dock at East Tawas.
June 2	Small boat, no name	Muskegon, Michigan, Lake Michigan.	Surfmen pulled out and took a passenger out of this boat, which was in charge of a drunken man without oars.
June 2	Sc. Annie L. Morse	Saint Joseph, Michigan, Lake Michigan.	Stranded on the middle ground. Surfmen boarded her, and after working about an hour succeeded in heaving her afloat and alongside the dock.
June 2	Pile driver, no name	.....do	Moored in an exposed position, where it lay pounding against the pier and in danger of going to pieces. Surfmen moved it up the river into a safe berth.
June 2	Sloop, no name	Baileys Harbor, Wisconsin, Lake Michigan.	Most carried away and sloop adrift on the lake, $2\frac{1}{2}$ miles S. of station, with two fishermen on board. Station crew pulled out in surfboat and towed the disabled craft to the home of the fishermen, a distance of about 5 miles.
June 3	Yawl, no name	City Point, Massachusetts.	Surfmen picked up this boat, which was adrift in the bay, and returned it to its owner.
June 3	Dory, no name .....	.....do	Adrift in the bay with sail and oars in it. Surfmen picked it up and turned it over to the police-boat watchman.
June 3	Slp. Tyera	Point Allerton, Massachusetts.	Stranded on a spit making out from Great Brewster Island. Keeper and a volunteer (inactive season) went on board and dug away the gravel and stones from underneath her keel. She lay in a very exposed position, and it was necessary to float her soon in order to save her. Keeper ran out a cable and anchor, and after hard work succeeded in floating her on the afternoon flood.
June 3	Rowboats (2), no names.	South Haven, Michigan, Lake Michigan.	Surfman on watch picked up two rowboats which were drifting out of the harbor and took them to station. Owner came to station and claimed them on the next morning.
June 4	Slp. yt. Heiress	Crumple Island, Maine ...	Broke boom and small boat lost in a squall. Keeper boarded her (inactive season) and assisted her crew of two men to take her safely into Jonesport.
June 5	Am. sc. Lillian	Cranberry Isles, Maine ...	Stranded 2 miles WNW. from station. Volunteer surfmen (inactive season) boarded her, ran out her kedge anchor, and hove her afloat without injury.
June 6	Yt. Pocahontas	City Point, Massachusetts.	Fouled the yacht McKee. Patrol launch towed the Pocahontas clear and left her in a safe berth.
June 6	Skiff, no name	Fort Niagara, New York, Lake Ontario.	The man in charge of this boat became exhausted about $\frac{1}{4}$ mile W. of station while out on a pleasure trip with three women and a child on board. Surfmen, seeing his condition, pulled out and towed the party to their destination.
June 7	Slp. yt. Scylla	City Point, Massachusetts.	The master of this yacht came to station in a small boat and reported that the Scylla had capsized on Sculpin Ledge, out of sight from station. Keeper took the man on board and gave him dry clothing from the supplies furnished by the Women's National Relief Association; then the station crew went to the scene of mishap with large launch and rowboat. They planted a large anchor inshore, and by heaving in on the hawser and pulling with the launch they worked her inshore until she grounded. On the

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. June 7	Slp. yt. Scylla.....	City Point, Massachusetts.	next day they boarded her again, freed her from water, hauled her afloat, and delivered her to owner at her moorings off the Mosquito Yacht Club.
June 8	Rowboat, no name .	Old Chicago, Illinois, Lake Michigan.	Capsized in the basin, $\frac{1}{2}$ mile S. of station. The two occupants were taken from the water by a boat that was close at hand. Surfmén righted the boat, bailed it out, and delivered it to its owner.
June 8	Raft, no name.....	Racine, Wisconsin, Lake Michigan.	Three boys launched this old raft off the beach, but soon their poles would not touch bottom, and they drifted out into the lake. Surfmén pulled out and brought the boys back safely to the shore. The raft was of no value.
June 8	Skiff, no name	Milwaukee, Wisconsin, Lake Michigan.	The station lookout noticed that the two occupants of this skiff seemed unable to manage it when out on the lake about 2 miles SE. of station. Surfmén pulled out and found the occupants under the influence of liquor and without oars. They took the men ashore safely and delivered the skiff to its owner.
June 9	Rowboat, no name .	City Point, Massachusetts	Adrift with a small boy in it, who had neither oars nor tiller. Station patrol took the boy and his boat to the landing at City Point.
June 9	Am.sc. Lucia Porter.	Creeds Hill, North Carolina.	Stranded on Diamond Shoals, 5 miles SE. from station, about 11 p. m. Keeper discovered her at daylight on the next morning, and with a volunteer crew (inactive season) boarded her. Keeper of Cape Hatteras Station, with a volunteer surfman, reached her soon afterwards. She was afloat, but in the midst of the shoals, when the life-savers went aboard, and the master did not know how to extricate her from the perilous position. Surfmén got her under way and the keeper piloted her out clear of the shoals.
June 10	Am. sc. Delaware ...	City Point, Massachusetts	Stranded $1\frac{1}{2}$ miles NE. by E. of station. Surfmén ran out her small anchor and slued her head around to starboard, and then by making sail they succeeded in forcing her afloat without injury.
June 10	Catboat Ernest	do	Mast carried away about $2\frac{1}{2}$ miles E. of station during a fresh breeze. Station launch went to the assistance of the two men on board and towed them to the catboat's moorings at Dorchester.
June 10	Skiff, no name	Fort Niagara, New York, Lake Ontario.	This skiff, containing three small boys, was drifting out into the lake. Surfmén pulled out and towed it back into the river.
June 10	Am. str. A. A. Carpenter.	Ship Canal, Michigan, Lake Superior.	Sounded a signal of distress about $\frac{1}{2}$ mile S. of station. Surfmén boarded her at once. A gasket had blown out of her boiler and the escaping steam had scalded a fireman badly. Keeper hurriedly returned to the station for the proper medicines, which he applied to the injured man, and then the surfmén assisted to take him to the hospital at Hancock. (See letter of acknowledgment.)
June 10	Sloop, no name	Duluth, Minnesota, Lake Superior.	While one man was out sailing in this skiff during a SW. gale it became unmanageable and was in danger of being swamped. Surfmén pulled out and brought it safely alongside the boathouse dock.
June 10	Rowboat, no name .	Pentwater, Michigan, Lake Michigan.	Station lookout pulled out and picked up this boat, which was drifting out of the harbor. He towed it to station and there turned it over to its owner.
June 10	Scow, no name	Two Rivers, Wisconsin, Lake Michigan.	Pounding against the pier, the owner being ashore. Surfmén towed it inside the harbor and secured it in a berth where it would be safe.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. June 10	Am. sc. Rambler....	Baileys Harbor, Wisconsin, Lake Michigan.	Dragged anchor in a gale from the S. Surfmen boarded her with station anchor and hawser, with which they succeeded in fetching her up. On the next day they went on board again, hove up and cleared her anchors, and then got her under way and sailed her to a good anchorage.
June 11	Slp. yt. Aeolus	City Point, Massachusetts	Drifting about in a light, shifting wind, with three men on board, at 10.55 p. m. Patrol launch towed her in abreast South Boston pier, where she anchored for the night.
June 11	Fish boat Carrie L..	Fairport, Ohio, Lake Erie.	Sprung a leak while lying at the dock near station, where she was pounding heavily. Surfmen towed her up the Grand River to a point where she would be secure for the night. On the next morning they bailed her out for the owner.
June 11	Br. sc. Vienna.....	Thunder Bay Island, Michigan, Lake Huron.	Collided with the steamer City of Rome about 4 miles ENE. of Thunder Bay Island during a dense fog at 4 a. m. The schooner was badly injured, and the steamer gave her a line and towed her in to Thunder Bay Island, where the life-saving crew boarded the disabled craft. Surfmen manned the pumps and cleared up the decks as well as they could. Keeper telephoned for a tug, which soon came and towed the schooner to Alpena, the surfmen keeping the pumps going until they reached the harbor.
June 11	Slp. Viking	Duluth, Minnesota, Lake Superior.	Stranded on a sunken crib about $\frac{1}{2}$ mile NW. of station. Surfmen pulled out to her and hauled her afloat undamaged.
June 11	Launch Spartan....	Chicago, Illinois, Lake Michigan.	Engine disabled. Surfmen pulled out, gave the launch a line, and towed it into South Park Lagoon.
June 11	Am. sc. Nancy Dell .	Baileys Harbor, Wisconsin, Lake Michigan.	Surfmen assisted the master of this schooner to drag for and recover his anchor and 60 fathoms of chain which he had lost overboard in the harbor. Then they helped to launch the schooner off the beach, where she had been put for repairs.
June 12	St. launch Ray.....	Big Sandy, New York, Lake Ontario.	Adrift on the lake for thirty-six hours with a crew of four men on board, her boiler having become disabled. After drifting about 45 miles around the western end of Lake Ontario, the station lookout at Big Sandy sighted her in the moonlight, and by her jury rig knew that something was wrong on board. The station crew at once pulled out and towed her in to the station, a distance of $4\frac{1}{2}$ miles, where the keeper furnished the hungry men with breakfast. (See letter of acknowledgment.)
June 12	Yawl belonging to Am. sc. Jessie Maggie.	Cleveland, Ohio, Lake Erie.	Capized near the station by the swell from a passing steamer, throwing the three occupants into the water. Two surfmen hastily launched the station skiff and picked up one of the occupants, who was drifting away from the capsized boat. The surfboat pulled out and rescued the other two men, who were clinging to the bottom of the overturned yawl, which the life-savers towed to station and hauled out on the dock.
June 12	House boat, no name	Louisville, Kentucky.....	In danger above the Kentucky chute of the Falls of the Ohio. Station crew and several skiffs from the Louisville Boat Club tried to tow the endangered craft to a place of safety, but in spite of their efforts it passed through the Kentucky chute and lodged on the rocks below the dam. Station boat made two trips to the stranded house boat and brought ashore all the movable gear upon it.
June 13	Skiff, no name.....	White River, Michigan, Lake Michigan.	Surfmen pulled out, picked up and returned to owner a small skiff which was drifting out into the lake.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900.			
June 14	Am. str. Pearl.....	City Point, Massachusetts.	Lost her rudder and sounded signal for assistance. Station crew went to her at once with the patrol launch and towed her in to South Boston pier, where the towline was turned over to another steamer belonging to the same owner.
June 15	Sloop, no name.....	Fletchers Neck, Maine ...	Lost rudder and stranded on N. point of Stage Island, 1½ miles NNW. from station. Keeper and a volunteer surfman (inactive season) boarded her and carried out an anchor; then upon the flood tide they hauled her afloat without damage.
June 15	Sailboat, no name ..	Ashtabula, Ohio, Lake Erie.	Pounding on the beach, where it had been left by a fishing party, the wind having freshened. Surfmen assisted the party to bail out the boat and launch it off the beach, but when afloat the keeper saw that they would not be able to beat into the harbor. He launched the surfboat, and station crew towed the sailboat safely to its moorings.
June 15	Skiff, no name.....	Frankfort, Michigan, Lake Michigan.	Capsized near the station while a fireman of the car ferry Ann Arbor No. 3 was pulling across the river. Keeper and a surfman hastily launched a skiff and pulled the man out of the water, putting him safely on board his vessel.
June 15	Slp. yt. Kenneth	Old Chicago, Illinois, Lake Michigan.	Capsized 1 mile E. of station. The four occupants managed to get into a small skiff which was towing astern, and upon the arrival of the life-saving crew they were making a vain effort to tow the capsized craft. Surfmen towed both boats to the station where they righted the yacht, bailed her out, and then turned her over to her owner.
June 15	Fish boat, no name.	Cape Disappointment, Washington.	Drifted into the breakers on Peacock Spit, the two fishermen in the boat having to cut adrift their net, as the boat was partly swamped. Anticipating some accident in the fishing fleet, the surfmen had pulled out into the main channel, and consequently they were soon able to get a line to the imperiled men and tow the boat out of danger. Surfmen also assisted to locate and recover the net, which had been cut adrift.
June 17	Sloop, no name	Frankfort, Michigan, Lake Michigan.	Capsized by a puff of wind while sailing near the station. The single occupant was quickly taken out of the water by surfmen in their Whitehall boat. The upset boat was towed to station and put in trim, and then the rescued man continued his sail.
June 18	St. lch. Molly	City Point, Massachusetts	Machinery of this launch became disabled when off Wards Island with a fishing party of six persons on board. Station launch towed it to the Boston Yacht Club pier, where the occupants landed safely.
June 18	Am. st. yt. Miriam ..	.....do	Boiler gave out about 1½ miles E. of station. Station launch towed her to Bay View, where the five passengers were landed without mishap.
June 18	Gas. lch. Yelda	Fort Niagara, New York, Lake Ontario.	Stranded on a rock about 1½ miles NE. of station. Surfmen hauled it afloat and towed it to Youngstown with their surfboat.
June 18	Yawl, no name	Sand Beach, Michigan, Lake Huron.	Adrift in the harbor. Station lookout went out after it with small boat and towed it to the dock.
June 18	Rowboat No. 45.....	Saint Joseph, Michigan, Lake Michigan.	Capsized near the end of the north pier. The two occupants, a man and a woman, were helped to gain the pier by some fishermen who were near at hand. Surfmen picked up the capsized boat and its gear and took the woman to the station, where they provided her with dry clothing from the supplies furnished by the Women's National Relief Association.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. June 20	Am. sc. Troy	Ship Canal, Michigan, Lake Superior.	Collided with a scow, staving a large hole in her bow and sinking. Surfmen assisted to shift the cargo of lumber from forward to the after part of the vessel, and then took the master ashore to get a diver. They assisted to repair the damaged bow, to pump her out, and to restow the cargo. The schooner was towed to a dock by a tug for further repairs. (See letter of acknowledgment.)
June 20	Skiff, no name.....	Ludington, Michigan, Lake Michigan.	Capsized while a party, consisting of a man and two women, were boarding it at the pier near station. The man and one woman climbed out upon the pier, but the other woman drifted away clinging to the bottom of the capsized boat. Surfmen took her into their boat and landed her safely upon the pier, then righted and bailed out the boat.
June 20	Barge Washougal ..	Petersons Point, Wash- ington.	Anchored in a dangerous position, north of the bar, with a crew of three men on board. Station crew made the surfboat fast to the stern of the tug Sampson and started out to the rescue. The bar was very rough and the surfboat capsized and split in two while crossing out, the crew being on board the tug. Upon reaching the anchored barge, the surfmen assisted by the crew of the tug succeeded in launching the tug's small boat, and the wind and sea having moderated they ran a hawser to the barge; then boarding the barge, they hove up the anchor, and the tug towed her safely across the bar. (See letter of acknowledgment.)
June 21	Raft, no name.....	Cleveland, Ohio, Lake Erie.	Drifting out into the lake, about 1½ miles ENE. of station, with a boy upon it. Station crew pulled out in surfboat, rescued the boy, and landed him at the Erie street pier.
June 21	Skiff, no name.....	Louisville, Kentucky.....	In a dangerous position above the Indiana chute of the Falls of the Ohio with a man on board. Boatmen from station pulled out and safely towed the skiff and its occupant to the shore.
June 21	Am. str. Robert Ful- ton.	Grande Pointe au Sable, Michigan, Lake Michi- gan.	Stranded on Pointe au Sable, ¼ mile SW. from station. Surfmen boarded her, and at the master's request returned to station and telephoned to Ludington for tugs. Then they sounded out the best water around the stranded vessel. Early upon the next morning the tugs released her, apparently undamaged.
June 22	Am. sc. Isaac H. Tillyer.	Cuttyhunk, Massachusetts	Stranded on the eastern end of Cuttyhunk Island, 300 yards SSE. of station. Keeper (inactive season, no crew employed) assisted the crew to land their personal effects and the vessel's furniture. Wreckers were engaged to float her, but bad weather setting in she was abandoned and became a total loss. The master and part of the crew were succored at the station for several days.
June 22	Slp. yt. Iris.....	Chicago, Illinois, Lake Michigan.	Capsized 2 miles SE. of station during very hazy weather. Police reported the casualty to keeper, who immediately started with his crew for the scene. After searching for some time, the surfmen found the capsized yacht, towed her to the shore, and hauled her up on the beach clear of the surf. The crew had been rescued by another yacht, which was sailing in company with the Iris.
June 22	Am. sc. J. M. Harvey	Baileys Harbor, Wiscon- sin, Lake Michigan.	Hoisted a signal of distress while anchored in an exposed position about 2 miles S. of station. Surfmen boarded her, and found the master sick and only a boy on deck to care for the vessel. Her cargo of shingles having shifted, the station

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900.			
June 22	Am. sc. J. M. Harvey	Baileys Harbor, Wisconsin, Lake Michigan.	crew hoisted the anchor and sailed her to a safe anchorage, where her cargo could be restowed.
June 22	Piledriver, no name	.....do	Adrift 2 miles S. of station. Surfmen pulled out after it and towed it to the shore, where they made it well fast.
June 23	Am. sc. yt. Thelma..	City Point, Massachusetts.	Stranded on the middle ground, 1½ miles ENE. of station. Station launch ran a line to her and soon succeeded in hauling her afloat.
June 23	Am. yawl yt. Yram.	.....do	Station launch released this yacht, which had grounded near the Boston Yacht Club.
June 23	Sailboat Mabie	.....do	Fouled the yacht Violet and sank at its moorings near the South Boston Yacht Club. Surfmen raised it, bailed it out, and shifted it to new moorings.
June 23	Sloop, no name.....	Brant Rock, Massachusetts.	Dragged anchor and stranded, nobody being on board. Keeper obtained the services of two surfmen (inactive season) and assisted the owner to remove the ballast and mackerel nets; then they patched a hole which had been stove in the craft, hauled it afloat, and beached it in Green Harbor.
June 23	Slp. yt. Imp.	Evanston, Illinois, Lake Michigan.	Capsized about 2½ miles S. of station at 8 p. m. A young man came to station and reported that he had heard cries for help come from out on the lake. The surfboat was immediately launched and pulled along shore to the southward until the cries were heard. Pulling in their direction, the surfmen soon came upon three men clinging to the upset yacht, whose mast and sail lay flat in the water. Surfmen took the men into their boat, made a line fast to the yacht, and started for the shore. The line parted, and the keeper decided to get the rescued men ashore as soon as possible. He landed them at the S. patrol post, whence a police patrol wagon carried them to the Evanston Boat Club house. Then he went out and after much difficulty succeeded in towing the yacht ashore and righting it, taking it into the boat-club harbor on the next morning.
June 24	Slp. yt. Cypress	City Point, Massachusetts.	Dragged anchor and fouled a pier at 11 p. m., with four people on board. A Coston light was burned to notify the station crew of the casualty. Surfmen boarded her, towed her clear, and then took her to new moorings.
June 24	Small boat, no name	.....do	Capsized abreast the Columbia Yacht Club float at 5.30 p. m. Surfmen hastened to the scene, unshipped the mast, and hauled the boat up on the float. The three occupants gained the float unaided.
June 24	Slp. yt. Susan	Point Allerton, Massachusetts.	Ran on the rocks off Stony Beach while beating up Boston Harbor. Keeper and a volunteer boarded her (inactive season), and as the tide was ebbing they shored her up with planks. She floated upon the next flood tide with only slight damages.
June 24	Skiffs (2), no names.	Fort Niagara, New York, Lake Ontario.	Adrift in the river. Surfmen pulled out, towed them to the station, and delivered them to their owners on the next day.
June 24	Skiff, no name.....	Louisville, Kentucky.....	In danger above the cross dam of the Falls of the Ohio, with two boys on board. Station crew caught the skiff, made it fast to their boat, and safely towed it to station.
June 25	Gas. lch. Surprise ...	City Point, Massachusetts.	Engine became disabled about 1½ miles SSE. of station, five men and a woman being on board. Station launch towed her to Sheldons Landing.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. June 25	Skiff, no name.....	Oswego, New York, Lake Ontario.	Two boys went outside the breakwater in this skiff with only a piece of board for a paddle. Seeing that they were in danger, the surfmen went after them, towed them to the shore, and hauled the skiff up on the beach.
June 25	Gas. lch., no name..	Duluth, Minnesota, Lake Superior.	Ran out of fuel while cruising in the bay with only one man on board. Surfmen towed her to the boathouse dock and cared for her while the man in charge went after more fuel.
June 26	Yacht, no name	Marquette, Michigan, Lake Superior.	Dragged anchor and stranded near station boathouse at midnight. As she was not pounding, surfmen let her lie until morning and then ran a hawser to a dock and hauled her afloat.
June 26	Skiff, no name.....	Grand Haven, Michigan, Lake Michigan.	Capsized in the river with a boy on board who swam safely to the shore. Surfmen picked up the boat, righted it, and hauled it out on shore.
June 26	Am. sc. Racine.....	Ship Canal, Michigan, Lake Superior.	Stranded $\frac{1}{2}$ mile north of station at 1 a. m. Station crew ran a line to some piles with the surfboat, and then, with a steamer's aid, floated her at 1.40 a. m. without damage.
June 26	Rowboat, no name .	Chicago, Illinois, Lake Michigan.	The two women who were rowing this boat became exhausted about 1 mile E. of station and signaled for assistance. Surfmen towed them into the lagoon, where they recovered sufficiently to continue on to their homes.
June 26	Fish boat, no name.	Fort Point, California	Capsized and thrown on the rocks while the occupant was fishing near the shore with a drift net. Surfmen assisted the fisherman to land safely. Keeper anchored surfboat abreast the stranded craft, fired a line ashore which enabled him to send ashore a larger one that was made fast to the fish boat, and then the surfmen succeeded in hauling the boat afloat between seas and reached station with it undamaged.
June 27	Rowboat, no name .	Fort Niagara, New York, Lake Ontario.	Four men in this boat were unable to stem the swift current and were being carried out into the lake. Surfboat pulled out from station and towed them to their destination on the Canadian shore.
June 27	Am. str. Iron King..	Vermillion Point, Michigan, Lake Superior.	Stranded 8 miles E. of station during a thick fog. Surfmen pulled to her and at master's request went ashore to telephone to Sault Ste. Marie for a tug. Returning to the steamer they assisted her crew to throw overboard 200 tons of ore. When the tug arrived the surfboat ran the lines for her and she succeeded in hauling the steamer afloat without damage.
June 27	Am. sc. Una.....	Muskegon, Michigan, Lake Michigan.	Lying in a dangerous position and short-handed. Surfmen went on board, got her under way, and sailed her to a safe berth.
June 28	Str. Klondike.....	City Point, Massachusetts.	Anchored $\frac{1}{2}$ mile S. of station and sounded signal for assistance. Surfmen boarded her in station launch and found that her piston rod was broken. They towed her to a landing.
June 28	Slp. Corona .....	.....do	Fouled the pier while trying to pick up her moorings during a squall. Surfmen hauled her clear with station launch and towed her to her moorings. A woman and two men were on board at the time.
June 28	Str. Pearl .....	.....do	Burned a signal for assistance at 9 p. m. while lying at Thompsons Island wharf with machinery disabled. Surfmen went to her in small station launch, but, as it was blowing fresh, the keeper did not deem it prudent to try to tow her to her landing. He took off the three passengers and landed them at the South Boston Yacht Club and then notified the owner of the condition and whereabouts of the vessel.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. June 28	Am. slp. Pearsall....	Big Kinnakeet, North Carolina.	Stranded 5 miles W. of station during squally weather. Keeper summoned a volunteer crew (inactive season), which included Keeper P. H. Etheridge, of Cape Hatteras Life-Saving Station, and sailed out to her. Surfmen reefed her down and then made sail, gradually forcing her out through the breakers in which she lay. After an hour's work they reached deep water and then took her in through the bog channel to a safe anchorage.
June 28	Elec. lch., no name.	Erie, Pennsylvania, Lake Erie.	Engine became disabled about $\frac{1}{2}$ mile E. by S. from station while out with a fishing party of 14 people, who signaled for assistance. Surfmen towed them to the station pier and then telephoned to the owner of the boat, who came to the station with another launch and towed the disabled craft to the city.
June 28	Am. str. Maryland ..	Vermilion Point, Michigan, Lake Superior.	Stranded 7 miles E. of station during a thick fog. Surfmen boarded her, and then at the master's request they went ashore and telephoned to Sault Ste. Marie for a tug. They remained by the stranded steamer in order to help with the lines when the tug arrived. The wind then began to blow a gale from the NW., and the heavy seas, lifting the vessel, enabled her to release herself before the arrival of the tug.
June 28	Gas. lch. Babe	Duluth, Minnesota, Lake Superior.	Ran on a sunken crib, $\frac{1}{2}$ of a mile NW. from station, and stuck fast. Surfmen pulled her off and towed into the Lake Avenue slip, her shaft having been broken by the mishap.
June 28	Am. gas. sc. Anita...	Point Adams, Oregon.....	Stranded on Desdemona Sands, $\frac{1}{2}$ of a mile NE. of station. Surfmen boarded her, ran out her kedge anchor, and then by working her gasoline engine and heaving in on anchor line they succeeded in floating her.
June 29	Gas. lch. Surprise ...	City Point, Massachusetts.	Parted moorings and went adrift. Surfmen towed her into Pleasure Bay and made her secure alongside of a wharf.
June 29	Sailboat, no name ..	Sand Beach, Michigan, Lake Michigan.	Adrift. Surfmen picked it up about 2 miles SE. from station, towed it to the shore, and restored it to its owner.
June 29	Am. sc. David Ferguson.	Ottawa Point, Michigan, Lake Huron.	Became dismasted in a high NNW. wind about 4 miles SW. from station. Surfmen boarded her and assisted her crew to haul spars, sails, and rigging inboard. A tug from Bay City then came and took her in tow.
June 29	Fish boat, no name.	Bois Blanc, Michigan, Lake Huron.	Capsized about 6 miles SW. of station. The sole occupant took off his clothes and swam safely to the shore, a distance of about $\frac{1}{2}$ a mile. Surfmen pulled to the wreck and made fast to with a grapnel, then, anchoring the lifeboat at full length of the grapnel line they hauled the wreck shoreward. After repeating this operation several times they gained the shore, righted and bailed out the boat, and then towed it to the station.
June 29	Am. sc. Thomas Dobbie.	Racine, Wisconsin, Lake Michigan.	Stranded near the S. pier while trying to enter the harbor with a fair wind. Surfmen ran a hawser to the N. pier, and after working for about forty minutes they succeeded in heaving her into the channel. A small tug, with surfmen acting as fireman and deck hand, then towed her up the river.
June 29	Slp. No. 7	Milwaukee, Wisconsin, Lake Michigan.	Capsized 3 miles NNE. of station with 3 men and 1 woman on board. Surfmen immediately pulled for the scene, but the occupants were rescued by some fishermen just before their arrival. They righted the boat, towed it to the station, and delivered it to its owner on the next day.

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. June 29	Scow, no name	Sheboygan, Wisconsin, Lake Michigan.	Drifting out into the lake with three boys on board who were unable to propel it toward the shore. Surfmen pulled out and took the boys ashore in the surfboat, letting the scow go adrift as it was half full of water and worthless.
June 29	Am. sc. Sardinia	Plum Island, Wisconsin, Lake Michigan.	Parted anchor chain and stranded while lying near the pier in Hedgehog Harbor to load cord wood. Surfmen worked two days in trying to float her, but failed to do so, and she became a total loss.
June 30	Slp. Daisy	Crumple Island, Maine...	This sloop, with one man on board, was unmanageable in a fresh WNW. wind while trying to enter Jonesport Harbor. Keeper assisted to get the sloop alongside of a wharf. The man reported to the keeper that while on the fishing grounds his companion had left the sloop in a dory to haul trawls during a thick fog, and that he had not been able to find him when the fog lifted. Keeper procured the services of a fisherman and his boat and searched for the missing man until dark. At daylight on the next morning they continued the search, found the man in his dory, and put him on board the sloop.
June 30	Rowboat, no name ..	City Point, Massachusetts.	Capsized $\frac{1}{2}$ of a mile N. of station, throwing the four occupants into the water. Surfmen hastened to the scene, took them from the water, and carried them to the station, where keeper gave them hot stimulants, dry clothing from the supplies of the Women's National Relief Association, and put them to bed. After breakfast on the next morning they were landed and were able to go to their homes. The capsized boat was righted and restored to owner.
June 30	Sloop, no name .....	.....do	Drifting past station with nobody on board. Surfmen took it ashore and made it well fast.
June 30	Am. sc. Mary Lorenna.	Aransas, Texas	Struck on submerged breakwater, stove a hole in bottom, and then grounded in the breakers to the northward. The master and his crew of one man reached shore safely in a skiff. Keeper summoned a volunteer crew (inactive season), pulled out to the schooner, and saved some of the crew's effects. The seas were breaking over the vessel, which was full of water, and it was evident that pumping would be useless. Surfmen went off to the vessel again on the next morning and tried to work her in over the bar, making good progress until the tide fell. On the following morning they continued work, but she began to break up and had to be abandoned. Surfmen took ashore the sails and rigging, the hull becoming a total loss.
June 30	Slp. Dot	Charlotte, New York, Lake Erie.	Two men capsized in this boat about 75 yards from station. Surfmen rescued them, righted their boat, and towed it to station.
June 30	Lch. Apache	Buffalo, New York, Lake Erie.	Dragged anchor and stranded. Her crew released her with her own engine. Surfmen raised her anchors and restored them to her.
June 30	Am. sc. Manitowoc ..	Fairport, Ohio, Lake Erie.	Sprung a leak and became water-logged about 6 miles NNE. of station. Surfboat towed out, took off the crew of 10 persons, and landed them safely at station, where keeper furnished them with dry clothing from the stores of the Women's National Relief Association and food. Surfmen went out to the schooner again in tow of a tug, ran a hawser to her, and put a crew on board from the tug. She was towed into Erie Harbor. (See letter of acknowledgment.)

Services of crews—Continued.

Date.	Name and nationality of vessel.	Station and locality.	Nature of casualty and service rendered.
1900. June 30	Yawl, no name.....	Point Marblehead, Ohio, Lake Erie.	Parted mooring lines and drifted upon a shoal near Sand Point. Surfmen found the boat full of water and at once set to work bailing it out. They passed a line to a steam launch which towed it to station, where the surfmen hauled it out to await owner, who came and claimed it on July 14.
June 30	Am. str. C. B. Strohn	Middle Island, Michigan, Lake Huron.	Sounded a signal for assistance about 4 miles NE. of station, having blown out her cylinder head. Surfmen boarded her and then returned to shore to send telegram to owner and send out another tug. The disabled tug and her tow were safely taken to Alpena.
June 30	Sloop, no name.....	Evanston, Illinois, Lake Michigan.	Keeper received a telephone message from Glencoe, about 7 miles distant, stating that a sloop had capsized off that place. Procuring the services of a team of horses, the station crew at once started for Glencoe. The three occupants of the capsized craft were rescued before their arrival, but they righted the sloop, bailed it out, and towed it to the beach, where they hauled it up clear of the water.
June 30	Sloop, no name.....	Kenosha, Wisconsin, Lake Michigan.	Capsized between the harbor piers. Surfmen rescued the two occupants, a man and a boy, and towed their boat to station, where it was put in trim.
June 30	Slp. yt. Snake.....	Racine, Wisconsin, Lake Michigan.	Capsized 10 miles NE. of station. Keeper received a telegram informing him of the casualty, and at once hired a tug to tow surfboat to the scene. Upon reaching the vicinity of the accident the surfmen saw a fire on the beach, and casting off from the tug they pulled to it, finding that the capsized boat, with its crew of two men still clinging to it, had just drifted ashore. The men had been in the water for about five hours and were thoroughly chilled and very stiff. Surfmen took them into the surfboat, righted their yacht and towed it out to the tug, and then returned to station. The men were provided with dry clothing from the stores of the Women's National Relief Association, given a warm supper, and then put to bed. On the next morning they were able to start for their homes in Milwaukee, leaving the yacht in the keeper's care until called for.

SERVICES OF CREWS (MISCELLANEOUS).

Date.	Service rendered.	Station and locality.	Nature of casualty.
1899. July 1	Succor.....	Little Beach, New Jersey.	Keeper gave shelter for the night to a party of ladies from the cat yacht Kindergarten, which was stranded $1\frac{1}{4}$ miles from the station.
July 1	Rescue from peril ..	Chicago, Illinois, Lake Michigan.	A raft with a boy on it was driven out into the lake by the offshore wind and was rapidly nearing rough water. Part of the crew went out in the Whitehall boat and towed the raft ashore.
July 3	Recovery of body ..	Blue Point, New York....	Learning that a man had drowned while bathing about 1 mile W. of the station, keeper set a patrol to look for the body. Watch was continued until noon on the following day, when a fisherman reported that he had hauled the body out shortly before. Keeper had the body brought to the station until the proper authorities could be notified.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1899. July 3	Recovery of body ..	South Chicago, Illinois, Lake Michigan.	Assistance being requested to recover the body of a woman who was believed to have jumped into the lake near the Indiana State line, surfmen pulled to the place and after a short time recovered the body by dragging.
July 4	Fire extinguished..	Holland, Michigan, Lake Michigan.	Fire having broken out under the floor of the annex of the Ottawa Hotel, surfmen hurried to the spot with axes and buckets and by diligent work and good judgment succeeded in extinguishing the flames.
July 4	Rescue from drowning.	South Chicago, Illinois, Lake Michigan.	An intoxicated man being seen to fall from a boat into the Calumet River a short distance from the station, part of the crew went out in the supply boat and rescued him. He was sent home in charge of a surfman.
July 4	Recovery of body ..	.....do	Learning that a body had been seen floating in the Calumet River near Ninety-second street, keeper sent part of the crew in the supply boat to bring it to the station. When it was brought in, keeper notified city authorities, who removed it.
July 4	Rescue from drowning.	Two Rivers, Wisconsin, Lake Michigan.	At 1.20 a. m. a man fell into the river from a pier, just across from the station. Look-out launched a small boat and rescued the man, bringing him to the station. Keeper sent him home in charge of two surfmen, as he was under the influence of liquor.
July 6	Assistance to victims of the flood.	Galveston, San Luis, and Velasco, Texas.	The heavy rains in eastern Texas during the early part of July wrought great havoc in the low lands at the mouth of the Brazos River, through the overflowing of that stream. Dwellings were washed away, plantations laid waste, and the whole country for miles around was inundated, causing great suffering among the inhabitants of all classes. Appeals for boats and provisions were sent to all the cities and towns in the vicinity, and soon assistance of all kinds was at hand. The keepers of the Galveston, San Luis, and Velasco life-saving stations secured volunteer crews (closed season) and proceeded up the river to do whatever they could to relieve the sufferers. From the 6th to the 12th of July they worked early and late, rescuing persons from housetops, trees, and floating debris, and assisting in distributing the provisions donated for that purpose. Hundreds of persons were rescued from death by drowning, and hundreds more from starvation. By the 12th of July the water had fallen so that there was no further danger, and the life-saving crews returned to their respective stations. (See letter of acknowledgment, and for detailed account see caption "Flood in Texas.")
July 6	Assistance at fire...	Ludington, Michigan, Lake Michigan.	Station crew worked from 8.15 to 11 p. m., assisting in putting out a fire in the Flint and Pere Marquette elevator. The elevator was destroyed.
July 8	Succor.....	Isle of Wight, Maryland..	Keeper gave shelter for the night to two young men from a sailboat, who had come into the harbor on account of an accident to their sail.
July 9	Recovery of body...	Milwaukee, Wisconsin, Lake Michigan.	A young man having drowned at Whitefish Bay, 8 miles N. of the station, keeper took part of his crew and went to the place in tow of a tug. After dragging a short time, they recovered the body and gave it in charge of the proper authorities.
July 10	.....do	Oswego, New York, Lake Ontario.	Being requested to drag for the body of a boy who was drowned about $\frac{1}{2}$ mile up the river from the station, keeper took two small boats and dragged all the rest of

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1899. July 10	Recovery of body ..	Oswego, New York, Lake Ontario.	the day, but without success. On the following morning surfmen worked in company with a professional diver, and after two hours' work succeeded in recovering the body, which they gave in charge of the coroner.
July 11	.....do	Holland, Michigan, Lake Michigan.	A body being reported on the beach 4 miles N. of the station, keeper notified coroner and went to take charge of it. Upon arrival of the coroner, he asked for assistance to remove the body to town, and keeper had it transported in one of the station boats.
July 12	Rescue from danger.	Manistee, Michigan, Lake Michigan.	One of the surfmen pulled out into the lake and rescued a boy who had ventured out too far on a raft and was unable to reach shore.
July 14	Recovery of body ..	Plum Island, Massachusetts.	Keeper assisted coroner in securing and removing a body which was found floating about a mile off the Knobs Beach Station. (See also July 18.)
July 16	Rescue from drowning.	South Chicago, Illinois, Lake Michigan.	While fishing from the south pier of the Calumet River, two men lost their balance and fell in. They held themselves up by clinging to a fish pole until the arrival of the station crew, who landed them in safety.
July 18	Recovery of body ..	Plum Island, Massachusetts.	Keeper assisted local authorities in securing and removing a body that had been found floating near the Hump Sands. The body was identified as that of Thomas Grace, who was drowned on July 2. James Sterd was drowned at the same time, and it was his body which was recovered on the 14th of July.
July 20	.....do	Ship Canal, Michigan, Lake Superior.	While attempting to board a moving scow from the canal pier, Thomas Gallagher, of Escanaba, fell into the canal and the scow passed over him. The accident was at once reported to the station, and the crew went to the place and recovered the body within half an hour. Persistent efforts at resuscitation were of no avail, and after working over the body for two and one-half hours, the surfmen turned it over to the coroner.
July 20	.....do	Evanston, Illinois, Lake Michigan.	Two boys (Clayton and Franklin Keist) were drowned at Lakeside, some 7 miles N. of Evanston, and the life-saving crew was sent for to recover the bodies. Three of the crew went to the place on bicycles and soon found both bodies, which they turned over to relatives of the boys.
July 22	.....do	Ocean City, Maryland	Receiving intelligence that two boys (Arthur and James Birney) had been drowned in the Isle of Wight Bay, 4 miles N. of station, the keeper took his crew and dragged for the bodies, but without success. On the following morning, however, they returned to the scene and soon recovered both bodies. Took them to the station and notified the parents.
July 22	.....do	Grand Haven, Michigan, Lake Michigan.	Surfmen went 2 miles up the river, where a man was reported to have been drowned, and after about five minutes' work recovered the body. Took it to the station and turned it over to the coroner.
July 23	.....do	Deal, New Jersey	Jacob Worrell was drowned on July 9, and on the 23d the keeper of the life-saving station saw the body floating close to the beach. He hauled it ashore and took care of it until the arrival of the coroner.
July 24	.....do	City Point, Massachusetts.	Station crew recovered the body of Edward Lowell, which was seen floating in the bay off City Point. Turned it over to an undertaker.
July 24	.....do	Old Chicago, Illinois, Lake Michigan.	During the day the station crew recovered the bodies of two boys and one man. The boys were drowned near Lincoln Park, and the body of the man was found floating near the entrance to the harbor. Coroner took charge of all three.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1899. July 25	Succor.....	Cedar Creek, New Jersey.	Keeper furnished shelter for the night to a man and his wife who were caught out in the storm during the afternoon on Barnegat Bay.
July 25	Recovery of body..	Louisville, Kentucky....	Station crew recovered the body of Frank Roth, who committed suicide by jumping into the river near the foot of First street. Conveyed the body to the station, where the coroner took charge.
July 28	Transportation.....	Grindstone City, Michigan, Lake Huron.	In answer to a signal from the Fort Austin lighthouse, one of the surfmen pulled out and brought ashore the light keeper, who was ill.
July 29	Recovery of body..	Gurnet, Massachusetts....	Learning that the body of Lennie Nickerson, of Plymouth, had been found by a lobsterman, keeper notified coroner, who had it brought ashore.
July 30	.....do.....	Buffalo, New York, Lake Erie.	Surfmen dragged for and recovered the body of a boy who was drowned while bathing in a slip about $\frac{1}{4}$ mile from the station.
July 31	.....do.....	Duluth, Minnesota, Lake Superior.	Learning that Ray Hardy, one of the crew of the steamer Mohawk, had been drowned at Superior, station crew went to that place and dragged for the body, recovering it in about $\frac{1}{2}$ hour. Turned it over to the proper authorities.
Aug. 2	.....do.....	Frankfort, Michigan, Lake Michigan.	The body of a man was found on the beach about 4 miles S. of station. Keeper notified the coroner and, in tow of a tug, went after the body with the surfboat. It was delivered to the coroner, and was identified as that of George Vunck, who was drowned off Manistee two weeks previously.
Aug. 3	Rescue from drowning.	Salisbury Beach, Massachusetts.	Two little girls were playing on the beach during a thick fog, and ventured into the surf far enough to be knocked off their feet. The tide was ebbing, and the next breaker would have taken them into deep water. The station patrol, seeing their danger, rushed into the water, carried them ashore, and conducted them home.
Aug. 3	.....do.....	Ludington, Michigan, Lake Michigan.	While two men were swimming across the channel one of them became exhausted and cried for help. Two surfmen manned the Whitehall boat and picked up the drowning man, putting him on board his launch, where he recovered his strength in a short time.
Aug. 4	Transportation.....	Fourth Cliff, Massachusetts.	Two young men landed near station in a small boat, as they were afraid to be out after dark. Surfmen hauled their boat up on the beach and transported them across the river, so that they could walk to their homes.
Aug. 4	Shelter.....	Coskata, Massachusetts...	A party of fishermen were sheltered at the station while awaiting the arrival of a steamer to convey them to Nantucket, the steamer having been requested to come for the party by a telephone message from the station.
Aug. 4	Resuscitation.....	Chicago, Illinois, Lake Michigan.	A surfman went to the assistance of a man who had been overcome by gas in a sewer. He employed the Service method for restoring the apparently drowned, which brought the man to consciousness.
Aug. 4	Rescue from drowning.	Milwaukee, Wisconsin, Lake Michigan.	A boy named Albert Sack, 11 years old, while riding a bicycle on a dock near station, tumbled from his wheel and fell into the lake. Keeper and two surfmen pulled across the river in the station skiff and drew him out of the water. They took him to station and furnished him with dry clothing from the stores of the Women's National Relief Association.
Aug. 5	.....do.....	Salisbury Beach, Massachusetts.	Two intoxicated men went into the surf with their clothes on, fell down, and were unable to rise, the surf rolling them over and over. Surfmen rushed into the

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1899. Aug. 5	Rescue from drown- ing.	Salisbury Beach, Massa- chusetts.	water up to their armpits, dragging them out on the beach. The drunken men were anxious to get into the surf again, and it was necessary for the life-savers to watch them closely. During the first night watch the patrolman hauled one of them out of the water a second time.
Aug. 5	Recovery of body ..	Monmouth Beach, New Jersey.	The body of a colored man was reported to be floating in the surf about $\frac{1}{2}$ mile S. of station. Life-saving crew went to the spot, but the body had disappeared from view. They went along the beach with the set of the current and saw it several times, but it disappeared each time before they could grasp it. Finally they managed to secure it and dragged it out on the beach, trying to resuscitate it until a physician arrived and pronounced life extinct. The keeper notified the coroner and delivered the body to the coroner's ambulance upon its arrival. The body was identified as that of Mosby Washington. (See letter of acknowledgment.)
Aug. 5	.....do	Louisville, Kentucky.....	Station crew pulled to a point in the Ohio River where a colored man had drowned, and dragged for the body. They recovered it and turned it over to the coroner.
Aug. 6	Fire extinguished ..	Marquette, Michigan, Lake Superior.	A large ice house near the station, having been set on fire during the night by some unknown person, was saved from destruction by the efforts of the life-saving crew.
Aug. 6	Recovery of body...	South Chicago, Illinois, Lake Michigan.	Station crew were informed that a man named James Gillette had been drowned at Cheltenham Beach, and they were requested to recover the body. The surfmen went to the place, and soon after their arrival saw the body rolling about in the breakers. Two surfmen rushed into the water, hauled it out, and endeavored to resuscitate it, but without success, it having been in the water $2\frac{1}{2}$ hours. Keeper delivered it to the city authorities.
Aug. 7	.....do	Short Beach, New York ..	The body of Frank Wood, who was drowned from the schooner J. and C. Heinley on Aug. 3, was found by the surfmen. They notified the friends of the deceased and the justice of the peace, who took charge of the body.
Aug. 8	Property saved	Duluth, Minnesota, Lake Superior.	A new crib, which belonged to a firm of contractors and lay behind the south pier, was in danger of going adrift and being carried out into the lake during a N.E. gale. Surfmen made it well fast to the pier.
Aug. 9	Rescue from drown- ing, resuscitation, and recovery of body.	Ocean City, Maryland....	About noon, when there were many bathers in the surf, the station lookout gave the alarm that a man was drowning. Keeper and two surfmen jumped into a skiff and pulled to three men who were struggling in the water, two of them trying to support the third, who was totally exhausted. Surfmen took them all into the skiff and landed them safely; then they succeeded in resuscitating the exhausted man. About $\frac{1}{2}$ hour later, while the surfmen were still working on the exhausted man, a second alarm was given that three women were drowning about $\frac{1}{2}$ mile up the beach. Surfmen tried to launch the skiff again, but it filled with water during the attempt, whereupon the keeper, taking off his unnecessary clothing, rushed into the surf. Two of the women were helped out by other bathers, but the keeper reached the scene in time to help to take the third from the water. She was unconscious, and the surfmen worked over

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1899. Aug. 9	Rescue from drowning, resuscitation, and recovery of body.	Ocean City, Maryland	her for an hour before they resuscitated her. They gave her into the charge of a physician and trained nurse. No sooner was she out of danger than the keeper received confirmation of a report previously current, but immediately contradicted, that Charles R. Bliss could not be found on the beach, and that when last seen he was in bathing. Keeper launched the surfboat, and began to drag for the body. He soon discovered it floating in the surf, and took it to the shore, where for $\frac{1}{2}$ hour the surfmen tried to resuscitate it. Three physicians then examined the body, and stated that life was extinct. Nevertheless, the life-savers carried the body to the station and used the Service method for restoring the apparently drowned for $2\frac{1}{2}$ hours more, but without success. This case was thoroughly investigated by an officer of the Service, who reported that the life-saving crew did their duty, and should not be blamed in the least for the loss of life which occurred. (See letter of acknowledgment.)
Aug. 9	Property saved	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	A passing schooner lost part of her deck load of lumber, which drifted ashore 2 miles S. of station. Surfmen hauled it up on the beach and guarded it until the owners, whom the keeper notified of their loss, sent men to take charge of it.
Aug. 11	Body found	Point Judith, Rhode Island.	Station patrol found the body of a man on the beach about $1\frac{1}{2}$ miles N. of station. Keeper informed the medical examiner, who soon came and took it to Wakefield.
Aug. 11	Property saved	Manistee, Michigan, Lake Michigan.	A raft of logs broke adrift in the river. Surfmen secured many of the drifting logs and assisted a tug to get a boom around them.
Aug. 11	Rescue from danger.	South Haven, Michigan, Lake Michigan.	The lives of seven women and children were endangered by their being caught on the outer end of the north pier in a severe squall of wind and rain. Surfmen went to their assistance, finding them much frightened, and took them safely to the station, where they sheltered them until the weather cleared.
Aug. 11	Recovery of body...	Michigan City, Indiana, Lake Michigan.	A report reached the station that Daniel Dunn had drowned himself in the river. Surfmen found where he had left his coat and hat and dragged for the body, which they soon recovered and delivered to the coroner.
Aug. 12	Assistance and shelter.	Gilberts Bar, Florida	Keeper of house of refuge, having received a warning that a hurricane was approaching, helped to take two small boats to a place of safety, and sheltered the owner of one of them at the station until the storm passed.
Aug. 13	Rescue from drowning.	City Point, Massachusetts.	Miss Sarah Bradley, having been seized with a cramp while bathing in Pleasure Bay, was rescued by the station patrolman, who, having heard her cries for help, reached her in his rowboat just as she was about to sink.
Aug. 13	Shelter	Point of Woods, New York.	At 8 p. m. a camping party consisting of two men and their wives, who were afraid to remain in their tent during a heavy squall, came to station and requested shelter. Keeper prepared beds for them and lodged them until morning.
Aug. 14	Rescue from danger	Racine, Wisconsin, Lake Michigan.	Two boys swam across the channel around the end of north pier to some piling, and then were afraid to swim back as a strong current was setting toward the lake. The surfman on watch at pier swam across with a line and helped the boys back into shallow water.
Aug. 16	.....do	Salisbury Beach, Massachusetts.	The station patrol from midnight to 4 a. m. found an intoxicated man lying on the beach at low-water mark. Being unable to arouse him, the patrolman dragged

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1899.			
Aug. 16	Rescue from danger	Salisbury Beach, Massachusetts.	him up on the beach and put him behind a bulkhead where he would be safe.
Aug. 17	Physician procured.	Damariscove Island, Maine.	At 4.30 a. m. the life-saving crew launched the surfboat, pulled to Squirrel Island, and procured a physician to treat a young girl who lived upon Damariscove Island and had suddenly become dangerously ill.
Aug. 17	Assistance at fire ...	Ocean City, Maryland....	A laundry near the station was discovered to be on fire. Surfmen hastened to the scene with buckets and a ladder, and soon had the flames under control.
Aug. 17	Shelter	Assateague Beach, Virginia.	The crew of four men from the small fishing sloop Eva Earl applied for shelter from the severe storm which was raging, and were lodged at the station for the night.
Aug. 17	.....do	Cape Hatteras, North Carolina.	Several families were driven from their homes by the high water during the terrible hurricane which was raging, and were sheltered at the station until the storm abated on the 19th instant. The houses of the keeper and a surfman were washed down, the station stables demolished, and the boathouse carried from its foundation during this storm.
Aug. 17	.....do	Portsmouth, North Carolina.	Surfmen took two families, who had been driven from their homes by the high water during the prevailing hurricane, to the station in a boat and sheltered them until the storm ceased. It was necessary for the keeper to scuttle the station during this storm to prevent its floating away.
Aug. 17	Medical aid	Racine, Wisconsin, Lake Michigan.	A small boy, having stepped on a piece of glass and cut his foot so that it bled profusely, was taken by a surfman to the station, where the wound was properly washed and dressed.
Aug. 18	Rescue from danger	Oregon Inlet, North Carolina.	A camp containing five fishermen became separated from the main beach by an inlet which had been cut through by the sea during the violent storm of the previous day. Surfmen managed to throw a heaving stick to the men, and, with a line, hauled them safely across the inlet, taking them to station and providing them with dry clothing from the supplies of the Women's National Relief Association.
Aug. 18	Body found	Durants, North Carolina..	Station patrol found the body of a man among some wreckage cast up by the sea. Found nothing to identify the wreckage except a plank with the name Agnes upon it, which was supposed to be the name of the vessel lost. Surfmen gave the body decent burial.
Aug. 19	Rescue from drowning.	Narragansett Pier, Rhode Island.	Station lookout saw a bather, named Thomas A. Emmett, make a signal for assistance when he was about $\frac{1}{4}$ mile from shore. Surfmen pulled to him in small boat, and, finding him much frightened and fatigued, took him into the boat and landed him safely.
Aug. 19	Body found and buried	Gull Shoal, North Carolina.	A body, which was identified as that of the cook of the wrecked schooner Aaron Reppard, was found on the beach and buried by the surfmen.
Aug. 20	Body found	Quoddy Head, Maine.....	The body of Hollis H. Nickerson, who was drowned July 12, was found and delivered to an undertaker for burial.
Aug. 20	Recovery of body ..	Cleveland, Ohio, Lake Erie.	A report was sent to station that a man had drowned at the foot of Seneca street while in bathing. Surfmen hastened to the scene with dragging apparatus, and after working for $\frac{1}{4}$ hour they recovered the body, which was delivered to an undertaker and identified as that of John Leonard.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1899. Aug. 20	Assistance at fire ...	Point Betsie, Michigan, Lake Michigan.	A man residing about $\frac{1}{4}$ mile back of station sent word to the keeper that his house was imperiled by a forest fire. Surfmen went to the scene and aided the man to save his house, barn, and other property.
Aug. 20	Rescue from danger	Racine, Wisconsin, Lake Michigan.	A fresh wind sprang up while a party of eight men were placing gas tanks on the light crib off Racine. As their boat would not safely bring them all ashore in the rough sea, surfmen went after them in the lifeboat, and, after they had secured the tanks, brought five of them ashore; the other three landed safely in their small boat.
Aug. 21	Body found.....	Creeds Hill, North Carolina.	The evening patrol found the body of a man on the beach, where it had been washed up by the sea. Its height was 5 feet 7 inches, its weight about 140 pounds, and it had dark hair. Surfmen wrapped it in a blanket and buried it.
Aug. 21	Recovery of body ..	South Chicago, Illinois, Lake Michigan.	Being notified that the body of a man was floating in the Calumet River at the foot of Ninety-first street, the keeper pulled out in the supply boat and secured it. He took it to the station and then turned it over to the city authorities. It proved to be the body of Albert Johnson, a fisherman, who had been missing for two days.
Aug. 21	.....do.....	Sheboygan, Wisconsin, Lake Michigan.	A boy jumped from a boat about $\frac{1}{2}$ mile N. of station and was drowned. Some three and one-half hours afterwards the surfmen succeeded in recovering the body and delivered it to the proper authorities.
Aug. 22	Fire extinguished..	Middle Island, Michigan, Lake Huron.	Surfmen went to the SE. end of the island and extinguished a fire which had started in the edge of the woods.
Aug. 22	Property recovered.	Manistee, Michigan, Lake Michigan.	Surfmen pulled to harbor entrance, picked up some logs which had gone adrift from a raft that was being towed into the harbor, and delivered them to the owner.
Aug. 23	Body found	Gull Shoal, North Carolina.	The body of a man, about 6 feet tall and having light hair, was found $\frac{1}{2}$ mile NNW. of station and given decent burial by the surfmen.
Aug. 24	.....do.....	Cedar Creek, New Jersey.	Surfmen found the body of a man on the beach $\frac{1}{2}$ mile S. of station and notified the coroner. An undertaker came for the body and friends identified it, by means of a finger ring, as being that of J. H. Spanton, who drowned on Aug. 20, while in bathing.
Aug. 24	Rescue from danger	Duluth, Minnesota, Lake Superior.	About midnight the station patrol found a man asleep in a rowboat which was drifting toward the lake. He waded out and awoke the man, warning him of his danger.
Aug. 25	Transportation	Old Harbor, Massachusetts.	While a party of men and women were visiting station, having landed in three small skiffs, the sea became too rough for them to return to Chatham in their small boats. The life-saving crew launched surfboat and transported them safely back to town.
Aug. 25	Body found.....	Cape Hatteras, North Carolina.	The station patrol from midnight to 4 a. m. found a man's body on the beach and hauled it up clear of the tide. At daylight the surfmen measured it, finding it 5 feet 2 inches in height, then wrapping it in a blanket they buried it decently.
Aug. 25	Recovery of body and attempted resuscitation.	Holland, Michigan, Lake Michigan.	While trying to swim across the channel from station incline with two companions, a young man named Henry Cooper sank about 20 feet from the north pier; his comrades reached the pier safely and shouted for help. The station watchman pulled to the spot in a small boat, but the man did not come to the surface. Surf-

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1899. Aug. 25	Recovery of body and attempted resuscitation.	Holland, Michigan, Lake Michigan.	men took their dragging gear to the scene, and in eight minutes recovered the body, taking it to the station, where they endeavored to resuscitate it. Keeper sent for a physician, who soon arrived, and, after examination, announced that there was no heart action. Nevertheless, the life-savers persisted in their efforts to resuscitate the body for an hour longer, but without success; then three physicians, having made an examination, pronounced death to have resulted from heart failure. Keeper notified the coroner and turned the body over to an undertaker, who came after it.
Aug. 26	Rescue from a predicament.	Hunniwells Beach, Maine	At low water two women walked out to Wood Island and remained there until the tide rose enough to prevent their return to mainland. Surfmén went after them in a dory and landed them safely on the beach.
Aug. 28	Rescue from drowning.	Point of Woods, New York.	Surfman Sidney Welch, seeing a young girl struggling in the water near the steamer dock, jumped in and rescued her. After being wrapped in a blanket she soon revived sufficiently to walk to her home.
Aug. 28	Recovery of property.	Pea Island, North Carolina.	Surfmén saved a quantity of lumber and railroad ties which had washed ashore within the patrol limits of station and turned them over to the commissioner of wrecks.
Aug. 29	Recovery of body...	Saint Joseph, Michigan, Lake Michigan.	Upon hearing the report that a boy had drowned while in swimming in the river opposite the station, the surfmen hastened across the river with their dragging gear and in about ten minutes recovered the body. With the assistance of a physician they tried to resuscitate the body for one and one-half hours, but failed to restore life. The coroner came and took charge of the body.
Aug. 29	Assistance to injured man.	South Chicago, Illinois, Lake Michigan.	A workman employed on a scow derrick had his foot crushed by a heavy stone. Surfmén pulled to the scow and transported the injured man to the station, whence he was taken to a hospital in a police patrol wagon.
Aug. 30	Body found.....	Buffalo, New York, Lake Erie.	Surfmén pulled to Blackwells Canal and dragged for the body of a man who was drowned at that place. The body was found by another boat's crew who were also searching for it. Surfmén took charge of it and turned it over to the proper city authorities.
Aug. 30	Fire extinguished..	South Haven, Michigan, Lake Michigan.	At 8.30 p. m. the station lookout discovered a large wood pile to be on fire at the back of the city waterworks. Keeper and two surfmen hurried to the scene, notified the workmen who were in the front part of the works, and assisted them to extinguish the flames.
Aug. 31	Recovery of body...	Fairport, Ohio, Lake Erie.	A man named John Lepko fell into the water between a steamer and the iron ore dock, about $\frac{1}{2}$ mile up the river from station. Upon receiving the report surfmen hastened to the place, soon recovered the body with their grappling gear, and then worked for forty minutes to resuscitate it, but did not succeed. A brother of the deceased took charge of the body and notified the coroner.
Sept. 2	.....do	Hither Plain, New York..	A body in advanced stage of decomposition was found in the surf by the patrolman. He hauled it out on the beach and the keeper notified the coroner.
Sept. 3	Rescue from drowning.	Watch Hill, Rhode Island.	Hearing cries for help near the station, crew rushed out and found three men struggling in the water. They immediately launched a small boat and rescued two of the men, the third being picked up by a fisherman in another boat.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1899. Sept. 4	Rescue from drown- ing.	Salisbury Beach, Massa- chusetts.	Three men and a young woman were car- ried beyond their depth while bathing and were rescued by two of the station crew, who were patrolling the beach. The surfmen waded out to the imperiled persons and the people on the beach pushed out a dory to them. Surfmen assisted them to the dory and they clung to it while they were being hauled ashore. One man was in a critical state, having swallowed much water. Surf- men expelled the water and the man soon recovered.
Sept. 4	Assistance at fire ...	Cape Arago, Oregon	Shortly after midnight fire was discovered in the town of Empire, and the surfmen hurried over in the surfboat to help put it out. They worked until 4 o'clock, at which time the fire was completely under control.
Sept. 13	Recovery of body ..	Cleveland, Ohio, Lake Erie.	Receiving word about 10 p.m. that a man had fallen from a dock and drowned about 1½ miles NE. of station, keeper and two of the crew proceeded to the spot in a skiff, and after dragging some ten min- utes recovered the body. Turned it over to an undertaker.
Sept. 16	Fire extinguished..	Chicago, Illinois, Lake Michigan.	Station watch discovered the Casino pier to be on fire, and the crew immediately went over with buckets. After two hours' work they succeeded in putting out the blaze. (See letter of acknowl- edgment.)
Sept. 19	Rescue from drown- ing.	Pamet River, Massachu- setts.	While bathing in the surf near the station two young women were carried beyond their depth and were in imminent dan- ger of drowning. Station crew rushed into the surf and rescued them. (See letters of acknowledgment.)
Sept. 20	Resuscitation.....	Milwaukee, Wisconsin, Lake Michigan.	Word reaching the station that a 2-year-old boy had fallen into the water about ¼ mile from the station and had been pulled out apparently dead, keeper and three of the crew hurried to the place and put into practice the Service method of resuscitation. The child recovered consciousness in about forty minutes, and after he was out of danger the surf- men left him in the care of his mother.
Sept. 22	Transportation	Saint Joseph, Michigan, Lake Michigan.	Upon information that there was a sick man on a scow out in the lake, surfmen pulled out and landed him. Succored him at the station until he was well enough to go home.
Sept. 23	Succor.....	Deal, New Jersey.....	Two fishermen, whose boat had been cap- sized in the surf, came to the station for succor. Keeper gave them dry clothes and hot stimulants.
Sept. 25	Assistance at fire ...	Quogue, New York	About 4 o'clock in the morning a large boarding house took fire and burned down a short distance from the station. Surfmen assisted to prevent the spread of the flames, thereby saving the adja- cent dwellings.
Sept. 25	Succor.....	Cape Arago, Oregon	Two men became lost in the fog a short distance from the station and shouted for help. Keeper sent out two surfmen in the dory and they guided the men to the station, where they remained over night.
Sept. 29	Recovery of body ..	Cleveland, Ohio, Lake Erie.	Word reaching station that a man had been drowned about ¼ mile S. of the sta- tion by falling from the steamer Penn- sylvania, keeper sent two surfmen to drag for the body. In about forty min- utes they brought up the body and turned it over to the authorities.
Sept. 29	Succor.....	.....do.....	Responding to a signal from the east breakwater, surfmen pulled out and found a man suffering from a severe attack of cramps. They took him to the station and treated him with medicines from the Service chest, and in about an hour he was able to go home.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1899. Sept. 30	Assistance at fire....	Seabright, New Jersey	Shortly after midnight fire was discovered in a hotel close to the station. Surfmen fought the flames until the arrival of the fire brigade and then assisted in saving the adjoining house.
Oct. 1	Aid to navigation ..	Buffalo, New York, Lake Erie.	The tug E. E. Frost was run down by the steamer New Orleans while both vessels were steaming out of harbor. The Frost sank in the channel, her crew being rescued by an incoming steamer. Station crew located the sunken tug and buoyed it, as it was a menace to navigation.
Oct. 2	Assisted to save property.	Point Adams, Oregon.....	At the owner's request a raft of logs which lay in a bad position was towed into the channel by the surfmen and anchored until a steamer came after it.
Oct. 3	Fire extinguished ..	Rocky Point, New York ..	During the middle watch both station patrolmen discovered a fire on the beach and hastened to it with buckets. They extinguished the flames in time to save a fisherman's boat and nets, which were hauled out on the beach near the fire.
Oct. 4	Transportation	North Beach, Maryland ..	One of the surfmen transported a woman across the bay that she might procure the services of a physician for her sick child.
Oct. 7	Recovery of body ..	Ottawa Point, Michigan, Lake Huron.	A boy named Henry Dupraw fell into the water from a dock about 800 yards from station; his playmate gave the alarm and surfmen hastened to the place, which was not visible from the station lookout. Keeper and two surfmen dived for the body, but could not find it. After searching for about two hours with grapnels and fish spears, it was recovered full 40 feet from where the boy fell. Surfmen worked to restore life for about one hour, but their efforts were unavailing, and they transported the body to East Tawas, where they delivered it to the coroner.
Oct. 7	.....do	Old Chicago, Illinois, Lake Michigan.	The steamer Maggie Marshall picked up the body of a man about 6½ miles E. of harbor, and gave it in charge of the station crew. It was identified as being the body of Joseph Reyant, who was drowned on Sept. 24. Keeper notified the relatives of the deceased at Cleveland, Ohio.
Oct. 7	Medical assistance ..	.....do	A man named James McMillan was carried to the station after being taken from the water in an intoxicated and half-drowned condition. Surfmen stripped off his clothing, rubbed him vigorously, and administered restoratives, after which he gradually recovered strength.
Oct. 9	Recovery of body...	.....do	Station crew picked up the body of a drowned man in the basin and turned it over to the city authorities.
Oct. 10	Recovery of property.	Pointe aux Barques, Michigan, Lake Huron.	Keeper assisted the owner to recover about 100,000 shingles, which were washed ashore near Port Hope, and were taken by people living in that vicinity.
Oct. 10	Assistance to light keeper.	Pentwater, Michigan, Lake Huron.	The post light upon pier head becoming extinguished about 6.30 p. m., the keeper sent two surfmen to notify light keeper and assist to relight it, the pier being almost impassable owing to heavy weather.
Oct. 15	Recovery of property.	Plum Island, Wisconsin, Lake Michigan.	Surfmen recovered and kept for the owner a fish net which had been lost near the station.
Oct. 16	.....do	Manistee, Michigan, Lake Michigan.	A number of logs went adrift from a raft outside of harbor. Surfmen picked them up and turned them over to the owner.
Oct. 17	Shelter	Cape Lookout, North Carolina.	Two men, who were awaiting the arrival of the wrecked schooner Carrie A. Lane, in tow of the tug Blanche, were given lodging at the station for the night.
Oct. 19	Recovery of body...	Cleveland, Ohio, Lake Erie.	Station crew received a report that a man had fallen from a dock while fishing about ¼ mile SW. from station. They went to the scene with their dragging

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1899. Oct. 19	Recovery of body...	Cleveland, Ohio, Lake Erie.	gear, and in about ten minutes recovered the body, which proved to be that of James Campbell. They delivered it to an undertaker.
Oct. 19	Fire extinguished..	Sheboygan, Wisconsin, Lake Michigan.	At 7 p. m. the surfmen launched surfboat, pulled across the river, and extinguished a fire which was burning a car of the Chicago and Northwestern Railroad.
Oct. 21	Release from quicksand.	Kill Devil Hills, North Carolina.	Upon the request of owner, the station crew helped to release a horse which had become mired in the quicksand.
Oct. 21	Aid to injured man.	Manistee, Michigan, Lake Michigan.	At the request of the master of the schooner Arandal, the surfmen telephoned for an ambulance, and assisted to take a sailor who had broken his leg to a place where he would be properly cared for.
Oct. 22	Assistance at fire ...	Salisbury Beach, Massachusetts.	Station crew went to a fire which was consuming two hotels on Salisbury Beach, and, with the assistance of the Plum Island crew, which arrived upon the scene soon afterwards, succeeded in preventing the flames from spreading to the adjacent buildings. Before the arrival of the Newburyport fire engine the surfmen had the fire under control.
Oct. 22	Recovery of property.	Manomet Point, Massachusetts.	Station lookout discovered a lobster car, valued at \$25, on the rocks. Surfmen notified owner and assisted him to float it and take it to its moorings.
Oct. 22	Aid to crew of Galveston light-ship.	Galveston, Texas.....	The captain of the Galveston light-ship having been found dead in the slip at Pier 16, the surfmen pulled out to the light-ship, 3 miles E. of station, and notified the mate, whom they took ashore to make arrangements for the funeral.
Oct. 23	Recovery of body ..	.....do	Surfmen dragged for and recovered the body of a colored man who fell overboard from the steamer Concho on the 21st and was drowned; they delivered it to the coroner.
Oct. 25	.....do	Milwaukee, Wisconsin, Lake Michigan.	At 11 p. m. surfmen were notified by telephone that a sailor named Theodore Thompson had fallen overboard from the steamer Petoskey and drowned. Surfmen pulled to the scene of accident, 3 miles W. of station, recovered the body, and turned it over to the coroner.
Oct. 30	Shelter	Cape Lookout, North Carolina.	Fourteen fishermen, who had to leave their houses on account of the unusually high water, were sheltered at the station for the night.
Oct. 31	Fire extinguished..	Monmouth Beach, New Jersey.	The midnight patrol discovered a fire in one of the cottages along the bluff. He obtained a bucket and succeeded in extinguishing it before it did much damage. An electric-light wire caused the fire to start.
Oct. 31	Rescue from danger	Ship Canal, Michigan, Lake Superior.	At 5.40 p. m. a small tug started out to take 18 workmen from the breakwater, but found the sea too rough and had to give up the attempt. Station crew launched the surfboat and went out after the workmen, landing them all safely after making two trips to the breakwater, over which the sea was breaking and threatening their safety.
Nov. 2	Mast recovered.....	Gull Shoal, North Carolina.	Crew pulled out 4½ miles in the sound and recovered a floating mast, which they towed to the station.
Nov. 2	Recovery of body...	Duluth, Minnesota, Lake Superior.	Learning that a man had been drowned at West Superior on the preceding evening, station crew pulled over and began dragging for the body. They recovered it in the course of an hour and gave it in charge of the coroner. The drowned man was Herbert Timpleton, a dredge hand.
Nov. 3	.....do	City Point, Massachusetts.	The body of a man about 6 feet tall, badly decomposed, was found by the station crew in the water between Commercial Point and the pumping station. It was delivered to an undertaker at South Boston.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1899. Nov. 3	Recovery of body...	Orleans, Massachusetts...	Word reaching the station that a young man, Lester Tripp, of Chatham, was missing and was believed to have drowned in the vicinity of Pleasant Bay, crews of Orleans and Old Harbor stations instituted search. They found the boy's skiff and outfit, but failed to locate the body. On the 5th the body was found by fishermen in the same vicinity.
Nov. 3	.....do	Deal, New Jersey.....	Surfmen recovered the body of a young man which was washed up on the beach near the station. The clothing bore the laundry mark "K-92" and a cigarette case was found marked "D. B."
Nov. 3	Succor.....	Point Betsie, Michigan, Lake Michigan.	A destitute man, with a broken arm, applied for aid to the station and was sheltered for the night. The crew raised a donation of several dollars for his relief.
Nov. 5	Assistance at fire...	Brant Rock, Massachusetts.	Crew hastened to a fire about $\frac{1}{2}$ mile from the station and assisted the local residents to extinguish the flames. One cottage was consumed.
Nov. 5	.....do	Famett River, Massachusetts.	Crew assisted in extinguishing a fire which started in a cottage N. of station.
Nov. 5	.....do	Hereford Inlet, New Jersey.	Crew turned out with buckets and put out a fire in a barn not far from the station.
Nov. 8	Rescue from drowning.	Rockaway Point, New York.	A man, partially demented, wandered from his home and was found in the surf by one of the station crew. The surfman helped him out and took him to the nearest police station. He was nearly exhausted and could not have lasted much longer.
Nov. 9	Succor.....	Lone Hill, New York.....	One of a party of fishermen was left on the beach by his comrades without food or shelter. He was succored at the station over night and transported to the mainland in the morning.
Nov. 10	Recovery of body...	Cape Disappointment, Washington.	A soldier from Fort Stevens found the body of one of the members of Battery M, Third Artillery, who was drowned at Ilwaco on Oct. 27. Station crew took the body to the post for burial. The man was R. L. Christenberry.
Nov. 13	.....do	Ashtabula, Ohio, Lake Erie.	An Italian laborer was drowned in one of the slips by falling off a scow. Station crew recovered the body and turned it over to an undertaker.
Nov. 14	Shelter	Lone Hill, New York.....	Two sportsmen, being unable to reach home, were sheltered at the station over night.
Nov. 14	Aid to injured man.	Holland, Michigan, Lake Michigan.	A man who had received a severe scalp wound while working on the pier was brought to the station. The keeper applied an antiseptic lotion and drew the wound together with adhesive plaster.
Nov. 16	Transportation	Assateague Beach, Virginia.	The fishing schooner Gracie landed a sick sailor at the station, and the keeper had him conveyed to Chincoteague, where he could have proper medical attendance.
Nov. 19	Medical assistance..	Jerrys Point, New Hampshire.	The master of the sloop Trilby came to the station with his hands and face severely burned. Keeper dressed his burns and put him aboard his sloop.
Nov. 19	Shelter	Velasco, Texas	A man driving along the beach was unable to proceed on account of a washout, and was sheltered at the station over night.
Nov. 22	Clothing furnished.	Grand Haven, Michigan, Lake Michigan.	A man who had fallen off a pier was furnished at the station with dry clothes from the supply of the Women's National Relief Association.
Nov. 27	Recovery of body...	Fairport, Ohio, Lake Erie.	Learning that the body of a man was floating in the river near the station, crew pulled out and towed it in, turning it over to the coroner. It was identified as that of Matt Pietila, who had been missing since Oct. 26.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1899. Nov. 29	Clothing furnished.	Pentwater, Michigan, Lake Michigan.	A carpenter who had accidentally fallen into the lake from a pier, and been rescued by fellow-workmen, was furnished by the keeper of the station with dry clothing from the supply donated by the Women's National Relief Association.
Nov. 30	Clothing found.....	Santa Rosa, Florida	A bag of clothing being reported on the beach $3\frac{1}{2}$ miles E. of station, surfmen brought it to the station and dried it, holding it for a claimant.
Dec. 1	Property recovered.	Louisville, Kentucky.....	Station crew pulled out, secured three head of cattle which had got overboard from a steamer which lay at a wharf, and returned them unharmed.
Dec. 2	Rescue from danger	Ashtabula, Ohio, Lake Erie.	Station patrol hauled an intoxicated man from a hole in the pier into which he had fallen and placed him in the custody of a friend.
Dec. 3	Recovery of body...	Old Chicago, Illinois, Lake Michigan.	Station crew recovered the body of a man who jumped into the lake from the end of Randolph street pier, which point was not visible from station lookout on account of a steamer lying there. The body had been in the water for one-half hour when recovered, and, although the surfmen worked for over an hour upon it, they failed to restore animation. They turned the body over to the city authorities.
Dec. 5	Assistance at fire ...	Bayhead, New Jersey.....	Surfmen discovered a fire across the street from station in the attic of E. R. Chadwick's house. They alarmed the family, who were in the house at the time, and then with ladder and buckets from station they tried to extinguish the flames, but found that it was impossible for them to do so. They carried out the furniture to a place of safety and prevented the flying sparks from setting on fire the adjacent buildings. (See resolution of acknowledgment.)
Dec. 6	Recovery of body...	Duluth, Minnesota, Lake Superior.	A workman named Alfred Ecklund fell overboard from an elevator dock and was drowned before assistance could reach him. Upon being notified of the accident, the station crew pulled to the scene with their grappling gear and after thirty minutes' work recovered the body, turning it over to friends at the elevator.
Dec. 7	Clothing furnished.	Jerrys Point, New Hampshire.	A man who had fallen overboard while working on a fish trap near station was hauled out by his companions and taken to station, where keeper furnished him with dry clothing from the stores of the Women's National Relief Association.
Dec. 7	Medical Assistance.	North Scituate, Massachusetts.	An old man named Nathaniel Wade was caught out on the flats by the incoming tide and became exhausted in an endeavor to reach shore. He was rescued by two men before his head went under water, but he at once became unconscious. Station crew were summoned and applied restoratives, but could not resuscitate him. A physician soon arrived and worked over him for an hour and then pronounced life extinct, death being caused by an affection of the heart.
Dec. 16	Assistance at fire ...	Coquille River, Oregon ...	Surfmen endeavored to extinguish a fire in a cottage near station, but the flames were beyond control and it burned to the ground. However, they kept the fire from spreading to the adjacent buildings.
Dec. 20	Assistance to sick man.	Bois Blanc, Michigan, Lake Huron.	A sick man from a logging camp applied at station for assistance to reach Cheboygan. Keeper gave him some medicine and then transported him across the channel to his destination.
Dec. 22	Rescue from drowning.	Point Adams, Oregon.....	At 6 p. m. a young man named Charles McIntyre accidentally fell into the water from Kinney's wharf, about 500 yards

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1899. Dec. 22	Rescue from drowning.	Point Adams, Oregon.....	NW. of station. His cries were heard by surfmen, who hastily manned station skiff and picked him up. They took him to the station, gave him stimulants, and supplied him with a suit of dry clothing from the stores furnished by the Women's National Relief Association.
Dec. 24	Transportation	Cuttyhunk, Massachu- setts.	A young man who came across Canapitsit Gut in a small boat to get the mail for Nashawena Island was unable to return on account of a gale of wind which had begun to blow. Surfmen transported him safely across the gut.
Dec. 24	Recovery of property.	Great Egg, New Jersey....	Five pontoons which lay anchored in the beach thoroughfare went adrift. Station crew launched surfboat and towed them to shore, where they made them well fast.
Dec. 24	Fire extinguished..	Ocean City, Maryland	A fire having started in the Dennis House at Ocean City, the station crew hastened to the scene with ladder, buckets, and fire extinguisher, and quenched it before it did much damage.
Dec. 24	Transportation of a surgeon.	Louisville, Kentucky.....	Shortly after midnight the station crew were requested to take a Louisville surgeon across the Ohio River to attend an injured man at Jeffersonville, Indiana, the ferry having stopped running for the night. They immediately launched a station boat and transported the surgeon across the river.
Dec. 27	Recovery of body ..	Durants, North Carolina..	A body from the wreck of the British steamer Ariosto having washed ashore S. of station, the surfmen noted that it was 5 feet 7 inches in height, weighed about 175 pounds, and had reddish complexion, and then gave it decent burial.
1900. Jan. 2	Fresh water supplied.	Cape Lookout, North Carolina.	Keeper furnished the master of the schooner Hettie J. Dorman with a cask of fresh water from the station cistern.
Jan. 3	Succor.....	Durants, North Carolina..	Six men from the wrecked steamer Ariosto were sheltered at the station for two days. They then proceeded to Elizabeth City.
Jan. 3	Fresh water supplied.	Saluria, Texas	Keeper furnished a barrel of fresh water to the master of the sloop Olympia, which was windbound near the station.
Jan. 5	Clothing furnished.	San Luis, Texas.....	A man on his way from Velasco to Galveston in an open boat arrived at the station, wet and hungry. Keeper furnished him with dry clothes from the Women's National Relief Association supply and with food from the station larder.
Jan. 7	Rescue of horse.....	Golden Gate Park, California.	A horse that was being driven along the beach became unmanageable and dashed into the sea, where it lay down. Surfmen hurried to the scene, cut the animal loose from the carriage, and helped it to the shore.
Jan. 9	Clothing furnished.	Plum Island, Massachu- setts.	Lighthouse keeper telephoned the station that he had rescued from drowning a fisherman who had fallen overboard in a fit of delirium tremens, and asked for dry clothing and assistance. Keeper took clothing from the Women's National Relief Association supply and went to the light station. The man was thoroughly chilled, and it required two hours' work to restore circulation and bring him to his senses.
Jan. 12	Recovery of bodies.	Durants, North Carolina..	Surfmen recovered the bodies of two men drowned in the wreck of the steamer Ariosto. Gave them decent burial.
Jan. 12	Recovery of body ..	Ocracoke, North Carolina.	Recovered and buried the body of a man drowned in the wreck of the steamer Ariosto.
Jan. 12	.....do	Creeds Hill, North Carolina.	Surfmen recovered and buried the body of a man supposed to have been drowned in the wreck of the steamer Ariosto.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1900. Jan. 13	Recovery of bodies .	Louisville, Kentucky	Word reaching the station that three boys had been drowned while playing on thin ice on the gas-house pond, about a mile from the station, keeper dispatched a boat's crew to the scene with dragging gear. Upon arrival they found that two of the bodies had already been recovered. Surfmnen soon recovered the other.
Jan. 14	Fresh water furnished.	Mosquito Lagoon, Florida.	Keeper furnished master of yacht Etta May with a cask of fresh water from the station cistern.
Jan. 17	Rescue from peril ..	Humboldt Bay, California.	One of the surfmen saw a boat drifting dangerously near the bar. Wading out, he found a half-breed Indian lying in the bottom in a drunken stupor. Took him to the station and kept him until he was able to care for himself.
Jan. 18	Recovery of body...	Deal, New Jersey	The body of a new-born male child washed ashore at Asbury Park. Keeper took charge of it and notified an undertaker.
Jan. 18	Fresh water supplied.	Mosquito Lagoon, Florida.	Master of the yacht Robinson Crusoe came to the station and requested a supply of fresh water. Keeper gave him about 20 gallons from cistern.
Jan. 22	Rescue from peril ..	Plum Island, Massachusetts.	Surfmnen joined in search for a man who was reported as missing. Found him lying intoxicated in his boat on the S. side of the channel, about 1½ miles W. of the lighthouse. Took him aboard his vessel and put him to bed.
Jan. 22	Recovery of body ..	Portsmouth, North Carolina.	Surfmnen recovered the body of a man in advanced stage of decomposition and buried it in the sand hills about 6 miles S. of the station. It was probably from the wreck of the steamer Ariosto.
Jan. 23	.....do	Aransas, Texas	Found the body of a man on the flats near Aransas Pass. Took it to the station and held an inquest. It was recognized as that of an eccentric old man named Jacquinet, who lived alone in the vicinity. In the pockets were found a small sum of money and a note stating that he was tired of his manner of life. Surfmnen buried the body near the station.
Jan. 30	.....do	Watch Hill and Quonochontaug, Rhode Island.	Patrolmen from these two stations found the bodies of Captain Marks and his 10-year-old son, who, with two others, were drowned in the wreck of the schooner Nauset in this vicinity on the 28th.
Jan. 31	.....do .....	.....do	Recovered the body of a boy 12 years old, another son of Captain Marks, of the Nauset. This and the two found on the 30th were all cared for by the medical examiner.
Feb. 2	Assistance at fire ...	Monmouth Beach, New Jersey.	Surfmnen hastened to a burning barn about ¼ mile S. of station with their hose cart and assisted the firemen, who arrived soon afterwards, to prevent the flames from spreading to the adjacent buildings.
Feb. 4	Body found	Watch Hill, Rhode Island.	The body of a sailor who was lost off the schooner Nauset was found at Noyes Rocks. Keeper notified medical examiner and went with undertaker to remove the remains to Westerly, Rhode Island.
Feb. 6	.....do	Shark River, New Jersey.	The body of a male infant was found on the beach. Keeper took charge of the body and notified the coroner, who came and carried it away.
Feb. 9	Assistance to a man with frozen feet.	Saint Joseph, Michigan, Lake Michigan.	Keeper heard cries for help from S. pier at 7 a. m. Running over the railroad bridge he found a man with both feet frozen stiff. With the aid of Surfmnen Alden he carried him to Graham's dock, where his shoes were cut off and his feet immersed in cold water. Keeper sent for a carriage to take the man home, and for a physician, who came and took charge of him.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1900.			
Feb. 12	Assistance and shelter to injured man.	Gurnet, Massachusetts....	A seaman from the fishing schooner Livonia came to station and requested shelter for the night, having cut his thumb badly and wishing to take an early train for Boston. Keeper offered to dress the wound and gave the man supper and lodging.
Feb. 17	Succor.....	Lone Hill, New York.....	Two men, who were caught in a severe snowstorm while at work on the beach, applied at the station for shelter. Keeper gave them lodging and breakfast.
Feb. 17	.....do	Gilbert's Bar, Florida	A party of men and women were storm bound at a clubhouse near station, where they had neither fuel nor blankets. Keeper took the six women of the party to the station for the night, and loaned blankets to the rest of the party.
Feb. 18	Assisted to save property.	Point Adams, Oregon	A fisherman's boat swamped at its moorings near station and a fishing net washed out of it. Surfmen helped the fisherman to recover the net.
Feb. 20	Recovery of body...	Golden Gate Park, California.	Two boys saw a man's body on the rocks off Point Lobos. Surfmen recovered it and turned it over to the coroner.
Feb. 21	.....do	Saint Joseph, Michigan, Lake Michigan.	A man named Alan Grisler committed suicide by jumping into the lake. Keeper was notified, and with three volunteers (inactive season) went to the scene and succeeded in recovering the body, which they took to Benton Harbor and delivered to the coroner.
Feb. 22	Succor and transportation.	Santa Rosa, Florida	Three men arrived at station in want of food. Keeper gave them three meals and then transported them to the navy yard in the station supply boat.
Feb. 25	Rescue from danger.	Chatham, Massachusetts.	An old man who was gathering shellfish along the beach during very cold, blustering weather fell into a shallow stream and became exhausted. Surfmen hastened to his aid, finding him lying on the beach and unable to rise. They rubbed him well and then assisted him to station, where he was given food and dry clothing from the stores of the Women's National Relief Association. He recovered sufficiently to go to his home on the next afternoon.
Mar. 1	Succor.....	Sandy Hook, New Jersey.	Four officers and four seamen from the British steamer Ivydene attempted to land on the Hook, and were carried out by the strong tide. They succeeded in making their way through the surf, however, and landed near the point, but were all thoroughly drenched. Surfmen took them to the station, and gave them dry clothes from the stores of the Women's National Relief Association, and prepared dinner for them. They left later in the day.
Mar. 3	Medical assistance..	Saluria, Texas	Keeper furnished remedies from the station medicine chest, to the master of a small schooner for a sick seaman.
Mar. 8	Fire extinguished..	Point of Woods, New York.	One of the surfmen put out a small blaze which had started in the attic of a cottage near the beach.
Mar. 8	Rescue from drowning.	.....do	Keeper and one of his crew rescued a child that had fallen into an open cistern.
Mar. 9	Fire extinguished..	.....do	Two of the crew beat out a fire which had started in the meadow close to a clubhouse.
Mar. 11	Recovery of body...	Portsmouth, North Carolina.	The body of a colored man having been seen floating in the sound, surfmen took it to the shore and gave it decent burial. The corpse was 5 feet 10 inches in height, and weighed about 160 pounds.
Mar. 13	Clothing furnished.	Race Point, Massachusetts	Keeper furnished dry clothes from the supplies of the Women's National Relief Association to two fishermen, who had been brought ashore from a swamped boat.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1900.			
Mar. 15	Assistance at fire ...	Point Allerton, Massachusetts.	Two of station crew assisted the fire department to extinguish a fire in the post office at Hull.
Mar. 15	Shelter	Santa Rosa, Florida	Thirteen persons were sheltered at the station over night on account of heavy rains.
Mar. 17	Recovery of body...	Plum Island, Massachusetts.	Surfmen recovered the body of a man who was drowned off Salisbury Beach on the 15th. Pieces of his boat were found on the beach on the 15th and 16th. The body was turned over to an undertaker by order of the medical examiner. It was identified as that of Horace P. Folansbee, of Seabrook, New Hampshire.
Mar. 22	Fire extinguished ..	Great Neck, Massachusetts	Seeing a heavy fire on Tuckernuck Island, surfmen pulled over and after three hours' work succeeded in putting it out. It was in the grass and brush, and was rapidly making toward the houses of the fishermen.
Mar. 24	Rescue from freezing.	Ludington, Michigan, Lake Michigan.	About midnight keeper was called by the assistant light keeper, who said he heard calls for help to the northward. They immediately made search, and after a short time found a young man lying on the ice about $\frac{1}{2}$ mile from the station. He was apparently intoxicated, and would soon have frozen to death. They took him to the pumping station and resuscitated him, and on the following morning he went home.
Mar. 25	Assistance at fire ...	Quogue, New York	Keeper and one surfman assisted in removing property from a burning barn in the village.
Apr. 1	Fire extinguished..	Point of Woods, New York.	A fire in the beach grass threatened a large factory situated $\frac{1}{4}$ mile W. of station. Surfmen ran to the scene and, after working for one and one-half hours, extinguished the flames.
Apr. 7	Assistance at fire ...	Old Harbor, Massachusetts.	Surfmen pulled to Chatham in surfboat and assisted to extinguish a fire in a large ice house at that place.
Apr. 7	.....do	Amagansett, New York ..	Station crew assisted to put out a fire in the woods about 1 mile W. of station.
Apr. 8	Rescue from danger	Cleveland, Ohio, Lake Erie.	Five boys were drifting out in the lake on an ice floe which had broken away from the shore. Surfmen pulled out and brought them safely to land.
Apr. 11	Recovery of body...	Fire Island, New York ...	Surfmen found the body of a man that was cast up by the sea near Clam Pond Point. They hauled it up on the beach and notified the coroner, who removed the body to Bayshore. Letters and other papers found on the body indicated that it was the remains of William Brush, who had been missing from Babylon, Long Island, since last December.
Apr. 14	Resuscitation.....	South Chicago, Illinois, Lake Michigan.	Three boys capsized in a small skiff while out duck shooting on the lake about a mile from shore and out of sight from station. They were rescued by Carl Anderson, who went off to them in a small boat into which he took two of the boys. The third boy was supported alongside the boat while it was pulled in to the pier, where he was hauled out in a helpless condition. Station lookout reported that something was wrong on the pier, and surfmen immediately pulled out in station supply boat. They took the boy to station, stripped off his wet clothing, wrapped him in blankets, and treated him with stimulants and hot-water bottles. He revived under this treatment and was taken to his home later in fair condition.
Apr. 17	Recovery of body...	Frankfort, Michigan, Lake Michigan.	A man named Charles H. Bacon fell overboard while going aboard a car ferryboat which lay at the dock. Station lookout, hearing cries for help, rang the

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1900. Apr. 17	Recovery of body...	Frankfort, Michigan, Lake Michigan.	alarm, and surfmen hastily pulled to the scene of the accident. The man had sunk before their arrival, but they soon brought the body to the surface with a pike pole and hauled it out on the wharf, where they applied the Service method of restoring the apparently drowned. After working in vain on the body for one and one-half hours, they gave up the attempt to resuscitate it and turned it over to the coroner, a physician having pronounced life extinct.
Apr. 19	Clothing supplied...	Holland, Michigan, Lake Michigan.	A man who had fallen overboard near the station was supplied with dry clothing from the stores furnished by the Women's National Relief Association.
Apr. 20	Rescue from drowning.	Saint Joseph, Michigan, Lake Michigan.	A boy fell into the water from a pier near the station. Keeper jumped into a small boat and soon pulled him out of the water, landing him across the river where he could go home for dry clothing.
Apr. 22	Assistance to sick woman.	Absecon, New Jersey.....	A woman suffering from nervous prostration left her home and wandered along the beach all night. Inquiry was made for her at station by the police. The station patrol having reported seeing a woman at 4 a. m. sitting on a hill about a mile S. of the station, the keeper joined in the search, found the woman, and took her friends to her.
Apr. 23	Recovery of body...	Parramore Beach, Virginia.	The south patrol found the body of a man on the beach at 3 a. m. It proved to be the body of Edward Parks, who was drowned on the 24th of March while oystering on the inside waters. Keeper transported the body to the station and afterwards delivered it to the family of the deceased.
Apr. 23	Rescue from drowning.	Milwaukee, Wisconsin, Lake Michigan.	A boy named John Casper fell into the water near the north patrol post. Station patrolman caught the boy with a dip net just as he was sinking for the third time. He took him to the station, where the keeper furnished the boy with dry clothing from the Women's National Relief Association and then sent him to his home.
Apr. 25	.....do	Saint Joseph, Michigan, Lake Michigan.	At 7.45 a. m. the station lookout saw a small boy fall from the S. pier into the water. A surfman jumped into the station skiff, pulled to the pier, and rescued the boy, whose name was Willie Burke, aged 8 years.
Apr. 26	Recovery of body...	Milwaukee, Wisconsin, Lake Michigan.	A boy named Frank Knopinski fell into the water from the S. harbor pier. Seeing the confusion upon the pier, the surfmen hastened to the scene with a grappling pole and recovered the body after it had been in the water about 5 minutes. Although they worked for one and three-quarter hours over the body, they failed to restore animation. Keeper turned the body over to the coroner and notified the parents of the boy of the accident.
Apr. 27	Assistance at fire...	Cape Arago, Oregon.....	Surfmen assisted to save household goods and to prevent the flames from spreading to the adjoining buildings while a house was burning at Empire, Oregon.
Apr. 27	Fire extinguished...	Coquille River, Oregon...	A fire broke out in the driftwood near the beach boathouse and gained considerable headway. After working for two hours the surfmen managed to subdue the flames.
Apr. 28	Rescue from drowning.	Racine, Wisconsin, Lake Michigan.	A man who had fallen overboard from the steamer City of Fremont was rescued at 2 a. m. by the station lookout, who pulled out in station skiff and hauled him out of the water.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1900. Apr. 29	Recovery of body ..	Milwaukee, Wisconsin, Lake Michigan.	Surfmen picked up the body of a man floating in the lake about $\frac{1}{2}$ mile NE. from station. They took it to station and notified the coroner, who came and took charge of it. It was identified as being the body of Martin Hawley, of Milwaukee.
Apr. 30	Assistance and succor.	Point Allerton, Massachusetts.	Three men landed on the rocks $\frac{1}{2}$ mile NW. of station with 2 rowboats and a raft. Surfmen helped them to haul the boats and raft into a safe place, took them to station, where keeper gave them food and lodging for the night, and in the morning assisted them to leave the shore safely with their boats and raft.
May 2	Rescue from drowning.	Cleveland, Ohio, Lake Erie.	A man fell off a wharf about 300 yards from the station. He clung to a pole until rescued by the station crew, who took him ashore and furnished him with dry clothes from the stores of the Women's National Relief Association.
May 5	Assistance at fire ...	Hammonds Bay, Michigan, Lake Huron.	Surfmen worked about three hours fighting a forest fire some 3 miles from the station, and saved a mill and a large quantity of lumber.
May 6	Succor.....	Plum Island, Massachusetts.	About midnight a man applied at the station for lodging, saying that his dory was stranded in the mud. Keeper took him in and kept him over night.
May 6	Clothing furnished.	Grande Pointe au Sable, Michigan, Lake Michigan.	Keeper furnished dry clothing to a man who had fallen into the lake. The clothing was from that donated by the Women's National Relief Association.
May 10	Recovery of body ..	Nags Head, North Carolina.	Keeper found a body on the beach in advanced state of decomposition. It was buried near the station, but on the 23d it was exhumed and identified as that of Frank Warren, of Cape Charles, Virginia, who was lost in Chesapeake Bay on February 17, 1900. The body was removed by Mr. T. J. Warren, who identified it.
May 11	.....do	Chicamacomico, North Carolina.	Surfmen recovered and buried the body of a colored man found on the beach near the station. There was nothing to identify it, but it was supposed to have come from the wreck of the steamer Virginia.
May 11	Rescue from drowning.	Frankfort, Michigan, Lake Michigan.	Seeing a man fall overboard from the car ferry Ann Arbor No. 3, one of the station crew jumped into a small boat and reached him in time to save his life.
May 13	.....do .....	.....do	While an oiler from the car ferry Ann Arbor No. 3 was out in a canoe on Betzie Lake the canoe upset and he was thrown into the water. He struck out for the shore, but was seized with cramps and called for help. One of the station crew manned a small boat and arrived on the scene just as the man was sinking. The surfman hauled the drowning man into the boat and took him to the station, where he soon recovered.
May 14	Transportation	Assateague Beach, Virginia.	The master of the schooner Frank Herbert, lying in the harbor, was taken seriously ill and sent to the station for assistance. Keeper sent to Chincoteague and procured a physician and put him on board the vessel. Made another trip with the physician on the following day, finding the master much improved.
May 14	Recovery of body ..	Fairport, Ohio, Lake Erie.	Station crew recovered a body floating in Grand River. Took it ashore and notified the coroner. It was identified as that of Lincoln Campeny, who had been missing since Jan. 15, 1900.
May 14	Rescue from drowning.	Ship Canal, Michigan, Lake Superior.	While under the influence of liquor a man fell from the pier into the canal, about a mile from the station. Two surfmen went to his rescue and hauled him out.
May 18	Recovery of body ..	Buffalo, New York, Lake Erie.	In response to a request from the master of the steamer Rhodes, keeper sent two surfmen to grapple for the body of one

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1900. May 18	Recovery of body ..	Buffalo, New York, Lake Erie.	of the vessel's hands, who was thought to have been drowned. They recovered the body in about fifteen minutes and turned it over to the coroner.
May 20	.....do	Oswego, New York, Lake Ontario.	Learning that the body of a woman was floating in the lake about $\frac{1}{2}$ mile from the station, keeper had it brought in and notified the coroner.
May 21	.....do	Duluth, Minnesota, Lake Superior.	At the request of the coroner the keeper picked up a body which had been found by a dredging party and took it across the canal. It had evidently been under water for a long time, as skates were found on the shoes.
May 22	.....do	Cleveland, Ohio, Lake Erie.	Two of the station crew dragged for and recovered the body of a man who was drowned by falling into the river from the Big Four Railroad bridge, some 3 miles up the river from the station. Turned the body over to the city authorities.
May 24	Succor.....	Hog Island, Virginia	Two men at work on the beach attempted to board their sloop, which was anchored off the station, but were unable to pass through the breakers. Being thoroughly drenched, they applied to the keeper for shelter and dry clothes, which were furnished.
May 24	.....do	Little Island, Virginia.....	A party of five persons driving along the beach were overtaken by a rain storm and applied at the station for shelter. Keeper accommodated them as best he could.
May 27	Medical assistance..	Old Chicago, Illinois, Lake Michigan.	At 9 p. m. lookout on north pier found a man who had taken a large dose of carbolic acid, probably with suicidal intent. He signaled the station for help and then grappled man to keep him from leaping overboard. Part of the crew went to the place in the Whitehall boat and brought the man to the station, where he was given emetics. He was soon afterwards taken to a hospital in a police patrol wagon.
May 27	Recovery of body ..	Corson Inlet, New Jersey.	Station crew recovered the body of a man in advanced stage of decomposition. By direction of coroner it was buried on the beach.
May 30	.....do	Saint Joseph, Michigan, Lake Michigan.	Surfmen recovered the body of Arthur Richmond, who was drowned from a dredge sometime during the previous night, and turned it over to the coroner.
May 30	Rescue from drowning.	South Chicago, Illinois, Lake Michigan.	While one of the surfmen was doing his pier patrol he saw a man fall into the Calumet River from the opposite pier. Hastily jumping into a small boat, the surfman pulled to the man, put a heaving line around him, and hauled him safely up on the pier.
May 31	Recovery of body ..	Old Chicago, Illinois, Lake Michigan.	Recovered a body floating off Indiana street and turned it over to the city authorities.
June 3	Rescue from drowning.	Frankfort, Michigan, Lake Michigan.	A skiff swamped as it was shoving away from a dock, letting two men into the water. A surfman safely hauled them both out upon the dock.
June 4	Recovery of body ..	Duluth, Minnesota, Lake Superior.	A boy named William Dorland was drowned while in swimming about $1\frac{1}{2}$ miles S. of station. Surfmen recovered the body after it had been in the water about $1\frac{1}{2}$ hours, and delivered it to the boy's mother.
June 6	Resuscitation.....	Milwaukee, Wisconsin, Lake Michigan.	A small boy fell overboard about 500 yards S. of station, and was hauled out in an unconscious condition by an unknown person. Surfmen took charge of the boy, expelling water from his stomach, rolling him in hot blankets, and rubbing him until he revived.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1900. June 8	Recovery of body ..	South Chicago, Illinois, Lake Michigan.	Police reported to the keeper that a man had committed suicide by drowning himself about 1½ miles S. of station. Surfmen went to the scene, recovered the body, and delivered it to the city authorities.
June 9	Rescue from drown- ing.	Milwaukee, Wisconsin, Lake Michigan.	John Peddenburg, a newsboy, fell into the river while riding a bicycle along a dock. A surfman picked him up with station skiff and carried him to station, where the keeper gave him dry clothes from the stores of the Women's National Relief Association and hot stimulants. Surfmen recovered the bicycle, and sent the lad home as soon as he was able to go.
June 11	Recovery of body ..	Duluth, Minnesota, Lake Superior.	A ship carpenter who had been at work on the stern of the steamer India followed the steamer in his skiff as she shifted berths. The steamer backed before entering the slip and drew the skiff into her wheel, smashing it to pieces. Surfmen recovered the body of the man in a much mangled condition, and delivered it to the coroner.
June 11	Rescue from drown- ing.	Frankfort, Michigan, Lake Michigan.	A small boy, named Tom Little, fell off the pier into the water and held onto the fish pole of another boy until two surfmen picked him up. They took him to station and dried his clothes and then sent him home.
June 11	.....do	Saint Joseph, Michigan, Lake Michigan.	A man under the influence of liquor fell from the N. pier into the river. Station crew launched surfboat and rescued the man, whom they found clinging to a pile.
June 12	Recovery of prop- erty.	Cape Disappointment, Washington.	Two fishermen having lost their net, surfmen towed them to the place toward which it would drift, and there they found it.
June 13	.....do	Saint Joseph, Michigan, Lake Michigan.	A woman accidentally dropped her pocket-book, containing five valuable rings, from the N. pier into the water. Surfmen recovered the pocketbook, in pieces, and three of the rings for her.
June 18	Recovery of body...	Brant Rock, Massachu- setts.	A boy reported at station that he had found the body of a drowned man on the beach about 2 miles N. of station. Keeper telephoned to an undertaker at Marshfield, and then went with the boy to the body and hauled it up clear of the tide, remaining by it until the undertaker came and took charge of it. The body was identified as that of Dudley Connors, of Scituate, Massachusetts.
June 18	.....do	Buffalo, New York, Lake Erie.	A carpenter fell overboard from a staging around the stern of the steamer India, which was lying in Blackwell Canal. Surfmen recovered his body in fifteen minutes after their arrival, and worked in vain for two hours trying to restore animation. By order of the coroner they delivered the body to the son of the drowned man.
June 18	Assistance at fire...	Ship Canal, Michigan, Lake Superior.	Station patrol reported that there was a building on fire about ¼ of a mile N. of station at 11 p. m. Surfmen hastened to the scene with fire buckets and worked to extinguish the flames, but the building was consumed in spite of their efforts.
June 23	Recovery of prop- erty.	Frankfort, Michigan, Lake Michigan.	A crib which was being built by a contractor for the Government pier went adrift and was being carried by the current out into the lake. Surfmen made lines fast to it and secured it properly.
June 26	Recovery of body...	Cleveland, Ohio, Lake Erie.	A boy fell into the lake off Kirtland street, 1½ miles ENE. of station, and was drowned. Surfmen recovered the body and turned it over to an undertaker.

Services of crews (miscellaneous)—Continued.

Date.	Service rendered.	Station and locality.	Nature of casualty.
1900. June 27	Recovery of body...	Duluth, Minnesota, Lake Superior.	One of the crew of the steamer I. W. Nicholas fell overboard at the coal dock, 5½ miles SW. of station, and was drowned. Surfmen recovered the body and delivered it to the master of the steamer.
June 28	.....do	Cleveland, Ohio Lake Erie.	Surfmen pulled out and secured the body of a man which had been seen floating in the harbor. They delivered it to an undertaker.
June 28	.....do	Chicago, Illinois, Lake Michigan.	A boy named Enos Bock fell into the lake off 36th street, 3 miles N. of station, and was drowned. Surfmen recovered the body after it had been in the water for two and one-half hours.
June 29	Rescue from mire ..	Gurnet, Massachusetts....	A man and his wife became mired in a bog hole while driving ashore from Clarks Island. Keeper engaged two surfmen (inactive season) and went to their aid, taking planks and a line. The woman walked to firm ground on the planks, and then, with the assistance of some volunteers, the surfmen hauled the horse and buggy out of the mire.
June 29	Recovery of body...	Louisville, Kentucky.....	A boy having fallen into the Ohio River, station crew recovered the body and worked an hour to resuscitate it without success. Then they turned the body over to the boy's parents.
June 30	.....do	Oswego, New York, Lake Ontario.	The body of the man who was drowned on June 24 washed up on the beach about 3 miles E. of station. Keeper notified the coroner and relatives of the deceased, and then went after the body with an undertaker.
June 30	.....do	Racine, Wisconsin, Lake Michigan.	Surfmen saw a man fall overboard from the pier on the opposite side of the river; pulling across, they recovered the body in about six minutes. Keeper sent for a physician and tried at once to resuscitate the body. The physician told the surfmen that their efforts were useless after they had been at work for three-fourths of an hour, but they continued to work over the body for three-fourths of an hour longer before giving up the attempt.

VESSELS WARNED FROM DANGER.

1899-1900.

VESSELS WARNED FROM DANGER.

The efficiency of the patrol system has been fully maintained throughout the year. The returns from the various stations show that in 185 instances vessels standing into danger were apprised of their peril in the night by the burning of the Coston night signals, and 9 in the daytime by the signals of the International Code and other appropriate means.

BY NIGHT SIGNALS.

Date.	Station and locality.	Circumstances of warning.
1899.		
July 1	Ilwaco Beach, Washington...	At 11.15 p. m. the north patrol warned off a steamer which was running dangerously close to the beach.
July 4	Middle Island, Michigan.....	Patrolman saw a large steamer heading for the NE. end of the island at 9.30 p. m. He burned a Coston signal and the vessel stood out into the lake.
July 15	South Haven, Michigan.....	Surfman on patrol from 8 to 10 p. m. warned a steamer off the beach during a light fog.
July 17	Southside, California.....	Seeing a vessel close to the breakers, patrolman fired a Coston signal; the vessel thereupon stood out into safe water.
Aug. 1	Race Point, Massachusetts...	The west patrol, from 8 p. m. to midnight, discovered a schooner to be dangerously near the bar. He warned her away by flashing a danger signal.
Aug. 2	Crisps, Michigan.....	At 2 a. m. the patrol saw a steamer heading directly for the beach and dangerously near it. He fired a Coston signal, whereupon she backed out and headed down the lake.
Aug. 3	Crumple Island, Maine.....	At 2.30 a. m. a schooner which was standing into danger was warned off by the Coston signal of the station patrol.
Aug. 10	Atlantic City, New Jersey....	At 12.30 a. m. the south patrol fired a Coston signal to warn a schooner standing dangerously close to the beach. She immediately went about and stood offshore.
Aug. 11	Hunniwells Beach, Maine....	The south patrol, from 8 p. m. to midnight, burned a Coston signal to warn a schooner which was sailing toward the beach and was very near it. Upon seeing the signal she at once kept off and went clear.
Aug. 11	Hereford Inlet, New Jersey...	At 10.40 p. m. the patrol saw a vessel standing in too close to the bar off the inlet and quickly fired a danger signal. She changed her course and went clear.
Aug. 13	Yaquina Bay, Oregon.....	The north patrol burned a Coston light at 10.45 p. m. to warn a steamer that was perilously near shore, and she immediately altered her course.
Aug. 16	Cape Henry, Virginia.....	At 9.50 p. m. the keeper displayed a Coston light to inform a large steamer that she was approaching the shoal water off point of cape. Heeding the signal, she headed off on a safe course.
Aug. 21	Yaquina Bay, Oregon.....	A steamer standing along dangerously near the breakers was admonished to haul offshore by the danger signal of the north patrol at 12.40 a. m. She acknowledged the warning and promptly changed her course.
Aug. 23	Atlantic City, New Jersey....	At 7.45 p. m. the south patrol flashed a danger signal to warn a steamer of her dangerous position, and she at once stood seaward.
Aug. 26	San Luis, Texas.....	At 7.30 p. m. the patrol to the SW, seeing a vessel approach perilously close to shore, fired a Coston signal, whereupon she turned and stood away.
Aug. 26	Ilwaco Beach, Washington...	During the first watch the north patrol warned off a vessel, which was approaching too near the beach, by burning a Coston light.
Aug. 30	.....do.....	At 11.40 p. m. the south patrol flashed a Coston signal to caution a steamer which was standing too close to shore. She heeded the warning and hauled off.
Sept. 6	Yaquina Bay, Oregon.....	A steamer was warned off the beach during the first night watch.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1899.		
Sept. 12	Pointe aux Barques, Michigan.	A large steamer was reported to the keeper to be heading for the reef during a heavy N.E. gale. Keeper at once fired a Coston signal and the steamer thereupon headed out into the lake, narrowly averting disaster.
Sept. 14	High Head, Massachusetts....	During the mid watch a steamer with a barge in tow was warned off the bar by the station patrol.
Sept. 15	Atlantic City, New Jersey	A north-bound steamer was warned off a dangerous course at 2.15 a. m.
Sept. 16	Cape Lookout, North Carolina.	South patrol from 3 a. m. to sunrise made out a schooner heading close to the shoals. He flashed his danger signal and the vessel tacked offshore.
Sept. 17	Cape May, New Jersey.....	Midnight patrol saw a schooner dangerously near Prissy Wicks Shoal and at once fired a Coston. The vessel headed out into Cape May channel.
Sept. 22	Orleans, Massachusetts.....	South patrol warned a large tern schooner off the beach at 1 a. m.
Sept. 22	Golden Gate Park, California.	Surfman on watch from 8 a. m. to midnight made out a schooner close in to the breakers and heading toward the beach. He at once flashed a signal and the schooner went about in time to avert a casualty.
Sept. 28	Pointe aux Barques, Michigan.	At 10 p. m. station patrol burned a Coston signal to a large steamer heading for the shore. She changed her course in time to clear the reef.
Oct. 1	Cuttyhunk, Massachusetts....	At 10 p. m. a vessel which was headed directly for the beach was admonished of her danger by the Coston light of the patrolman. She kept off into Vineyard Sound.
Oct. 4	Race Point, Massachusetts....	Shortly after dark the west patrol flashed a danger signal to a schooner which was perilously near the beach; whereupon she hauled off.
Oct. 4	Cobb Island, Virginia.....	Seeing a vessel standing into danger at 2 a. m., the patrolman burned a Coston light, which caused her to haul out into deep water.
Oct. 6	Sandy Point, Rhode Island...	During a gale of wind and heavy surf the night patrol burned a warning signal to a schooner standing into danger, and thereby prevented a serious wreck.
Oct. 8	San Luis, Texas	At 4.30 a. m. the northeast patrol burned a Coston light to warn off a steamer which was heading for the beach and much too near it. She headed offshore and anchored until daylight, when she signaled for her position, which was given to her by the keeper.
Oct. 9	Yaquina Bay, Oregon.....	The south patrol flashed a Coston light at 2.30 a. m. to inform a steamer that she was dangerously near the breakers. She acknowledged the warning by sounding three blasts of her steam whistle, and then she stood seaward.
Oct. 11	Frankfort, Michigan	Perceiving a steamer much too near the shore, the south patrol quickly ignited his danger signal, and she immediately changed to a safe course, sounding a whistle of acknowledgment.
Oct. 13	Cuttyhunk, Massachusetts....	At 6 p. m., during a fog, the patrolman heard the fog horn and soon saw the sails of a vessel headed directly on shore. He flashed his danger signal and hailed her, telling her how to steer clear. The shore being bold, she turned safely and stood away.
Oct. 14	Durants, North Carolina.....	A schooner standing into danger, was warned off during the first watch by the Coston light of the patrolman.
Oct. 15	Cuttyhunk, Massachusetts....	About 2.30 a. m. the east patrol saw a vessel running much too near the S. shore of the island. He fired a Coston signal and she at once turned offshore.
Oct. 16	Dam Neck Mills, Virginia.....	During the middle watch the patrol, by burning two danger signals, warned off a steamer which was standing for the beach and dangerously near it.
Oct. 20	Little Beach, New Jersey	Upon seeing the Coston signal of the patrolman at 7 p. m., a large steamer altered her course, which was taking her too near the shoals.
Oct. 21	Indian River Inlet, Delaware.	During the watch from 8 p. m. to midnight, the north patrol espied a vessel much too near the beach for safety and burned a warning signal, whereupon she tacked in time to clear the breakers.
Oct. 21	Cobb Island, Virginia.....	Seeing a vessel standing into danger at 7.10 p. m., the patrol burned a Coston light, which caused her to haul out for deep water.
Oct. 22	Wood End, Massachusetts	Shortly after sunset the south patrol perceived a schooner dangerously near the shore and burned his red light. She tacked offshore immediately.
Oct. 23	Atlantic City, New Jersey	At 11.40 p. m. the north patrol burned a Coston light to inform a steamer that she was in danger; upon seeing the signal she steered offshore.
Oct. 23	Pecks Beach, New Jersey.....	During the first watch the station patrol fired a Coston signal to caution a vessel to keep farther offshore.
Oct. 26	Chatham, Massachusetts	Soon after dark the south patrol flashed a Coston signal to give notice of danger to a large schooner that was approaching too close to shore in the heavy mist. She tacked and went clear.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1899.		
Oct. 26	Brigantine, New Jersey.....	The patrol from 8 p. m. to midnight burned a Coston light to warn off a steamer which he considered to be dangerously near the shore.
Oct. 30	Little Island, Virginia.....	During the middle watch a large steamer was cautioned not to approach so close to the beach by the Coston light of the north patrol.
Oct. 31	High Head, Massachusetts ...	Soon after sunset, while raining, the station patrol saw a steamer's lights which showed her to be dangerously near shore. He flashed a Coston signal, upon seeing which she burned an answering light and then hauled out.
Oct. 31	Little Island, Virginia.....	At 7 p. m. the station lookout discovered two large schooners heading for the beach and very near the breakers. By burning two Coston signals he caused them to change their course and go clear.
Nov. 1	Hog Island, Virginia	At 10.30 p. m. north patrol burned a Coston signal to warn a vessel off the bar, but she did not heed the warning; south patrol then flashed another and the vessel at once headed out.
Nov. 2	Barnegat, New Jersey	A steamer with tow was warned off the shoals by the midnight patrol.
Nov. 3	Cape Disappointment, Washington.	Shortly before daylight the patrol saw a tug standing out toward the bar with a barge in tow. As the bar was very rough the patrol burned a danger signal, whereupon the tug put about and stood up the river.
Nov. 4	Great Neck, Massachusetts ...	Sunset patrol saw a schooner very close to the breakers and set off two red lights in rapid succession. The vessel barely missed stranding.
Nov. 4	Hog Island, Virginia	At 3.35 a. m. a steamer was prevented from stranding by a Coston signal.
Nov. 7	North Beach, Maryland	Midnight patrol warned a sloop off the beach S. of the station.
Nov. 10	Amagansett, New York	A steamer heading for the beach and perilously close inshore immediately put about upon the flash of a danger signal.
Nov. 12	Atlantic City, New Jersey....	A steamer was warned off Brigantine Shoals at 8 p. m.
Nov. 12	Ocean City, New Jersey	Station patrol fired a danger signal in time to warn a steamer with tow from running upon the bar.
Nov. 13	Atlantic City, New Jersey....	A north-bound steamer ran too close to Brigantine Shoals and would have struck but for the warning of the station patrol.
Nov. 14	Ilwaco Beach, Washington ..	A vessel was given timely warning at 11.15 p. m. and went about in season to prevent stranding.
Nov. 16	Peaked Hill Bars, Massachusetts.	Night watch flashed a Coston signal to a vessel running for the bars. She went about and passed clear.
Nov. 17	San Luis, Texas	Southwest patrol warned off a steamer that was running too close to the beach.
Nov. 23	Plum Island, Massachusetts..	Bar being very rough, keeper flashed a danger signal to caution a steamer against attempting to cross.
Nov. 24	Atlantic City, New Jersey....	Shortly before daylight a steamer was warned against closer approach to Brigantine Shoals.
Nov. 25	Core Bank, North Carolina...	A schooner was warned off the beach by the south patrol.
Dec. 3	Point Allerton, Massachusetts.	At 2.30 a. m. the south patrol warned off a small schooner which was standing in very close to the beach. Upon seeing the Coston light she stood offshore.
Dec. 3	Core Bank, North Carolina...	Shortly after sunset the south patrol warned off a schooner by flashing a Coston light.
Dec. 4	Point Lookout, New York	Seeing a vessel dangerously near the beach soon after sunset, the east patrol burned a danger signal, whereupon she hauled off.
Dec. 4	Wachapreague, Virginia	A steamer which was too near Dawson Shoals ran out of danger as soon as the station patrol flashed a Coston signal.
Dec. 4	Hog Island, Virginia	At 2.30 a. m. both station patrolmen saw the lights of a steamer which was running directly in toward shore. They burned their Coston lights, one after the other, and she turned offshore just in time to clear the shoals.
Dec. 4	Cobb Island, Virginia.....	At 10.15 p. m. the patrol flashed a Coston signal to inform a vessel that she was standing into danger. She altered her course at once.
Dec. 6	Crispe, Michigan.....	During the middle watch the patrolman warned off a steamer which was heading for the shore.
Dec. 7	Wachapreague, Virginia	A steamer was warned out of danger by the flash of the Coston signal during the watch from midnight to 4 a. m.
Dec. 7	Cobb Island, Virginia	During the first watch the station patrol fired a Coston signal to caution a vessel standing into danger, and she immediately changed her course.
Dec. 7	Oregon Inlet, North Carolina.	Sunset patrol displayed a red Coston light to warn a schooner standing along too near the beach. She answered with a white torchlight and altered her course.
Dec. 8	Core Bank, North Carolina...	By burning a Coston signal shortly before daylight the north patrol cautioned a schooner to keep farther offshore.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1899.		
Dec. 10	Gilgo, New York.....	Between sunset and 8 p. m. the surfman on patrol fired a danger signal to advise a vessel that she was too near the beach for safety. She at once changed her course to gain sea room.
Dec. 10	Cape Henlopen, Delaware....	Soon after dark the station patrolman flashed a Coston signal to caution a schooner that was too close to the beach.
Dec. 10	Humboldt Bay, California....	About 7 a. m. the station patrol saw the lights of a steamer much too near the beach and burned a Coston light, whereupon she hauled offshore.
Dec. 13	Tathams, New Jersey.....	During the watch from 8 p. m. to midnight the north patrol observed a vessel near the breakers and liable to strand. He fired his Coston signal, thereby causing her to steer clear of danger.
Dec. 14	Gurnet, Massachusetts.....	Two vessels, standing too close to the shore, were warned off by the usual night signal of the station patrol.
Dec. 14	Surfside, Massachusetts.....	The west patrol, from midnight to 4 a. m., saw a four-masted schooner much too close inshore and fired a Coston light, which caused her to keep off.
Dec. 15	Great Neck, Massachusetts...	At 2.15 a. m. a large four-masted vessel that was heading in for the beach was admonished by the Coston light of the station patrol, and at once turned offshore.
Dec. 21	Wachapreague, Virginia.....	The station patrol burned a night danger signal to caution a vessel that was much too near the shoals.
Dec. 23	Plum Island, Massachusetts...	About 6.30 p. m. a Coston signal was burned to notify the steamer <i>Pet</i> that the bar at the mouth of the Merrimac River was too rough for her to cross safely. She ran back toward Gloucester.
Dec. 23	Cold Spring, New Jersey.....	During thick weather and soon after sunset the east patrol discerned a steamer running head on for the beach and fired two Coston in quick succession. She turned in time to avoid stranding.
Dec. 24	Sandy Point, Rhode Island...	At 7 p. m. one of the station patrolmen cautioned a schooner against standing into danger by burning his Coston signal.
Dec. 24	Hog Island, Virginia.....	At 6.35 p. m. the south patrol burned a warning signal to a vessel whose green light showed her to be much too near the bar. She tacked at once and stood offshore.
Dec. 27	Point of Woods, New York...	At 4.15 a. m. the east patrol saw a large steamer close to the outer bar and showing both side lights. He burned a danger signal, which she acknowledged with a short blast of her steam whistle, and then she steamed away upon a safe course.
Dec. 27	Bonds, New Jersey.....	Soon after sundown a steamer running too close to the beach was notified to keep farther offshore by the flash of the night danger signal.
Dec. 27	Atlantic City, New Jersey....	At 11.30 p. m. a steamer dangerously near the beach was warned off by the station patrol.
Dec. 27	Yaquina Bay, Oregon.....	During the middle watch the south patrol cautioned a passing steamer to haul offshore. She changed her course at once.
Dec. 28	Iale of Wight, Maryland.....	While on south patrol from 8 p. m. to midnight a surfman warned off a two-masted schooner by firing a Coston signal.
Dec. 28	Ocean City, Maryland.....	At 9 p. m. the station patrol burned a danger signal to warn a schooner that was too near the shore.
Dec. 29	Metomkin Inlet, Virginia....	Surfman on patrol from 8 p. m. to midnight admonished a vessel which he discovered to be dangerously near the beach. Upon seeing the warning signal she stood offshore.
Dec. 29	Wachapreague, Virginia.....	After burning four Coston signals the station patrolmen succeeded in making a steamer change her course sufficiently to clear the shoals, toward which she had been headed.
Dec. 29	Parramore Beach, Virginia...	At 10.30 p. m. the north patrol warned a steamer from a dangerous position by burning a Coston light.
Dec. 29	.....do.....	The south patrol fired a danger signal at 10.45 p. m. to warn off a steamer.
Dec. 29	Hog Island, Virginia.....	At 9.45 p. m. the patrol fired a cautionary signal to inform a steamer that she was running too near the shoals. She altered her course immediately and went clear.
Dec. 30	Townsend Inlet, New Jersey.	In the early morning a vessel was warned off Townsend Inlet bar by the patrol's danger signal.
Dec. 31	Barnegat, New Jersey.....	The patrol from midnight to 4 a. m. discovered a schooner dangerously near the beach and flashed a Coston signal, which caused her to keep away.
1900.		
Jan. 3	North Beach, Maryland.....	South patrol warned a schooner off the beach during the first night watch.
Jan. 9	Peaked Hill Bars, Massachu- setts.	About 3.30 a. m. surfmen on watch saw a steamer approach- ing dangerously near the bars. He set off his Coston sig- nal and the vessel hauled out into safe water.
Jan. 11	.....do.....	A schooner was warned off the bars at 8.30 p. m.
Jan. 12	False Cape, Virginia.....	South patrol flashed a danger signal to a steamer too close inshore; she thereupon headed out.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1900.		
Jan. 16	Ilwaco Beach, Washington...	Two red lights were burned to apprise a steamer of her proximity to the beach; at the second flash she stood offshore.
Jan. 17	Little Island, Virginia	Shortly after sunset south patrol burned a danger signal to a steamer heading into shoal water. As she did not heed the warning, he set off another. Vessel then hauled out.
Jan. 19	Bonds, New Jersey	South patrol gave warning to a sailing vessel in time for her to avoid stranding.
Jan. 20	Fletchers Neck, Maine	North patrol saw a steamer through the fog heading directly for the rocks. He lost no time in burning a danger signal, and the vessel barely missed the obstructions.
Jan. 23	Old Harbor, Massachusetts...	A three-masted schooner was warned off the beach by the south patrol.
Jan. 26	Hog Island, Virginia	At 7.40 p. m. surfman on watch made out a steamer close to the shoals and apparently heading for the beach. He gave warning of her danger and she passed clear.
Jan. 26	Cobb Island, Virginia	At 1 a. m., upon the flash of the patrolman's Coston, a vessel hauled out of shoal water to a safe course.
Jan. 27	San Luis, Texas	Southwest patrol warned a steamer off the beach at 10 p. m.
Jan. 29	.....do	At 4.30 a. m. the northeast patrol made out a steamer heading dangerously close to the beach, and gave warning in time to prevent the vessel from stranding.
Jan. 30	Cape Disappointment, Washington.	While a steamer was coming into the channel at night she seemed to lose her bearings and came near stranding. Station patrol burned a Coston signal, whereupon the vessel hauled into the channel.
Feb. 2	Peaked Hill Bars, Massachusetts.	About midnight the station patrol warned a steamer off from Peaked Hill Bars.
Feb. 2	Wallops Beach, Virginia	At 10.30 p. m. the south patrol saw both side lights of a steamer which was running directly for the beach. He fired a danger signal, which caused her to stand seaward.
Feb. 2	San Luis, Texas	Soon after sunset both station patrolmen burned warning signals to a steamer that was heading for the beach. She hauled off at once.
Feb. 3	Chicamacomico, North Carolina.	At midnight the station patrol warned off a steamer which was dangerously near the beach.
Feb. 4	Gull Shoal, North Carolina...	During the mid watch a steamer too near the beach was warned away by the patrolman's danger signal.
Feb. 5	Velasco, Texas	A schooner which was standing too close inshore was warned of her danger by the patrol, who burned a red signal, which caused her to tack immediately.
Feb. 9	Isle of Wight, Maryland.....	The patrol from 8 p. m. to midnight warned off a two-masted schooner by burning a red danger signal.
Feb. 10	San Luis, Texas	At 5 a. m. the southwest patrol flashed a danger signal to warn off a schooner that was heading for the beach. She at once went about.
Feb. 12	Tathams, New Jersey	Steamer with three barges in tow was perilously near the beach during the evening watch. Patrol fired a danger signal, whereupon she steered an offshore course.
Feb. 12	Pea Island, North Carolina...	During the morning watch the station patrol flashed a danger signal to warn a vessel that was much too near the beach. She heeded the warning.
Feb. 13	Wallops Beach, Virginia	A steamer running directly for the beach during the mid watch was admonished to keep off by the danger signal of the station patrol. She at once backed off and anchored until daylight, and then proceeded on a safe course.
Feb. 16	Pecks Beach, New Jersey.....	About midnight a vessel that was standing into danger was warned away by the station patrolman.
Feb. 17	Rehoboth Beach, Delaware..	Shortly after sunset the station patrol warned a steamer off the beach.
Feb. 17	.....do	The patrol from 8 p. m. to midnight warned away a vessel that was approaching too near the shore.
Feb. 18	Avalon, New Jersey	During the evening watch the patrol informed a schooner that she was approaching danger by burning a red light. She at once anchored to await daylight.
Feb. 18	Pea Island, North Carolina...	A steamer dangerously near the beach hauled offshore upon seeing the warning signal of the patrolman.
Feb. 19	Cobb Island, Virginia	A vessel showing both red and green side lights was cautioned by a danger signal from the station. She turned seaward after a second signal had been burned.
Feb. 25	Wood End, Massachusetts.....	At 2 a. m. the south patrol warned off a schooner that was standing into danger.
Feb. 25	Blue Point, New York	During the mid watch the patrol, having seen a steamer perilously near the beach through the snow squalls, fired a warning signal, which caused her to haul offshore.
Feb. 26	.....do	A steamer with a barge in tow, near the outer bar and heading toward the beach, was cautioned to change her course by the danger signal of the station patrol. She immediately swung around and headed offshore.
Feb. 27	Popes Island, Virginia.....	At 2.10 a. m. the south patrol burned a danger signal to apprise a steamer of her near approach to the beach. She immediately kept away.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1900.		
Feb. 27	Oregon Inlet, North Carolina.	The evening patrol warned off a schooner that was standing into danger.
Feb. 28	Race Point, Massachusetts ...	During the watch from sunset to 8 p. m. the patrol warned off a steamer that was dangerously near shore.
Mar. 10	Isle of Wight, Maryland.....	South patrol warned a schooner off the beach during the first night watch.
Mar. 12	High Head, Massachusetts ...	During the mid watch station patrol burned a Coston signal to a schooner standing too close to the bar; the vessel put about and stood offshore.
Mar. 14	South Brigantine, New Jersey	A schooner standing into dangerous water was warned off by a red night signal.
Mar. 17	Chatham, Massachusetts	Sunset patrol flashed his Coston to a large schooner standing very near the bars; she stood off on a safe course.
Mar. 23	Shoalwater Bay, Washington.	Midnight patrol warned off a vessel whose lights could be seen dangerously close inshore.
Mar. 24	Point Lookout, New York	Night patrol set off his Coston in time to prevent the stranding of a steamer.
Mar. 25	Wood End, Massachusetts	A schooner near the bar was advised of her dangerous position by Coston signal; she at once stood away.
Mar. 26	Wachapreague, Virginia	North patrol warned a vessel off the shoals by burning his danger signal.
Mar. 27	Ilwaco Beach, Washington...	Two steamers approaching too close to the breakers were warned of their peril in time to avert a catastrophe.
Mar. 29	Indian River Inlet, Delaware.	A steamer was warned off the beach between 8 p. m. and midnight.
Mar. 31	Saluria, Texas	At 10.30 p. m. the southwest patrol made out both lights of a schooner which was apparently standing directly for the shoals of Pass Cavallo bar; he immediately flashed his Coston signal, and the vessel went about in safety.
Apr. 1	Race Point, Massachusetts ...	Between 8 p. m. and midnight the west patrol discovered a fishing schooner about to run ashore. He flashed a danger signal, which warned her off.
Apr. 4	Isle of Wight, Maryland.....	The south patrol from 8 p. m. to midnight warned off a two-masted schooner which was much too near the shore.
Apr. 4	Hog Island, Virginia	At 11 p. m. the patrolman saw a steamer running directly toward the beach. After he had burned two warning signals, she stood offshore just in time to clear the outer bar.
Apr. 6	Isle of Wight, Maryland.....	A two-masted schooner was warned away from the shore during the first watch by the Coston light of the station patrol.
Apr. 8	Townsend Inlet, New Jersey ..	At 8.10 p. m. the station patrol burned two Coston signals to warn a two-masted schooner off Townsend Inlet bar.
Apr. 8	Avalon, New Jersey	The patrol from 8 p. m. to midnight warned offshore a large four-masted schooner by firing two Coston lights.
Apr. 10	Shoalwater Bay, Washington.	The station patrol from midnight to 4 a. m. burned a Coston signal to warn off a steamer whose lights were seen dangerously near the north spit.
Apr. 11	Long Beach, New York.....	During the first watch the surfman on patrol burned a Coston light to inform a vessel that she was too near the beach for safety. She immediately stood offshore and was soon out of sight.
Apr. 13	Gay Head, Massachusetts.....	At 7.45 p. m. surfman on patrol flashed a danger signal to warn off a catboat that was too close to the beach, the weather being foggy. She promptly hauled off and went clear.
Apr. 17	Wood End, Massachusetts	Surfman on patrol south from 8 p. m. to midnight discovered a schooner too near the shore and at once burned his Coston light to warn her out of danger. She immediately stood away.
Apr. 18	San Luis, Texas	At 10 p. m. the southwest patrol fired a danger signal to warn off a steamer that was too near the shoals off San Luis Pass, whereupon she headed seaward.
Apr. 19	.....do	At 9 p. m. the northeast patrol flashed a danger signal to a steamer heading for the beach. She hauled off and anchored until daylight.
Apr. 25	Plum Island, Massachusetts..	At 8.30 p. m. the south patrol fired a signal to warn a vessel that was dangerously near the beach. She went about and stood offshore.
Apr. 25	Knobbs Beach, Massachusetts	Surfman on patrol discovered a schooner standing dangerously close inshore and at once burned a warning signal, which caused her to go about and stand off on the safe tack.
Apr. 26	Nauset, Massachusetts.....	A three-masted schooner which was standing along too near the shore for safety was warned away by the danger signal of the station patrol at 2.40 a. m.
Apr. 26	Orleans, Massachusetts	Between midnight and 4 a. m. the south patrol warned a schooner off the outer bar.
Apr. 26	Ilwaco Beach, Washington...	The south patrol warned a steamer away from the breakers at 3 a. m.
Apr. 28	Muskallonge Lake, Michigan.	Patrolman burned a danger signal to warn a steamer off shore during the watch from 8 p. m. to midnight.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1900.		
Apr. 29	Little Beach, New Jersey.....	South patrol saw a steamer perilously near the shoals at 1.20 a. m. He flashed a warning signal, which caused her to alter her course and stand clear.
May 3	Gilgo, New York	A steamer was warned off the beach in the mid watch.
May 5	Little Beach, New Jersey.....	North patrol displayed a danger signal to a steamer standing toward the shoals. Vessel thereupon headed out to a safe course.
May 8	Turtle Gut, New Jersey.....	A schooner heading toward the bar was warned in time to prevent her stranding.
May 9	Ilwaco Beach, Washington...	Shortly after midnight a steamer was seen approaching the beach. Patrol fired a danger signal and the vessel kept offshore.
May 18	Popes Island, Virginia.....	At 10.20 p. m. south patrol showed a danger signal to a three-masted schooner standing into shoal water. She went about and stood away.
May 18	Mosquito Lagoon, Florida....	During the early part of the night a south-bound steamer was seen too close inshore. She was warned off by Coston signal.
May 20	Ilwaco Beach, Washington...	Two night signals were burned to attract attention on board a steamer standing too far inshore. The second one was answered by the flash of a torch and the vessel headed out.
May 21	New Inlet, North Carolina ...	A steamer dangerously close to New Inlet bar was given warning in time to avoid a stranding.
May 28	Race Point, Massachusetts....	West patrol burned a danger signal to a schooner about to run ashore. She headed out into safe water.
May 31	Parramore Beach, Virginia....	A steamer was warned from a dangerous position during the first night watch.
June 10	Wood End, Massachusetts....	Station patrol burned a warning signal to a steamer which was dangerously near the beach at 8 p. m. Upon seeing the signal light she hauled offshore.
June 21	Ilwaco Beach, Washington...	Between 8 p. m. and midnight the north patrol warned off a steamer that was approaching too close to the shore.
June 22	Old Chicago, Illinois	During the mid watch the north patrol saw a light approaching dangerously near the beach through the thick fog. He flashed a Coston signal, which caused her to head out into the lake.
June 24	North Manitou Island, Michigan.	A schooner which was standing much too near the shore went about upon seeing the danger signal of the north patrol.
June 25	Vermillion Point, Michigan...	At 1.25 a. m. the station patrol burned a Coston signal to warn a steamer away from danger. She immediately changed her course and went clear.

BY DAY SIGNALS.

1899.		
July 26	Yaquina Bay, Oregon	Shortly before 7 p. m. a steamer's fog whistle was heard directly in front of the station, and in order to warn the vessel of her danger the keeper had the station bell rung; but as the bell was apparently not heard on board the vessel, two shots were fired from the Lyle gun. These were probably made out, for nothing further was heard of the steamer.
Aug. 21	Portsmouth, North Carolina..	Station lookout saw a schooner off the inlet heading to pass around a buoy that was out of place. Knowing that she would strand if she rounded the buoy, the keeper bent signal J D to an oar, as the flagpole had blown down, and showed it from the top of lookout station. She soon made out the signal and hauled her wind, making several tacks to get clear of danger. Afterwards she stood to the northward and entered the inlet safely.
Aug. 31	Great Boars Head, New Hampshire.	The international code signal J D was hoisted at station to warn a bark which was running on a course that would take her into danger. Upon seeing the signal she changed to a safe course.
Sept. 17	Point Reyes, California	Seeing a gasoline schooner standing close to the breakers, keeper had the station alarm bell rung, whereupon the schooner headed out into safe water.
Oct. 13	Rocky Point, New York	During a thick fog the day patrol heard a steamer approaching the rocks about 1 mile E. of station, and shouted a warning. The master answered and requested to be informed of his position, which the patrol gave him, and then he hauled off.
Oct. 15	Cape Henry, Virginia	Observing a large German steamer standing along much too near the beach, the keeper hoisted international code signal J D (You are standing into danger), whereupon she turned offshore.

Warned by day signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1900. Feb. 24	Plum Island, Massachusetts..	Two schooners, bound into the Merrimac River to load sand, were cautioned by international code signal from station not to attempt to enter, as the bar was too rough. A small boat from the U. S. S. Mayflower was also warned not to attempt to cross the bar.
May 26	Plum Island, Wisconsin	While two surfmen were out in a boat they saw the schooner Graham Brothers standing in for Detroit Harbor, but instead of heading for the channel, she was making for a dangerous shoal. The surfmen waved and shouted to her, giving directions for entering, and the vessel then headed for the channel and passed in.
May 27	Plum Island, Massachusetts..	During the afternoon a sloop yacht started to cross the bar while a heavy sea was running. Keeper set international signal L M G (Bar is dangerous), whereupon the yacht kept away for Gloucester.

LETTERS OF ACKNOWLEDGMENT.

LETTERS ACKNOWLEDGING THE SERVICES OF LIFE-SAVING CREWS.

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

[From the Galveston (Texas) News.]

SANDY POINT, TEXAS, *July 12, 1899.*

We, the undersigned citizens of Sandy Point, take pleasure in expressing our appreciation of the noble work done in our community by Captains Haines, Hutchings, Chase, and White and their crews in rescuing the flood sufferers. Hundreds have been relieved by them, and they leave here with the sincerest thanks and gratitude of all in this section. They leave to-day, as there is no more work that necessitates their longer stay.

J. R. BRAGG.
J. B. DUBOSE.
W. L. DUNLAP.
W. B. UTLEY.
W. W. WHATLEY.
T. D. MARTIN.
D. C. CLEVELAND.
C. CLEVELAND.
A. J. OGHMAN.

HOBOKEN, NEW JERSEY, *July 24, 1899.*

DEAR SIR: We, the undersigned, crew of the sloop yacht *Eagle Wing*, of the New Jersey Yacht Club, which was capsized in Sandy Hook Bay July 9, 1899, extend a vote of thanks for the kindness to us in our accident by you and your crew.

D. O'BRIEN.
CHAS. TAYLOR.
H. GREW.
F. LINDER.
M. MCCARTHY.
J. FINN.
B. FLOOD.
J. DARCEY, *Captain.*

Captain EDWARDS,
Spermaceti Cove Life-Saving Station.

KNICKERBOCKER STEAM TOWAGE COMPANY,

Bath, Maine, July 28, 1899.

DEAR SIR: On Wednesday, July 26, the tug *Knickerbocker*, in a dense fog, at 8.30 a. m., went ashore on Whales Back, mouth of Kennebec River, with a fresh surf heaving in at the time. In attempting to clear herself from the rocks the tug lost her propeller. Captain Spinney and crew, of the life-saving station at Hunniwells Beach, came to her assistance, and by their help the tug was saved from total loss, as she would probably have bilged and sunk in deep water. We would hereby express

our appreciation of the valuable assistance rendered to us at that time by the crew stationed at Popham.

Yours, very respectfully,
GENERAL SUPERINTENDENT LIFE-SAVING SERVICE,
Washington, D. C.

CHARLES A. BLAIR.

PHILADELPHIA, PENNSYLVANIA, *July 31, 1899.*

DEAR SIR: We wish to call your attention to the efficient service rendered us in Boston Harbor by Captain E. C. Glawson, of the City Point Life-Saving Station, South Boston. Fire broke out on the steamship *Norseman* at about 2 a. m., July 17, and owing to the promptness of Captain Glawson in going out to her and rendering all possible assistance, and also returning and telephoning for the fire boat, we averted what might have been a serious fire. We consider that, owing to the surroundings, it is a very important station, numerous sailing accidents happening there frequently, and consider Captain Glawson a very worthy man for the situation.

Yours, truly,

A. V. KAISER & Co.,
222 South Third Street.

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

SLEEPING BEAR POINT, MICHIGAN, *August 3, 1899.*

DEAR SIR: Having had the misfortune to strand upon Sleeping Bear Point with the steamer *Toltec* and consort *Miztec*, loaded with lumber from Duluth, bound to Chicago, we sent for the North Manitou Island life-saving crew, who responded promptly and assisted us in lightering deck load, and with the assistance of steamer *Favorite* we were floated at 9.20 a. m. on August 3.

I wish to thank the Service and life-saving crew for their assistance while we were in trouble.

Respectfully, yours,

JAMES TAYLOR,
Master of Steamer Toltec.

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

The following letter, received by a surfman of the Little Island Station, shows that nothing escapes the watchfulness of the beach patrol, although the writer was evidently engaged in a trifling affair:

BALTIMORE, MARYLAND, *August 5, 1899.*

DEAR SIR: I beg to acknowledge receipt of the letter picked up by you on the beach near Little Island Life-Saving Station on the night of the 3d of August. Your finding of this missive is an evidence of your vigilance, and fully demonstrates that the surfmen patrolling these beaches do not do so with their eyes closed. I desire to commend you for the finding of this letter, which from its tenor you will no doubt perceive was simply gotten up as a jest to while away the time, and thank you for your promptness in obeying the instructions therein contained.

Again commending you for your vigilance, and assuring you that you are at liberty to use this letter as you may see fit, I am,

Yours, very respectfully,

WM. F. BROENING.

Surfman CHAS. W. SIMMONS,
Little Island Life-Saving Station, Virginia Beach, Virginia.

LIGHT-HOUSE ESTABLISHMENT,
OFFICE OF THE LIGHT-HOUSE INSPECTOR, ELEVENTH DISTRICT,
Detroit, Michigan, August 5, 1899.

SIR: I take great pleasure in bringing to your notice the excellent work done by the life-saving crew at Vermilion Point. During the last trip of the light-house tender *Marigold*, in Lake Superior, we had occasion to go to the assistance of the

steamer *Cumberland*, ashore to the seaward of Whitefish Point Light Station. Although a long distance from the life-saving station, the crew was promptly on hand and rendered us most valuable assistance in running and handling our lines. At one point in particular, where we had the misfortune to pick the line up in our propeller, their services in clearing it were invaluable. The discipline and good work done by this crew is worthy of the highest commendation, and it gives me great pleasure to bear testimony to the same.

Very respectfully,

Captain J. H. ROGERS,

United States Revenue-Cutter Service, Federal Building, Detroit, Michigan.

DUNCAN KENNEDY,
Commander, U. S. N., Inspector Eleventh District.

CLUBHOUSE,
Monmouth Beach, New Jersey, August 10, 1899.

SIRS: The employees of the Monmouth Beach Clubhouse desire to express their sincere gratitude to you for your prompt response on last Saturday to recover the body of their comrade, swept to sea by the pitiless waves, and though from different sections of the country, each of them will remember you with grateful heart for the zeal and sturdiness you exhibited on the said day. We shall not only remember you, but we will, God permitting us, carry to our friends and homes the facts concerning your kindness and the noble work which you did for distressed humanity.

May God ever bless you and keep you safe when the forked lightnings play around your heads and the roaring thunder seems to utter your death summons, and the gaping waves yearn for your precious lives; may He be at your sides and pilot you safely through when you are called by land or sea to answer duty's call.

We are yours, thankfully,

SAMUEL BONNER,
B. F. WHITE,
L. E. M. BAINES,
Committee.

KEEPER AND CREW, MONMOUTH BEACH LIFE-SAVING STATION,
Monmouth Beach, New Jersey.

OCEAN CITY, MARYLAND, *August 12, 1899.*

DEAR SIR: It is with great gratitude that I write to you to express my thankfulness for having the life-saving station here, and for having such a good man here as Captain J. J. Dunton.

He resuscitated my two daughters on August 9, 1899. Alice Hunting, 17 years of age, came to herself after a little while; Elizabeth S. Hunting, 20 years of age, was over an hour in being resuscitated, having a great deal of water in her and being very nearly gone. Captain Dunton worked nobly over both of them, and I owe to you and to him a debt of gratitude that I will never be able to repay.

Very truly, yours,

GEO. B. HUNTING.

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

LOUISVILLE, KENTUCKY, *August 15, 1899.*

MY DEAR SIR: I was an eye witness to the accident wherein the large steamer *City of Pittsburg* ran down a johnboat early this morning; and I noticed, with much interest and pleasure, the alacrity and watchfulness of the gallant men under you, and the swift rescue of the two men that had been tossed out of the frail craft.

As a journalist and public citizen, I want to congratulate you and the members of your crew; for I have repeatedly seen our fire apparatus in action, but none ever equaled the time your men made to-day in rescuing these two poor fishermen. The time from the sound of the alarm until they were secured was exactly 18 seconds.

Yours, most respectfully,

THOS. O. HALL,
Of The Commercial's Staff.

Captain WILLIAM DEVAN,
Keeper of Louisville Life-Saving Station.

LITTLE KINNAKEET LIFE-SAVING STATION, August 18, 1899.

We, the undersigned, captain and crew of the wrecked schooner *Robert W. Dasey*, which was driven ashore by an east-northeast hurricane with very high surf and tide on August 17, 1899, at 5.30 p. m., wish to make the following statement:

At that time no person could have reached us, but as early as anything could possibly be done the life-saving crew were on hand with their beach apparatus ready to land us. Our vessel, however, had gone high up, so that the life-savers caught the outer jib stay, which was loose, and held it while we came down upon it, one at a time. Then they took us upon the beach clear of the surf. They arrived at the wreck about 6 a. m. on August 18, 1899. After landing us they took us to station three-quarters of a mile distant, and provided us with dry clothing, stimulants, and food; they gave us the very best treatment, and aided us in every possible way to save our effects so far as we could find them on board our vessel.

We also wish to say that these noble, gallant, and heroic life-savers do most dreadfully suffer the hardships of life to save, protect, and take care of sailors who may be cast into their care. There was nothing left undone by the acting keeper and crew of the above-named station. They performed their duties most nobly.

Respectfully submitted.

JULIUS OLSEN, *Master*.
 GEORGE W. LAYFIELD, *Mate*.
 ADOLPH SCHICK, *Cook*.
 GEORGE WILKINS,
 CONRAD PRESCOD,
 H. P. RUSSELL,
 GEORGE BUSBY,

Seamen.

BIG KINNAKEET, NORTH CAROLINA, August 21, 1899.

SIR: I hereby certify on honor that my wife and myself and crew of eight men were rescued from the stranded wreck of the American schooner *Florence Randall* on the 16th day of August, 1899, by the crew of the Big Kinnakeet Life-Saving Station, and that we were cared for at the station to the best of their ability.

C. A. CAVILEER,
Master of Schooner Florence Randall.

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

OCRACOKE, NORTH CAROLINA, August 21, 1899.

We, the survivors from the schooner *Lydia A. Willis*, which was wrecked on a shoal near Ocracoke Inlet on August 17, hereby certify that Captain Terrell and his crew from the Portsmouth Life-Saving Station came to our assistance and rendered most valuable service in bringing us around all right. We desire to hereby express our sincere thanks to Captain Terrell and his crew.

ROBERT GRIFFIN, *Master*.
 BENJ. GRIFFIN, *Mate*.
 A. S. KELLY.
 JOHN ROSS.

NORTH BEACH LIFE-SAVING STATION, August 24, 1899.

MY DEAR SIR: I take great pleasure in congratulating you in having in your service such men as Captain Hudson and his gallant crew, who, on the 22d instant, responded so quickly and rendered such good and efficient service to me that I can not find words to express my feelings and thankfulness for the kindness and hospitality which I have received at their hands. I have been thirty years at sea, and have been wrecked before, but never have had such treatment as in this case, and I repeat that I consider that Captain Hudson and his crew fully merit all the confidence which you repose in them.

Now, in conclusion, I would strongly urge the necessity of another station at or about the place where my vessel lies, near the half-way line, as that part is not patrolled; consequently, much danger of loss of life and property might be avoided by erecting a station at the above-named place.

Hoping that you may give this matter your careful consideration, and lay it before the Government so fully that I sincerely hope, at an early date, to see a much-needed station in the course of construction,

Yours, very respectfully,

E. T. WILLIAMS,

Master of the wrecked schooner Lem Meta.

Captain BENJAMIN S. RICH,

Superintendent of the Fifth Life-Saving District.

CREEDS HILL LIFE-SAVING STATION, August 26, 1899.

SIR: In behalf of the crew of the Diamond Shoal light-ship, No. 69, which stranded near Creeds Hill Life-Saving Station on the morning of August 18 in a hurricane from the southeast, we, the undersigned, wish to thank the Life-Saving Service for the timely assistance which was rendered us by the Creeds Hill life-saving crew.

At 5 a. m. we discovered the life-savers coming to our rescue. The weather was thick and rainy and blowing a hurricane. All hands were in the rigging and the seas were breaking completely over the vessel. We were all landed safely and taken to the station in an exhausted condition, where we were kindly treated by Captain H. W. Styron and his crew, for which we desire to tender our thanks.

J. I. BOWLING, *Master.*

H. D. RULEY, *Assistant Engineer.*

JERRY PERRY, *Fireman.*

GEO. H. WILLIS, *Cook.*

HENRY ADDICKS, *Seaman.*

Hon. S. I. KIMBALL,

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

FRANKFORT, MICHIGAN, August 27, 1899.

DEAR SIR: Permit me to most sincerely extend my thanks to you and your crew for your exceedingly prompt and hearty response to my signal for a boat last evening.

I am acquainted with your methods to some slight extent, but yet I do not see how you could get to us in so short a time, as it seemed but a very few moments from our signal until you were with us and bringing us in. All my kind words are yours.

Your hearty good will in the matter calls especially for my appreciation, which, be sure, is accorded in full.

I beg to remain, very truly, yours,

D. POWELL JOHNSON, Jr.,

Owner of Naphtha Launch Lenore.

Captain GEORGE MORENCY,

Keeper of Frankfort Life-Saving Station, Frankfort, Michigan.

CHICAMACOMICO LIFE-SAVING STATION, August 29, 1899.

DEAR SIR: I wish through you to return the thanks of my crew and myself to the brave keeper and crew of this station for their prompt and valuable service in rescuing us with the breeches buoy on the morning of August 18, during a severe gale of wind and rain. Schooner was fast breaking up and seas were sweeping across her. We also thank them for their generous treatment while we stopped at the station.

Please thank for us all the Women's National Relief Association for their generous supply of clothing. Heaven bless these noble-hearted women!

Yours, respectfully,

S. BOEMAN,

Master of Schooner Minnie Bergen.

Hon. S. I. KIMBALL,

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

HAMILTON, ONTARIO, CANADA, September 1, 1899.

DEAR CAPTAIN: I feel it a duty as well as a pleasure to thank you and your crew for the promptness which you displayed on Saturday night, the 26th of August, during the destruction of the steamer *Sir S. L. Tilley* by fire, and although you were just

too late, your kind offers and willingness to help were appreciated. You also proved what an efficient body the United States Life-Saving Service is, for although our accident happened 9 miles from your station, you were on the spot in less than forty minutes, showing your watchfulness, readiness, and bravery.

I would like to explain about the two men who jumped overboard, for I see by some reports that people might think they were heartlessly deserted. These men were told twice by myself and at least once by my mate to get into the boat, but they chose rather to take their chance otherwise, and all things considered, I believe theirs was the safest course. You will easily understand what a dangerous position our boat was in. Alongside a blazing steamer, going 10 miles an hour, she was liable to be upset at any minute through the excitement or carelessness of each person, and there were 19 all told, some of whom were scarcely accountable for what they did. And to make matters worse our wheel was a-port and fouled that way, our boat was on the port side and of course we dropped right under her quarter, barely escaping the revolving screw. I was the last to step into the boat, but was very doubtful at the time of it being a wise act for my own personal safety; however, I think we were very fortunate in escaping with no lives lost.

Canadian boats have often experienced the usefulness of the United States Life-Saving Service. The writer, four years ago, appreciated the kindness of the crew of the Cleveland Station, and some years ago my uncle, Captain Harry Zealand, wrote a letter of thanks to the Thunder Bay Island Station, the crew of which stayed by him all night, in a big sea, expecting every moment to see the steamer founder, her machinery being disabled.

Thanking you again, I will close, saying that I hope the Service will always be manned by men who will be as prompt in acting as the crew of the Fairport Station did on the night of the 26th of August, 1899.

I am, very sincerely yours,

W. O. ZEALAND,
Master of Steamer Sir S. L. Tilley.

Captain N. M. RASMUSSEN,
Keeper Fairport Life-Saving Station, Ohio.

TREASURY DEPARTMENT,
OFFICE OF THE LIGHT-HOUSE BOARD,
Washington, D. C., September 16, 1899.

SIR: Referring to the report of Mr. J. I. Bowling, master of the Diamond Shoal light-vessel, No. 69, North Carolina, to the inspector of the Fifth Light-House District, of August 21, 1899, the Board takes pleasure in expressing its high appreciation of the assistance and care rendered by you and the life-saving crew to the officers and the crew of the before-named light-vessel under extremely adverse circumstances when it went ashore in the storm of August 18, 1899, near Creeds Hill (North Carolina) Life-Saving Station.

Respectfully,

THOMAS PERRY,
Captain, U. S. N., Naval Secretary.

Mr. HOMER W. STYRON,
Keeper of Creeds Hill Life-Saving Station.

(Through the General Superintendent of the Life-Saving Service, Washington, D. C.)

TRURO, MASSACHUSETTS, *September 20, 1899.*

MY DEAR SIR: I wish to offer my testimony to the efficiency of the Life-Saving Service, especially to the crew of the Pamet River Station, Captain John Rich, who, on September 19, saved the lives of my two daughters, they having been carried far out beyond the breakers while bathing. Only for the quick and skillful assistance of Surfmén Dyer and Paine, who went to them through a heavy surf, they would have drowned before my eyes. I feel that I must express my gratitude to the Service as well as to them.

Respectfully, yours,

SUSAN A. WIGGIN.

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

MANCHESTER, NEW HAMPSHIRE, *September 21, 1899.*

DEAR FRIENDS: I learn with undescribable pleasure and rejoicing of the brave and timely rescuing of my daughters at your hands. I can not express my gratitude in words for your noble act. Put yourself in my place and you will appreciate the kindly feeling of a loving father toward the savers of his idolized daughters. Let me assure you that I value most highly the gallant act, and shall hold in high esteem yourselves and the Pamet River Life-Saving crew.

With kindest regards, I am cordially yours,

J. H. WIGGIN.

Captain JOHN H. RICH,
Surfmen DYER and PAINE, and the
PAMET RIVER LIFE-SAVING CREW.

SOUTH PARK COMMISSIONERS, WASHINGTON PARK,
Chicago, Illinois, September 21, 1899.

DEAR SIR: I wish to sincerely thank you and your men for so promptly putting out the fire on the Casino pier a few days since. I assure you your voluntary efforts are greatly appreciated.

Yours, respectfully,

J. F. FOSTER,
General Superintendent.

Captain ST. PETER,
Life-Saving Station, Jackson Park, Chicago, Illinois.

BALTIMORE, MARYLAND, *September 26, 1899.*

DEAR SIR: I desire through your office to express my thanks to Keeper T. H. Parker and crew, of the Atlantic City (New Jersey) Life-Saving Station, for their kindness to myself and crew during our stay in that place, at the time of the wreck of my vessel, the *Sadie Wayman*, on Absecon bar, September 19, 1899.

Very respectfully,

JAMES PATIENCE, *Master.*

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

CHARLESTON, SOUTH CAROLINA, *October 7, 1899.*

DEAR SIR: On the 14th of September one of my smacks, the *H. E. Thompson*, went ashore on Drunken Dick shoal, near Sullivans Island, and the captain informed me that the keeper and crew of the Life-Saving Station on Sullivans Island assisted me in getting the boat off, when she was in a bad position and laboring heavily. All I can say, as the owner of the *H. E. Thompson*, is that I must thank the keeper and crew of the Sullivans Island Life-Saving Station for saving my boat.

Respectfully,

F. KRESSEL,
Owner of Smack H. E. Thompson.

Mr. JOHN ADAMS,
Keeper of Life-Saving Station, Sullivans Island, South Carolina.

NEW LONDON, CONNECTICUT, *November 21, 1899.*

DEAR SIR: I should like to praise the services rendered to me by Captain A. N. Littlefield and crew of the new Shoreham Station, Block Island, on the night of September 11, 1899, when I went ashore in the southeast gale of wind. I had hardly struck the beach when the patrol was at hand and helped me, and the crew worked hard and faithfully for three days and succeeded in getting the sloop-smack *Sunny Side* afloat, saving her and her cargo of fish. I can further state that you have a good crew and a gentleman for a captain of life-savers. They made me quite at home

in their house and also helped me make repairs so that I could get to New London. I wish you would compliment them for the work they did for me.

Very respectfully,

CHARLES KESSLER,
Master of Sloop Sunny Side.

H. M. KNOWLES, Esq.,
Assistant Superintendent Third Life-Saving District, Wakefield, Rhode Island.

The following resolution was passed by the council of the borough of Bay Head, New Jersey:

Resolved, That the clerk be authorized to extend to Captain Pearce and crew of Bay Head Life-Saving Station the thanks of the mayor and council of the borough of Bay Head for their quick and efficient services at the burning of E. R. Chadwick's house on December 5, 1899.

Signed by mayor and council of the borough of Bay Head, New Jersey.

J. J. FORSYTH, *Clerk.*

TREASURY DEPARTMENT,
OFFICE OF THE LIGHT-HOUSE BOARD,
Washington, D. C., December 7, 1899.

SIR: Referring to the letter of the inspector of the Thirteenth Light-House District of December 2, 1899, the board desires to express through you its sincere thanks and appreciation of the valuable services rendered by the Cape Disappointment and Point Adams (Oregon) life-saving crews to the officers and men of the Columbia River (Oregon) light-vessel, No. 50, which was stranded at the mouth of the Columbia River, Oregon, on November 29, 1899.

Respectfully,

THOMAS PERRY,
Captain, U. S. N., Naval Secretary.

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

SPENCE, MARYLAND, *December 9, 1899.*

GENTLEMEN: I beg leave to say that I feel very much indebted to you all for your untiring kindness to Captain Merritt and myself while we were with you. My most earnest wish is that you may all enjoy health and strength which will enable you to keep your positions of honor and credit. Long live the United States Life-Saving Service, with its big-hearted officers and surfmen! My wife wishes me to say to you, one and all, that she will never forget your great kindness to me, feeling that it is by your timely services that she is not to-day a widow.

With respects and kindest regards to you all, I remain,

Yours, truly,

THOMAS J. HUDSON,
Pilot of Sloop Maud S.

The KEEPER AND CREW OF THE ASSATEAGUE BEACH LIFE-SAVING STATION.

HOG ISLAND LIFE-SAVING STATION, VIRGINIA, *December 15, 1899.*

SIR: I wish in behalf of myself and crew to express our sincere thanks to Captain J. E. Johnson and his crew at Hog Island Life-Saving Station for rescuing us from my sunken vessel on the morning of December 14, 1899.

We stranded about 5.50 a. m., and the vessel bilged at once; the sea was breaking over us and the wreck was in immediate danger of breaking up, but shortly we espied the lifeboat with the brave crew coming, and soon we were on our way to the life-saving station, where we were kindly treated by Captain Johnson and his crew. My vessel is a total loss, and, but for the life-saving crew, we would soon have shared the same fate, as we had no yawl boat, it having been washed away and lost.

Again thanking the crew of Hog Island Life-Saving Station for their timely assistance from shipwreck and death,

I am, sincerely, their friend,

THOMAS NAYLOR,
Master of Schooner Rillie S. Derby.

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

JONESPORT, MAINE, *December 21, 1899.*

DEAR SIR: I take the first opportunity to express my gratitude to you and your noble crew for the services rendered me while anchored in the breakers off Bakers Island.

I am fully convinced that had it not been for your prompt assistance I should have lost my schooner, and I thank you for the quick response and great assistance rendered.

Yours, very cordially,

V. C. BAGLEY,
Master of Schooner Marcus Edwards.

KEEPER OF CRANBERRY ISLES LIFE-SAVING STATION, MAINE.

ASSATEAGUE BEACH, VIRGINIA, *December 25, 1899.*

DEAR SIR: I wish to thank the Assateague Beach life-saving crew for their prompt services in assisting me to extricate my vessel, the schooner *Fred Jackson*, from her very perilous position, and for taking her to a safe anchorage on the 24th day of December, 1899.

Very respectfully,

J. H. WELDON, Jr.,
Master of Schooner Fred Jackson.

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

SAN FRANCISCO, CALIFORNIA, *December 30, 1899.*

DEAR SIR: I wish to express my sincerest thanks and appreciation to the captain and crew of the Coquille River Station for the assistance rendered me in trying to save my vessel from being wrecked. The vessel is a total loss, and but for the good judgment of the captain in firing a line to me and hauling lines ashore myself and crew would surely have been lost with her, as the strong freshet and wind would have set me northward on the outlying reefs. Myself and crew feel very grateful for the service rendered and I take pleasure in thanking them through you.

Most respectfully,

A. F. ASPLUND,
Master of Schooner Eureka.

GENERAL SUPERINTENDENT LIFE-SAVING SERVICE.

[Card of thanks.—From the New York Herald.]

TO THE EDITOR OF THE HERALD:

Through the columns of your valuable paper I wish to print the following, a card of thanks to Captain Augustus Sooy and crew, of the Cold Spring Life-Saving Station, New Jersey coast, for assistance rendered myself and crew in floating the schooner *Eva D. Rose*, which stranded on Cold Spring Bar on the night of January 1. I feel that I can not speak too highly in praise of Captain Sooy, his hospitality, and the services he rendered.

JAMES S. ROSS, *Master.*

PHILADELPHIA, PENNSYLVANIA, *January 11, 1900.*

CHARLESTON, SOUTH CAROLINA, *February 3, 1900.*

DEAR SIR: Kindly accept my thanks and gratitude for yourself and your crew for saving the fishing schooner *John Stoddard* from her perilous position. She was stranded upon the rocks on Sullivan's Island beach during the northwest gale of January 31. Thanking you also in behalf of my crew, I am,

Yours, truly,

C. W. TOWNSEND, *Master.*

Captain JOHN ADAMS,
Sullivan's Island Life-Saving Station.

CHARLESTON, SOUTH CAROLINA, *February 24, 1900.*

DEAR SIR: Permit me to express my heartfelt acknowledgments of the kind assistance rendered me by yourself and crew on Thursday last. At that time my sloop, having been driven on the rocks, was entirely at the mercy of the breakers, and would have been lost inevitably but for the timely aid of yourself and crew, who, at great personal risk, enabled me to save my boat and relieved those on board who were in great peril. Please accept thanks.

Very respectfully,

O. P. CANTLEY.

KEEPER UNITED STATES LIFE-SAVING STATION,
Sullivan's Island, South Carolina.

OREGON INLET LIFE-SAVING STATION, *February 28, 1900.*

SIR: We desire to compliment Captain M. W. Etheridge and his crew, and also the crew of the Pea Island Life-Saving Station, for their heroic efforts in rescuing us from the wreck of the schooner *Jane C. Harris*, under the most difficult circumstances, while we were trying to make a harbor in Oregon Inlet on last Sunday morning during a northwest gale and very cold, freezing weather. We were very kindly treated at the station after being taken off the wreck about nightfall by the life-savers, who worked under the most trying conditions, and we thank them all for their noble work, which saved us from an untimely death.

G. DE WAAL, *Master.*

H. PARSONS, *Mate.*

GEO. T. BISHOP, *Steward.*

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

BOSTON, MASSACHUSETTS, *March 13, 1900.*

SIR: I want to mention the valuable services rendered myself and crew by Captain Charles and crew, of the Orleans Life-Saving Station, by boarding my vessel through great difficulties and remaining by until the vessel was out of danger. I also want to mention the promptness of Captain Eldridge, of the Monomoy Station, in delivering my message for assistance of a tug to tow the vessel to Boston.

Yours, respectfully,

E. C. WORDEN,

Master of Schooner William P. Hood.

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

PORTLAND, MAINE, *March 14, 1900.*

DEAR SIR: I should have written to you before, but I have had no time. I thank you very much for your noble services in saving my vessel and crew on February 27, 1900. I know the steamer could not have saved us but for your services. She did not have the lines to do it.

Yours, respectfully,

D. CAPES,

Master of Schooner Mail.

KEEPER Z. H. SPINNEY,
Hunnewells Beach Life-Saving Station.

APRIL 19, 1900.

SIR: I take the pleasure of writing a few lines to you to thank the keeper and crew of the Hunniwells Beach Life-Saving Station for their assistance in bringing the schooner *Herman F. Kimball* from a dangerous position off Pond Island into the river to a safe anchorage.

Without the keeper's assistance I could have done nothing. I signaled to him and received an answer in short order. He boarded my vessel with his crew of seven men, and they all worked like beavers to make sail and to move the vessel to a safe anchorage in the river. The keeper showed fine judgment in deciding to wait till the tide slackened so the schooner would fetch by the ledge under her stern. This work was all done during a dark and stormy night, but the keeper did well, and, as I say, brought us to a safe anchorage. I never could have done it with my men after I was anchored, so I appreciate the work of the keeper and his men in looking after me so promptly and boarding the schooner upon such short notice.

Yours, truly,

F. H. LANE,

Master of Schooner Herman F. Kimball.

SUPERINTENDENT OF THE FIRST LIFE-SAVING DISTRICT,
Portsmouth, New Hampshire.

MICHIGAN CITY, INDIANA, April 24, 1900.

DEAR SIR: We take this occasion to assure you of our very hearty appreciation and thanks for the valuable service rendered by yourself and crew in assisting our tug *Maxwell* to get into the harbor through the ice during the gale of a few days since.

We intended to write you a letter of acknowledgment immediately after the boat was successfully brought into the harbor, but press of business has caused us to delay the matter, but you can rest assured that our appreciation for your valuable aid is none the less sincere.

Again thanking you, we beg to remain,

Yours, very truly,

A. BOOTH & Co.

Captain A. A. KENT,
Keeper of Michigan City Life-Saving Station.

BALTIMORE, MARYLAND, May 18, 1900.

DEAR SIR: The crew and myself wish to express our thanks for the services of the captain and crew of the Green Run Inlet Life-Saving Station, their promptness in getting to our assistance, and their kindness and attention afterwards. On the 8th day of May, my vessel, the schooner *M. Luella Wood*, came on the Maryland coast $3\frac{1}{2}$ miles north of the station. In three hours the life-saving crew were at the wreck and had a line to us, and in four hours had the breeches buoy on board, which was as remarkable as the coolness with which they handled the gear in such a strong current.

Yours, respectfully,

DAVID E. CROCKETT,
Master of Schooner M. Luella Wood.

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

LITTLE KINNAKEET LIFE-SAVING STATION, NORTH CAROLINA, May 28, 1900.

GENTLEMEN: Please accept thanks of myself and crew for your kindness in taking care of us and feeding us in our destitute condition, and for taking care of our schooner and cargo, which drifted ashore near your station May 6, 1900, until I arrived at Cape Hatteras Station, where I had been carried by the crew of that station, who rescued us from a small yawl on May 5, our vessel having been sunk off Cape Hatteras. I am glad, as a seaman, to be able from personal experience to recommend this crew for doing their whole duty. In conclusion, I wish to congratulate the general superintendent for having such good and accommodating men in his service as I have found during my stay here.

Very truly, yours,

J. W. SABISTON,
Master of Schooner Hettie J. Dorman.

KEEPER AND CREW OF THE LITTLE KINNAKEET LIFE-SAVING STATION.

HANCOCK, MICHIGAN, *May 31, 1900.*

DEAR CAPTAIN: It affords me great pleasure to acknowledge the good service of yourself and crew in saving our tug, the *Genevieve*, while on fire on the night of May 30. The assistance rendered was the means of saving our property from more serious damage. We can but thank you for the great help rendered.

Very truly, yours,

HINGSTON & WOODS,
By JNO. T. REES, *Manager.*

Captain T. H. McCORMICK,
Keeper Ship Canal Life-Saving Station.

PORTERS CAMP, *June 10, 1900.*

DEAR SIR: We sincerely thank you and your men for the prompt answer to our call for assistance yesterday.

The medical assistance which you administered to the scalded fireman of the tug *Carpenter* was, we have heard since, the right method under the circumstances.

Very respectfully,

Captain L. ROY AND CREW.
Captain G. LOYD AND CREW.

Captain T. H. McCORMICK,
Keeper of the Ship Canal Life-Saving Station, Hancock, Michigan.

OSWEGO, NEW YORK, *June 14, 1900.*

SIR: On Sunday, June 10, at about 9 p. m., the steam launch *Ray*, with Edwin F. Stewart, master and pilot; D. H. Brewer, engineer; Eugene Gittings and William Ferris, passengers, while off Lewis Bluff, 6 miles W. of Oswego, opened a seam in one of her boiler flues, necessitating the drawing of her fires and leaving her without motive power. An attempt was made to paddle her ashore with boards, but owing to the strong SW. wind this was impossible, and she went adrift. While passing Oswego Harbor, about 3 miles off shore, 9 torches were burned and her port light was waved in circles to attract the attention of the life-saving crew, but the distress signals were mistaken for those of a schooner entering port at the time signaling for a tug. A jury mast was rigged and she was held off before the wind and driven to within 4 miles of the lower end of the lake, when the wind changed, driving her out past Galloo Island; then the wind again changed, drifting her to within about 7 miles of Oswego, then back to the lower end of the lake, then out to about midway between Galloo and Oswego lights, when a strong W. wind carried her to the lower end of the lake, where she was seen in the moonlight by the lookout at Big Sandy Life-Saving Station, and, as she had no lights set and a jury mast and sail, he became suspicious of something wrong and called out the crew, who rowed $4\frac{1}{2}$ miles to her and towed her into Big Sandy at 3 p. m., Tuesday, June 12.

The Big Sandy crew deserve credit and praise for their strict attention to duty and prompt response.

EDWIN F. STEWART,
Master and Pilot.

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

PORTLAND, OREGON, *June 22, 1900.*

DEAR SIR: Captain A. T. Stream reports to us this day that you and your crew accompanied him out to recover the barge *Washougal* and crew. We are glad that no lives were lost, and thank both you and your men for your help on this occasion.

Yours, respectfully,

HALE & KERN CONTRACT COMPANY,
JOHN HALE, *President.*

Captain CHARLES JACOBSON,
Keeper of Petersons Point Life-Saving Station, Westport, Washington.

PORTAGE LAKE SHIP CANAL, *June 23, 1900.*

DEAR SIR: At 10 a. m., June 20, the schooner *Troy*, in tow of the steamer *Harvey J. Kendall*, after entering Portage Lake Canal, collided with a dump scow in tow of tug *H. A. Meldrum* and sank immediately. Captain Thomas McCormick of Ship Canal Life-Saving Station came at once and rendered all possible aid, helping the diver put the patch on the schooner's bow, and afterwards manning the pumps and pumping out the schooner.

I am very grateful indeed to Captain McCormick and his noble crew for the valuable aid which he rendered me in getting my vessel afloat.

Yours, very truly,

GUS NELSON, *Master of Schooner Troy.*

J. G. KIAH,

Superintendent of Tenth Life-Saving District, Harbor Beach, Michigan.

ERIE, PENNSYLVANIA, *July 3, 1900.*

To whom it may concern:

I, Hugh O'Hagan, captain of the barge *Manitowoc* at the time when she became water-logged off Fairport, Ohio, on the night of June 30, 1900, in a heavy sea and wind from the northward, must state that I have experienced four wrecks, but never in my experience was treated with as much care as I and my crew received at the hands of the crew of the Fairport Life-Saving Station. They responded very quickly to our distress signal, and in the rescue of 10 persons acted with much care and bravery, as there was a very high sea running at the time of our rescue. As soon as we reached the station we were given food and clothing, as we were nearly naked.

I must thank the keeper and his crew for myself, and I have been instructed by my crew to tender their thanks also.

HUGH O'HAGAN,

178 William Street, Tonawanda, New York.

S. S. NEBRASKA,

Gladstone, Michigan, July 9, 1900.

DEAR SIR: Allow me to express my hearty thanks to yourself and the men under your command, the crews of the Pointe aux Barques and Sand Beach stations, for the prompt and efficient assistance rendered my steamer, the *Nebraska*, while stranded at Port Hope, May 26, 1900. I desire to say that their prompt response to my request and their energetic assistance after reaching the stranded steamer were of inestimable value in releasing the steamer, and thereby preventing serious damage to her and her cargo. I would ask you to convey to these two crews my sincere thanks and good wishes.

Yours, truly,

NEIL ANDERSON, *Master.*

JEROME G. KIAH, Esq.,

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

MEDALS OF HONOR.

AWARDS OF MEDALS.

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

Awards of medals.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Lucien M. Clemons	Marblehead, Ohio	Rescue of two of the crew of the schooner Consuelo, near 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 lifeboat crew.	Rescue of eight of the crew of the wrecked American ship Ellen Southard, at the mouth of the River Mersey, England, Sept. 26 and 27, 1875. (An. Rpts., 1876 and 1877.)	Gold medal...	Feb. 27, 1877
Hugh Beard	do	do	do	Do.
James Conley	do	do	do	Do.
William Gregory	do	do	do	Do.
Charles Danslow	do	do	do	Do.
John Dolman	do	do	do	Do.
George Lee	do	do	do	Do.
Philip Murphy	do	do	do	Do.
James Munday	do	do	do	Do.
William Ruffler	do	do	do	Do.
Samuel Richards	do	do	do	Do.
William Stewart	do	do	do	Do.
R. J. Thomas	do	do	do	Do.
Charles Eddington	do	do	do	Do.
William Griffith	do	do	do	Do.
James Godfrey	do	do	do	Do.
W. Jones	do	do	do	Do.
John Dean	do	do	do	Do.
James Duncan	do	do	do	Do.
James Harvey	do	do	do	Do.
Robert Lucas	do	do	do	Do.
Thomas Maloney	do	do	do	Do.
Charles McKenzie	do	do	do	Do.
John Powell	do	do	do	Do.
John Robinson	do	do	do	Do.
E. Crabtree	do	do	do	Do.
Henry Williams	do	do	do	Do.

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
J. Schuyler Crosby.....	New York.....	Rescue of Miss Edith May, and efforts to rescue others from the yacht <i>Mohawk</i> , 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 <i>Tanner</i> , which stranded near the harbor of Milwaukee, Sept. 9, 1876. (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 <i>Roe</i> .	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 <i>Tench Cox</i> .	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 8, 1877. (An. Rpt., 1878.)	do.....	Do.
Malachi Corbell.....	Keeper of life-saving station.	Rescue of two fishermen whose boat had capsized on the outer bar near Caffey's Inlet, North Carolina, Nov. 25, 1876. (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, 1876. (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 <i>D. G. Williams</i> near the harbor of St. Joseph, Mich., Oct. 10, 1877. (An. Rpt., 1878.)	do.....	May 1, 1878
Michael Gorman.....	Metropolitan police, New York.	Rescue of two men from drowning in the East River on Nov. 18, 1876, and Sept. 4, 1877, respectively. (An. Rpt., 1878.)	Silver medal..	May 3, 1878
Lucien Young.....	Ensign, U.S. Navy.	Rescuing and attempting to rescue his shipmates from the U. S. S. <i>Huron</i> , wrecked on the coast of North Carolina, Nov. 23 and 24, 1877. (An. Rpt., 1878.)	Gold medal...	June 12, 1878

Awards of medals—Continued.

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

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.
Jerome G. Kiah	Keeper of life-saving station.	Gallant attempt to reach the distressed scow J. H. Magruder, Apr. 23, 1880, in which the lifeboat was capsized and all but the keeper drowned. (An. Rpt., 1880.)	.....do	Nov. 8, 1880

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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.)	Gold medal...	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
William Ross	Seaman on U. S. revenue cutter Commodore Perry.	Rescue from drowning of one of his shipmates, Charles Bates, on the 9th of June, 1877. (An. Rpt., 1882.)	Silver medal..	Mar. 14, 1882
Samuel S. Cox	Metropolitan police, New York.	Rescuing from drowning at various times during the years 1878-1881 four persons. (An. Rpt., 1882.)	.....do.....	Mar. 15, 1882

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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.	Silver medal..	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 Rock-away Beach, Long Island, between the years 1876 and 1881. (An. Rpt., 1883.)	.....do	Do.
Charles R. Rosevear.....	.....do	Rescue of James Haggerty from drowning, he having fallen overboard from a tug in the harbor of New York June 10, 1882. (An. Rpt., 1883.)	Silver medal..	Do.
John H. Theis.....	.....do .....	.....do .....	.....do	Do.
Julius W. Rohn	Milwaukee, Wis..	Rescuing some thirty-nine persons from drowning at various times, and particularly for saving a party of eight excursionists in the harbor of Milwaukee, June 20, 1880. (An. Rpt., 1883.)	.....do	Mar. 16, 1883
Joseph Cardran	Mackinac Island, Michigan.	Rescuing from drowning, after heroic and persistent effort and at the imminent risk of his own life, the keeper of the Spectacle Reef lighthouse, Lake Huron, and two of his assistants, Apr. 15, 1883. (An. Rpt., 1883.)	Gold medal...	June 7, 1883
Alfred Cardran .....	.....do .....	.....do .....	.....do	Do.
Alfred M. Palmer	Second Lieutenant, U. S. Army.	Rescue of two persons, father and son, from drowning at Angel Island, Cal., Aug. 19, 1878. (An. Rpt., 1884.)	Silver medal..	Mar. 15, 1884
William E. Bowman ...	Shawneetown, Ill.	Rescue of a boy named Herbert Martin from drowning, Feb. 22, 1883. (An. Rpt., 1884.)	.....do	Do.
William Wilson.....	Sergeant, U. S. Army.	Rescue from drowning at Angel Island, San Francisco Bay, Cal., of a twelve-year-old lad Oct. 22, 1882. (An. Rpt., 1884.)	.....do	Mar. 31, 1884
F. C. Bartholomew	Stony Creek, Conn.	Rescuing eight persons from the yacht Prodigal, capsized in Long Island Sound, Aug. 11, 1883. (An. Rpt., 1884.)	.....do	June 19, 1884
C. A. Harrison.....	.....do .....	.....do .....	.....do	Do.
John Sanders	Metropolitan police, New York.	Rescuing from drowning in the East River, N. Y., at great personal risk, 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.

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Thomas W. Perry	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
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 Oct. 31, and Nov. 1 and 11, 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.
Cornelius Roach	Boston, Mass.	Rescuing several persons from drowning in the harbor at Boston during the years 1883-84, at the imminent risk of his own life. (An. Rpt., 1885.)	do	Apr. 24, 1885

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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.)	Gold medal...	Apr. 25, 1885
Harry Rutter	Atlantic City, N. J.	Rescue of a man from drowning in the surf at Atlantic City, July 26, 1883. (An. Rpt., 1885.)	Silver medal .	May 20, 1885
John P. F. Hagen.....	Philadelphia, Pa.	Rescue of thirteen boys who had broken through the ice on the Schuylkill River, Feb. 3, 1884. This feat was accomplished at great hazard to the rescuer. (An. Rpt., 1885.)	Gold medal...	May 22, 1885
David Miller.....	Captain of the schooner Driver.	Rescue of twelve persons, the survivors of the crew of the steamer H. C. Akeley, which foundered in Lake Michigan during the gale of Nov. 13, 1883. The mate and seaman of the Driver rendered specially meritorious service on this occasion. (An. Rpt., 1885.)	Silver medal..	June 2, 1885
Daniel F. Miller	Mate .....	.....do	Gold medal...	Do.
Patrick H. Daly.....	Seaman .....	.....do .....	.....do	Do.
Charles H. Biller	Newark, N. J.....	Rescue from drowning of a man named Thomas O'Neil, at Asbury Park, N. J., Aug. 16, 1884. (An. Rpt., 1886.)	Silver medal .	Aug. 12, 1885
Joseph Greenwald	St. Louis, Mo.....	Rescuing two persons from drowning in the Mississippi River. (An. Rpt., 1886.)	.....do	Dec. 2, 1885
James Larson	Sister Bay, Wis...	Rescuing, unaided, by means of a small boat, the entire crew—seven men—of the wrecked Canadian bark Two Friends, on the night of Oct. 16, 1880, during a heavy gale and snow-storm. (An. Rpt., 1886.)	Gold medal...	June 10, 1886
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.
Hiram Dudley Buck...	Crown Point Center, N. Y.	Rescue from drowning of four persons at various times. (An. Rpt., 1887.)	.....do	Do.
George W. Bloomer....	Chatham, Mass...	Rescue of the crew of five men of the schooner Grecian, wrecked on Chatham Bar early in the morning of Dec. 6, 1885. (An. Rpt., 1887.)	.....do	Do.

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Benjamin Patterson...	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.)	Silver medal..	July 26, 1886
Andrew H. Bearse.....	.....do.....	.....do.....	.....do.....	Do.
Zenas W. Hawes.....	.....do.....	.....do.....	.....do.....	Do.
Otis C. Eldredge.....	.....do.....	.....do.....	.....do.....	Do.
Zenas H. Gould.....	.....do.....	.....do.....	.....do.....	Do.
Francisco Bloomer.....	.....do.....	.....do.....	.....do.....	Do.
William A. Bloomer.....	.....do.....	.....do.....	.....do.....	Do.
Willis I. Bearse.....	.....do.....	.....do.....	.....do.....	Do.
Wilber H. Patterson.....	.....do.....	.....do.....	.....do.....	Do.
Thomas Reynolds.....	Quartermaster on U. S. Coast Survey steamer McArthur.	Rescue from drowning of a shipmate who fell overboard in Haro Strait, Wash., while the vessel was under way, Sept. 19, 1886. (An. Rpt., 1887.)	.....do.....	Dec. 17, 1886
Charles Richardson....	Mate of light-house tender Shubrick.	Rescue of a man from the bottom of boat capsized in the breakers on Clatsop Spit, Columbia River, Oregon, Oct. 7, 1884. (An. Rpt., 1887.)	.....do.....	Dec. 24, 1886
John Jones.....	Seaman.....	.....do.....	.....do.....	Do.
Nicolas Dorie.....	.....do.....	.....do.....	.....do.....	Do.
Peter Nesman.....	.....do.....	.....do.....	.....do.....	Do.
August Ripetz.....	.....do.....	.....do.....	.....do.....	Do.
Axel Wiklund.....	.....do.....	.....do.....	.....do.....	Do.
John C. Patterson.....	Keeper of life-saving station.	Rescue of the crew of the yacht Foam, off Key East, N. J., on the 27th of July, 1885, during a heavy onshore gale. (An. Rpt., 1887.)	Gold medal...	Feb. 3, 1887
John Redmond.....	Surfman.....	.....do.....	Silver medal..	Do.
John H. Pearce.....	.....do.....	.....do.....	.....do.....	Do.
John H. Smith.....	.....do.....	.....do.....	.....do.....	Do.
David Kittell.....	.....do.....	.....do.....	.....do.....	Do.
Henry A. Bennett.....	.....do.....	.....do.....	.....do.....	Do.
Edward Brand.....	.....do.....	.....do.....	.....do.....	Do.
William Newman.....	Volunteer.....	.....do.....	.....do.....	Do.
Dixon McQueen.....	Of the fire boat Zophar Mills, New York Harbor.	Rescuing a number of persons from drowning in the North River, N. Y., during the years 1878-1887. (An. Rpt., 1887.)	.....do.....	Feb. 4, 1887
Thomas Conroy.....	Niagara Falls, N. Y.	Rescuing a man from a rock in the Niagara River, just above the falls, where his boat had been swept by the strong current, on the night of Oct. 15, 1886. (An. Rpt., 1887.)	Gold medal...	Mar. 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
Thomas Finn.....	.....do.....	.....do.....	Silver medal..	Do.
Daniel McIver.....	.....do.....	.....do.....	.....do.....	Do.
Malcolm McDonald.....	.....do.....	.....do.....	.....do.....	Do.

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
John McDonald.....	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., 1885.)	Silver medal..	Nov. 12, 1887
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 1883-1885. (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 1874-1886. (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 1883-1886. (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 10 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.
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

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
August Kuehn.....	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
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, N. J., 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.

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.
John H. Hanley.....	New York.....	Rescue of several persons from drowning at Rockaway Beach, Long Island, during the years 1887-88. (An. Rpt., 1890.)	.....do.....	July 2, 1889

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
James Quigley.....	Metropolitan police, New York.	Rescue of two persons from drowning in the East River. (An. Rpt., 1890.)	Silver medal..	July 2, 1889
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.
Fuji Hachitaro.....	Cabin steward of U. S. S. Trenton.	Rescue from drowning, at great personal risk, of Lieut. John C. Wilson, navigating officer of U. S. S. Vandalia, in Apia Harbor, Samoan Islands, during the great hurricane of Mar. 16, 1889. (An. Rpt., 1890.)	Gold medal...	Nov. 5, 1889
Albert K. Pike.....	Glens Falls, N. Y..	Rescuing a child from drowning in Glen Lake, Sept. 20, 1889. (An. Rpt., 1890.)	Silver medal..	Dec. 9, 1889
Jonas Johns.....	Indian of the Quinault Agency, Wash.	Rescuing the entire crew (fourteen men) of the schooner Lilly Grace, wrecked near Grays Harbor, January, 1887, and, about a year later, rescuing three of the crew of the British ship Abercorn, wrecked not far from the same place. (An. Rpt., 1890.)	.....do	Do.
Sampson Johns .....	.....do .....	.....do .....	.....do	Do.
Richard F. Warren...	Wilmington, N. C.	Rescuing from drowning, at great hazard to himself, a young lady, who, while bathing at Wrightsville Beach, N. C., was carried out beyond the breakers by the strong current, June 15, 1889. (An. Rpt., 1890.)	Gold medal...	Apr. 23, 1890
John Boyne.....	South Haven, Mich.	Rescue from drowning of a child that had fallen from a wharf into the harbor of South Haven, Aug. 10, 1889. (An. Rpt., 1890.)	Silver medal..	Do.
Andrew M. Taylor	Rondout, N. Y.	Rescuing several persons from drowning during the years 1882-83. (An. Rpt., 1890.)	.....do	Do.

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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.)	Silver medal..	Apr. 23, 1890
Dennis Tracy	Bangor, Me.	Rescue of several persons from drowning in the Penobscot and Ken- duskeag rivers at vari- ous 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 light- house at South Haven, Mich.	Rescuing a number of persons from drowning at various times during the years 1875-1889. (An. Rpt., 1890.)	.....do.....	May 20, 1890
James McMahon.....	New York	Rescue of a man from drowning in the surf off Normandie, N. J., at the imminent risk of his life, July 26, 1890.	Gold medal...	Aug. 20, 1890
Jesse Howland.....	Seabright, N. J. ....	.....do.....	.....do.....	Do.
Arthur L. Finch.....	Lackawaxen, Pa.	Rescue from drowning of a lad who had fallen in- to 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 Evans- ton Life-Saving Station, Ill., Nov. 28, 1889. The service was particularly hazardous and the res- cue was effected only after the display of ex- traordinary 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 be- yond 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
Alfred Mitchell	Erie, Pa.	Rescuing, while in com- mand 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

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Jacob N. Lanstra.....	Assistant keeper of Grosse Point Light - vessel, Lake Michigan.	Rescue from drowning of a boy who had broken through the ice, Dec. 29, 1890.	Silver medal..	Jan. 28, 1891
Frederick T. Hatch....	Keeper of light-house, Cleveland, Ohio.	Rescue of a lady from drowning at the entrance to the harbor of Cleveland on the night of Oct. 26, 1890. Mr. Hatch had previously, while a surfman at the Cleveland Life-Saving Station, received the gold medal of the Service. (See under date of Dec. 3, 1884.)	Gold bar.....	Feb. 26, 1891
C. A. Carlssen	Boatswain's mate on the U. S. S. Despatch.	Rescuing from drowning a man who had broken through the ice off the Washington Navy-Yard, Jan. 9, 1891.	Silver medal..	Feb. 27, 1891
Patrick Kennedy	Ordinary seaman.	.....do.....	.....do.....	Do.
William Penn.....	Seaside Park, N. J.	Rescue from drowning of a boy who had fallen into the water from the railroad bridge at Barnegat Bay, N. J., Sept. 13, 1890.	.....do.....	Apr. 7, 1891
Eugene Longstreet.....	Brielle, N. J.....	.....do.....	.....do.....	Do.
Custis Harrison	Corporal, Troop D, 5th U. S. Cavalry.	Rescuing three persons from drowning in the Red River, near Fort Sill, Tex., Nov. 23, 1890.	.....do.....	Do.
Mabel Mason.....	Mamajuda light-station, Detroit River.	Rescuing a man who had been thrown from his boat into Detroit River by the 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, September, 1886.	Gold medal...	Oct. 14, 1891
Reuben Held .....	.....do.....	Rescue from drowning, June 18, 1891, of a boy who had gone beyond his depth while bathing, at Marion, Mass.	Silver medal..	Oct. 23, 1891
Moritz Rosenthal	Riverside, Cal	Rescuing from drowning, Aug. 29, 1891, a man who was bathing in Spring Brook, San Bernardino County, Cal. The service was rendered particularly arduous and meritorious by the youth of the rescuer, a boy of fourteen years.	.....do.....	Do.
Joseph Fernald.....	Surfman of life-saving station.	Rescuing a number of persons from drowning in Portsmouth Harbor, N. H., at various times during the year 1891.	.....do.....	Do.
John W. Brindley.....	Private, 15th U. S. Infantry.	Rescue from drowning, at great risk to his own life, of a boy whose boat had capsized in Lake Michigan, July 24, 1891.	.....do.....	Jan. 20, 1892

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Charles Van Buren	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.	Silver medal..	Jan. 20, 1892
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, hesprang into the furious surf and took the child from the water after the surfboat had twice failed to make a recovery. (An. Rpt., 1889.)	Gold medal...	Feb. 6, 1892
John Bergman	Gardner, Oreg....	Rescuing eighteen or twenty persons from the steamer Tacoma, wrecked near the mouth of Umpqua River, Jan. 29, 1883. The work was accomplished in the face of great danger, the heavy surf several times capsizing the frail boats in which rescue was made.	do	Do.
Benjamin Dexter	Grays Harbor, Wash.	do	Silver medal..	Do.
Robert Breen	Empire City, Oreg	do	do	Do.
Edward D. Ballentine..	Captain of steamer Elfin-Mere.	Rescuing under circumstances of great hazard and difficulty the entire crew—thirteen men—of the steamer Oswegatchie, sinking off Sturgeon Point, Lake Huron, Nov. 26, 1891.	do	Feb. 23, 1892
John E. Johnson	Keeper of life-saving station.	Rescue of nineteen men from the wreck of the Spanish steamer San Albano, off Hog Island, Va., Feb. 23, 24, 1892. Two heroic but futile attempts were made to reach the vessel with the surfboat. Communication was finally made with the beach apparatus by means of the keeper's ingenuity, and all on board were landed in the life car. Medals were also bestowed upon Keeper Johnson and his crew, named below, by the Spanish Government, and their acceptance was authorized by Congress. (An. Rpt., 1892.)	Gold medal...	Mar. 21, 1892
James K. Carpenter ...	Surfman	do	Silver medal..	Do.
James A. Doughty	do	do	do	Do.
John R. Dunton	do	do	do	Do.
John E. Smith	do	do	do	Do.
John H. Dewald	do	do	do	Do.
Robert C. Joyner	do	do	do	Do.
William B. Goffigon ..	do	do	do	Do.
Joshua E. Berton	Substitute	do	do	Do.
Frank Lasley	Mackinac Island, Mich.	Rescuing, with great skill and heroism, three soldiers whose boat had been capsized in Mackinac Strait in the heavy wind and sea prevailing Nov. 23, 1891.	Gold medal...	Apr. 2, 1892
Nicholas Shomin	do	do	do	Do.

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Walter N. Chase.....	Keeper of life-saving station.	Rescuing, during heavy gale and sea, the crew of seven men from the rigging of the Canadian schooner H. P. Kirkham, wrecked on Rose and Crown Shoal, 15 miles seaward from Coskata Station, Nantucket, Mass., Jan. 21, 1892. The men were saved only by the utmost skill and bravery, and were brought to land after battling for twenty-three hours against wind and sea. (An. Rpt., 1892.)	Gold medal...	Apr. 2, 1892
Jesse H. Eldridge	Surfman.....	.....do.....	Silver medal.	Do.
Roland H. Perkins .....	.....do.....	.....do.....	.....do.....	Do.
Charles H. 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. Martha White.....	Copalis, Wash....	Rescuing from drowning in the breakers, at the imminent peril of her life, three sailors from the British bark Fern-dale, wrecked on the coast of Washington, Jan. 29, 1892.	Gold medal...	Apr. 18, 1892
Frank D. Ring	Chicago, Ill.....	Rescuing, during a period of six or seven years, several persons from drowning, and particularly for marked heroism in saving the lives of a girl (May 1, 1889) and an old man (Sept. 12, 1890), both of whom had fallen into North River, New York.	.....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. Monek	Private, Battery M, Second Artillery.	.....do.....	.....do.....	Do.
James Ryan.....	Private, Battery K, Second Artillery.	.....do.....	.....do.....	Do.
James Quinlisk .....	.....do.....	.....do.....	.....do.....	Do.
Cyrus S. Van Amringe.	Wilmington, N. C.	Rescue from drowning, after a hard struggle, of a man who had become exhausted and was being carried out to sea by the tide, at Wrightsville, N. C., Sept. 3, 1891.	.....do.....	Do.
Benjamin U. Jackson..	Bathing master, Spring Lake, N. J.	Rescue from drowning of two men carried out to sea by the current at Spring Lake, N. J., and recovering the bodies of a young man and a young woman drowned at the same time, Aug. 14, 1890.	.....do.....	June 10 1892

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Bertie O. Burr	Lincoln, Nebr.	Rescuing from drowning, with heroic bravery, two young women with whom she was bathing in Blue River, Nebr., July 23, 1891.	Gold medal...	June 14, 1892
Samuel Arundale	Charlottesville, Va.	Rescue from drowning of a young man who had become exhausted and had sunk while attempting to swim across the Rivanna River, June 13, 1891.	Silver medal...	June 20, 1892
William N. Blow, jr.	First lieutenant, U. S. Army.	Rescuing, with an unseaworthy craft, a man clinging to a boat that had capsized in the rough sea, about a mile from Fort Sheridan, Ill., Oct. 10, 1891.	.....do	Do.
Michael Kynan.....	Private, Company H, Fifteenth Infantry.	.....do .....	.....do	Do.
Daniel H. Cleaveland..	U. S. Fish Commission steam launch Petrel.	Rescue from drowning of a small boy who had fallen into the water at Gloucester City, N. J., Apr. 22, 1892.	.....do	Do.
John McCloy.....	Niagara Falls, N. Y.	Rescued a man from the rocks at the foot of Horseshoe Falls, Oct. 5, 1886; and on Nov. 15, 1887, after many trials and with great personal risk, rescued a man from a rock just above the American Falls.	.....do	July 21, 1892
George Nobles	Seaman on U. S. revenue cutter Morrill.	Rescuing in a meritorious and heroic manner, by swimming and diving several times, a boy who had fallen into the water and become entangled at the bottom of the custom-house slip, Charleston, S. C., Aug. 1, 1892.	.....do	Sept. 14, 1892
John Nelson .....	.....do .....	.....do .....	.....do	Do.
Massie Milne.....	Newark, N. J.	Rescued, by swimming to her assistance and bringing her ashore at Avon, N. J., Aug. 23, 1892, a woman who was going out to sea with the tide and who became unconscious. She was resuscitated after considerable effort.	.....do	Sept. 19, 1892
John J. Hayes.....	Wilmington, N. C.	Rescued, on Aug. 19, 1892, at Wrightsville Beach, N. C., Jacob Eron from the surf, where he was in danger of drowning.	.....do	Sept. 28, 1892
Godfrey H. Macdonald.	First lieutenant, First U. S. Cavalry.	Rescued, on the night of Aug. 14, 1892, by leaping from the ferryboat Atlantic in midstream, New York Harbor, a man who had fallen overboard, and who would have drowned but for the timely assistance in sustaining him until a life line could be thrown them. The night was dark and the current swift, making the action one of extraordinary heroism and daring.	Gold medal...	Do.

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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 Aug. 20, 1892, with great bravery and at peril of his life, a young woman, who, being unable to swim, had got beyond her depth while bathing in Lake Huron. He plunged into the surf, which was quite rough, without removing his clothing, reached the girl after she had sunk several times and was unconscious, and succeeded, after a hard struggle, in reaching shore with his charge.	Gold medal...	Do.
Thomas H. Herndou...	Birmingham, Ala.	Assisting to rescue, by a perilous journey in a small boat, two women who had been capsized in a sailboat, during a gale, on Lake Griffin, Fla., May 20, 1880, about 3 miles from shore.	Silver medal..	Jan. 28, 1893
Virgil L. Hopson	Leesburg, Fla. ....	.....do .....	.....do	Do.
Henry P. Christiernin..	East Boston, Mass.	Rescuing three boys from drowning by leaping into the water from the deck of a ferry boat Sept. 6, 1887, also saving a woman from drowning in a ferry slip at East Boston, Mass., Jan. 8, 1891.	.....do	Feb. 16, 1893
Joseph Devine	Fire department, Providence, R.I.	Rescued by jumping from a wharf at Providence, R. I., July 17, 1890, a man who had fallen into the water. The current was strong and the man unable to swim. Mr. Devine having received a silver medal previously (see record of July 22, 1886), a silver bar was awarded for his service.	Silver bar.....	Feb. 20, 1893

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
W. G. Lee.....	Savannah, Ga	Rescuing on five different occasions—four of them being at night—between Dec. 18, 1878, and July 5, 1885, eight persons who had fallen into the waters on the coasts of Georgia and Florida. The assistance was rendered at great personal risk, placing the life of the rescuer in jeopardy.	Gold medal...	Feb. 23, 1893
F. D. Webster	Lieutenant, U. S. Army.	Rescuing a man and his wife who had fallen through an air hole while crossing the ice between Jersey City and Bedloes Island, New York Harbor, on the evening of Jan. 18, 1893. The rescue was accomplished after arduous labor and at great hazard, the ice bending and almost giving way beneath the men engaged in the work, who were in imminent danger of being submerged.	Silver medal..	Do.
Denis Barry.....	Private, Co. A, Sixth Infantry.	.....do .....	.....do	Do.
John Buerger .....	.....do .....	.....do .....	.....do	Do.
Denis Guiney .....	.....do .....	.....do .....	.....do	Do.
Leroy S. Hotchkiss .....	.....do .....	.....do .....	.....do	Do.
Charles F. Rodenstein .....	.....do .....	.....do .....	.....do	Do.
Alex. M. Wetherill, jr .....	.....do .....	.....do .....	.....do	Do.
Benjamin Hewlett.....	Wilmington, N. C.	Rescuing, on Aug. 8, 1892, two young girls bathing near the mouth of Hewletts Creek, Wrightsville Sound, North Carolina, who had got beyond their depth and were drifting out with the current. After a heroic struggle, he reached shore with them, but was disabled several days by exhaustion and cuts on the feet caused by running over oyster beds to reach them.	.....do	Mar. 16, 1893
Harvey A. White.....	Bangor, Me	Rescued two boys from drowning in the Penobscot River, Maine, Aug. 15, 1892. One of the boys clutched him, but he shook himself free, and by using both hands in holding each by the hair, carried them safely ashore.	.....do	Do.
Valentine Jones	Master of the steamer Hudson.	Rescuing in the steamer Hudson, by superior seamanship and persistent courage, the crew of the barge Sunshine, consisting of six men and a woman, on the night of Oct. 29, 1892, on Lake Erie. The barge went to pieces soon after the crew had been saved.	.....do	Mar. 29, 1893
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

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
James Whittaker	Corporal, U. S. Marine Corps.	Bravely attempting the rescue of a comrade, who had fallen into the icy waters of the Piscataqua River at the Portsmouth Navy-Yard, on the evening of Jan. 20, 1893. When the accident occurred the thermometer stood at zero, but he plunged boldly into the river and grasped the imperiled man, who so hampered his movements, however, that other assistance was necessary to get them safely ashore.	Silver medal.	May 3, 1893
P. G. Lowe, jr.	Second lieutenant, U. S. Army.	Assisting to rescue by swimming to his relief after he had sunk twice and supporting him while returning to the shore, one of a party of scouts with whom they were crossing the swiftly flowing Pecos River, Texas, May 14, 1890. The service required the incurrence of danger and extraordinary exertion.	.....do	May 4, 1893
Julian Longorio	Corporal of Scouts, U. S. Army.	.....do .....	.....do	Do.
Martin Knudsen	Keeper of Porte des Morts light-station.	Rescuing on the night of Oct. 28, 1892, the crew of the schooner A. P. Nichols, stranded on Pilot Island at the entrance to Green Bay, Wisconsin. The keeper waded to a sunken wreck where he was exposed in the storm and darkness to the waves as well as the falling spars of the stranded vessel, and from there guided and assisted the ship's company of eight persons to the shore.	.....do	May 8, 1893
Ingar Olsen	Surfman of life-saving station.	Rescued, by superior intelligence, remarkable strength, and courageous daring, a man, the sole survivor of fifteen men, from the water-works crib, Milwaukee, Wis., Apr. 20, 1893.	Gold medal...	May 24, 1893
G. W. S. Jenkins	Master of the tug Juno.	Rescuing on Apr. 11, 1893, the mate and seven sailors of the Norwegian bark Riga, which stranded on that date off Bay Point, near Beaufort, S. C., in a northeast gale, and was completely wrecked and broken up. Captain Jenkins went out in the tug Juno with a crew of nine men, and picked up the 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

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Luther Sykes.....	Engineer on 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.	Silver medal.	June 22, 1893
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 off shore. 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 Leach Lake, Minnesota. Sergeant Kaine jumped into the lake, swam to the boat, towed it ashore, while the endangered man, who could not swim and was nearly exhausted, clung to it.	.....do.....	Dec. 26, 1893
E. H. Gault.....	Cleveland, Ohio..	Rescued from drowning, by swimming to their relief and conveying each one to a boat near by, three ladies who unexpectedly got into deep water, where they sank several times, while bathing in Lake Erie, July 28, 1893.	.....do.....	Do.
William E. Wingate....	Charleston, S. C..	Rescued from drowning in the harbor of Charleston, S. C., on Sept. 14, 1893, a lad who had fallen into the Cooper River. Wingate, a youth only 14 years old, sprang into the water without removing his clothing and rescued the boy, who was drifting away with the tide, and had gone under the third time.	.....do.....	Jan. 8, 1894

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Alfred Sorensen	Captain of steamer Charles L. Mather.	Rescued with extraordinary effort and courage, by jumping into the sea and swimming to his relief, a man who fell from the steamer Charles L. Mather, in Boston Bay, Aug. 21, 1892.	Gold medal...	Feb. 28, 1894
Dennis F. Ward.....	Patrolman, New York City Police.	Rescued, by jumping from a wharf at the foot of 120th street, New York City, Mar. 24, 1892, a boy who was 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 were endangered while bathing in the Okaw River, near Venedy, Ill.	.....do.....	May 11, 1894
Dr. Joseph B. Graham..	Savannah, Ga....	Rescuing in a small boat, with the assistance of Peter Dodge, a colored man, three men from the British bark Mary E. Chapman, stranded on Stone Horse Reef, Tybee Island, Georgia, Feb. 24, 1894. The heroic example of Dr. Graham and his boatman inspired others to persist, in the face of adverse conditions, in efforts which were finally successful, to rescue seven men remaining on board the imperiled vessel.	Gold medal...	Aug. 4, 1894
Peter Dodge	do	do	Silver medal..	Do.
James Russell.....	Quartermaster, U. S. revenue cutter Forward.	Bravely rescuing Apr. 2, 1894, a ship's boy who had fallen overboard and was drifting with the tide into deep water. Russell sprang from the deck, encumbered by his clothing and shoes, dived for the lad, who had sunk beneath the surface, recovered and swam with him toward the vessel until aid therefrom reached them.	.....do.....	Sept. 26, 1894
Daniel E. Lynn.....	Port Huron, Mich.	During a fierce gale and high sea, attempted to reach the water-logged schooner William Shupe in a yawl boat towed by a tug, on May 19, 1894, to render assistance to the imperiled crew. The boat was capsized and all of its occupants, except Mr. Lynn, were drowned. He was washed ashore in an unconscious condition, half a mile from the vessel.	Gold medal...	Mar. 2, 1897 (special act).

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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.	.....do	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...	Apr. 25, 1899 by joint resolution of Congress, approved Feb 27, 1899.
Alvin H. Cleveland....	Vineyard Haven, Mass.	Rescuing and assisting to rescue fifteen persons from the wrecks of the American schooners E. J. Hamilton, Annie A. Booth, and Leora M. Thurlow, in the Harbor of Vineyard Haven, Mass., during the great hurricane of Nov. 27, 1898. This work was accomplished in the face of grave difficulties, and at the imminent risk of his own life.	.....do	July 28, 1899
Isaac C. Norton.....	.....do .....	.....do .....	.....do	Do.
F. Horton Johnson .....	.....do	Rescuing and assisting to rescue ten persons from the wrecks of the American schooners Annie A. Booth and Leora M. Thurlow, at the same time and under the same conditions as the foregoing.	.....do	Do.
Frank Golart, jr .....	.....do	Rescuing and assisting to rescue five persons from the wreck of the American schooner E. J. Hamilton, at the same time and under the same conditions as described above.	.....do	Do.
Stanley Fisher	Cottage Mass. City,	Rescuing and assisting to rescue four persons from the wreck of the American schooner Leora M. Thurlow, at the same time and under the same conditions as described above.	.....do	Do.
Conrad F. Strand	Master of steamer Point Arena.	Bravely assisting in the rescue of twenty-five persons from the wreck of the steamer San Benito, at Point Arena, Cal., Nov. 22 and 23, 1896. Captain Strand stood by the wreck in a dangerous sea and sent a boat to it several times, saving all who had stayed by the wreck.	Silver medal..	Oct. 17, 1899

Awards of medals—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Lars E. Olsen.....	Member of crew of steamer Point Arena.	Bravely rescuing and assisting to rescue twenty-five persons from the wreck of the steamer San Benito, at Point Arena, Cal., Nov. 22 and 23, 1896, by making several trips to the wreck through a dangerous sea.	Silver medal..	Oct. 17, 1899
P. Anderson.....	do	do	do	Do.
A. Henrikson	do	do	do	Do.
Andrew O. Lilleland.....	do	do	do	Do.
Jefferson M. Brown....	Keeper of light station, Point Arena, Cal.	Heroic daring in attempting to rescue the crew of the wrecked steamer San Benito, at Point Arena, Cal., Nov. 22, 1896, by going out three times in an unseaworthy boat, only to be hurled back by the force of the seas.	Gold medal..	Do.
Sam Miller.....	Point Arena, Cal.	do	do	Do.
Lazar Poznanovich.....	Elk, Cal.	do	do	Do.
Rasmus S. Midgett.....	Surfman.....	Extraordinary heroism in rescuing single-handed ten men from the wreck of the barkentine Priscilla, 3 miles south of Gull Shoal Station, N. C., Aug. 18, 1899. The rescue was effected at night and during the height of a disastrous storm which inundated the whole coast in that vicinity.	do	Oct. 18, 1899
Robert M. Lavender ...	Boston, Mass.....	Bravely assisting in the rescue of a man from the sunken schooner F. H. Smith, in Provincetown Harbor, Mass., during the great storm of Nov. 27, 1898. The rescue was effected by a volunteer crew of eleven men, who braved the storm in an open boat.	Silver medal..	Oct. 19, 1899
Charles A. Foster	Provincetown, Mass.	do	do	Do.
James Brown, jr.	do	do	do	Do.
Charles T. Forrest.....	do	do	do	Do.
Antoine K. Souza.....	do	do	do	Do.
Benjamin T. Benson.....	do	do	do	Do.
Ernest A. Horton.....	do	do	do	Do.
James L. Worth.....	do	do	do	Do.
Joseph H. Settes.....	do	do	do	Do.
James A. Lopez.....	do	do	do	Do.
James M. Burke.....	do	do	do	Do.

TABLE OF CASUALTIES

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

SEASON OF 1899-1900.

Table of casualties,

DISTRICT NO. 1.—EMBRACING COASTS

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1899.					
July 5	Two miles west of station.	Cranberry Isles...	Slp. Thistle, Northeast Harbor, Me.	.....	.....
July 5	One-third mile north-northwest of station.	Hunniwells Beach	Slp. Seguin, Bath, Me....	Oliver	11
July 17	One and one-quarter miles east-northeast of station.	White Head	Sc. Vicksburg, Bucksport, Me.	Gray.....	152
July 26	One mile east-southeast of station.	Hunniwells Beach	Str. Knickerbocker, Bath, Me.	Quinnom..	123
July 28	Seal Harbor.....	White Head	Sloop, South Thomaston, Me.	.....	.....
Aug. 3	Trundys Reef.....	Cape Elizabeth...	Sc. Gitana, Gloucester, Mass.	.....	.....
Aug. 7	Three and one-half miles north-northwest of station.	Damariscove Island.	Sloop, Westport, Me....	.....	.....
Aug. 11	One mile east of station..	Jerrys Point	Sailboat, Portsmouth, N. H.	.....	.....
Aug. 14	Three miles west of station.	White Head	Str. W. G. Butman, Rockland, Me.	Butman ...	25
Aug. 15	One-half mile east-northeast of station.	Fletchers Neck...	Sc. J. Gibson, St. John, New Brunswick.	.....	.....
Aug. 22	Stevens Island	Crumple Island ..	Sc. Margaret A. Jones, Southwest Harbor, Me.	McDonald.	24
Aug. 22	Browns Island Ledges ...	White Head	Sc. Carrie E. Philips, Provincetown, Mass.	Roderick ..	115
Sept. 3	One-third mile west of station.	Damariscove Island.	Sc. Florida, Rockland, Me.	Thomas ...	79
Sept. 12	Three-quarters of a mile south-southeast of station.	Hunniwells Beach	Rowboat, Bath, Me .....	.....	.....
Sept. 15	Duck Island	Wallis Sands	Sc. Bramhall, Calais, Me.	Lindsey ...	142
Sept. 16	Sheep Island Ledges.....	Crumple Island ..	Slp. Shree Sisters, Jonesport, Me.	.....	.....
Sept. 18	Appledore Ledge, Isles of Shoals.	Jerrys Point and Rye Beach.	Sc. Helen Story, ¹ Gloucester, Mass.	Rowe.....	58
Sept. 22	Six miles north by east of station.	Burnt Island	Sc. A. J. Whiting, Searsport, Me.	Wing	43
Sept. 25	Seal Harbor.....	White Head	Sc. Comrade, St. John, New Brunswick.	Dixon	67
Sept. 27	Two miles northwest of station.	Burnt Island	Sc. Peerless, ² Rockland, Me.	Viera	52
Oct. 7	One mile north of station.	Fletchers Neck...	Sc. Iva, Biddeford, Me....	.....	.....
Oct. 21	One and one-quarter miles north of station.	Jerrys Point.....	Sc. Agate, Provincetown, Mass.	Hawes.....	81
Oct. 29	Four miles north of station.	Damariscove Island.	Sc. Irene, ³ St. John, New Brunswick.	Sabeain ...	90
Oct. 31	Three miles east-southeast of station.	Jerrys Point.....	Sc. Mary B. Rogers, ⁴ Wiscasset, Me.	Brown.....	92
Nov. 2	Great Cranberry Island..	Cranberry Isles...	Sc. Maud B. Murray, Southeast Harbor, Me.	Spurling...	17
Nov. 11	Gotts Island.....	.....do.....	Sc. Neptune, Machias, Me.	Berry.....	109
Nov. 12	Two miles north-northeast of station.	Quoddy Head	Sc. John T. Cullinan, St. John, New Brunswick.	De Long...	98
Nov. 12	Eight miles west-southwest of station.	Cranberry Isles...	Sc. Susan and Anna, ⁵ Halifax, Nova Scotia.	Merriam...	94
Dec. 4	Fort Point	Jerrys Point.....	Sc. Little Fannie, Gloucester, Mass.	Gray.....	19

¹ Life-saving crew remained by vessel until she floated.² Dismasted and otherwise damaged, requiring the assistance of the life-saving crew.³ Dismasted, requiring the assistance of the life-saving crew.

season of 1899-1900.

OF MAINE AND NEW HAMPSHIRE.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Northeast Harbor to Cranberry Isles, Me.	.....	\$125	.....	\$125	\$125	.....	2	2	.....	.....	.....
Bath to Popham Beach, Me.	Coal	150	\$70	220	220	.....	1	1	.....	.....	.....
New York City to Bangor, Me.	.....do.....	800	800	1,600	.....	\$1,600	4	4	.....	.....	.....
Towing in harbor.....	.....	15,000	.....	15,000	14,800	200	8	8	.....	.....	.....
Sunk at moorings.....	.....	50	.....	50	45	5	.....	.....	.....	.....	.....
Gloucester, Mass., to Portland, Me.	Fish	14,000	500	14,500	14,500	.....	16	16	.....	.....	.....
Pleasure trip.....	.....	1,500	.....	1,500	1,500	.....	11	11	.....	.....	.....
.....do.....	.....	15	.....	15	15	.....	2	2	.....	2	2
Rockland to Tennants Harbor, Me.	General ..	5,000	600	5,600	5,600	.....	3	3	.....	.....	.....
St. John, New Brunswick, to Boston, Mass.	Lumber ..	1,000	1,000	2,000	2,000	.....	5	5	.....	.....	.....
Fishing grounds to Eastern Harbor, Me.	Fish	800	500	1,300	1,200	100	3	3	.....	.....	.....
Provincetown, Mass., on fishing trip.	.....	4,500	.....	4,500	.....	4,500	18	18	.....	18	36
New York City to Owls Head, Me.	Coal	500	200	700	700	.....	3	3	.....	.....	.....
Bath to Portland, Me.	.....	10	.....	10	10	.....	3	3	.....	.....	.....
Bangor, Me., to New Bedford, Mass.	Lumber ..	2,000	2,800	4,800	2,700	2,100	5	5	.....	.....	.....
Jonesport, Me., to fishing grounds.	.....	500	.....	500	490	10	1	1	.....	.....	.....
Fishing trip.....	Fish	4,000	1,000	5,000	4,900	100	14	14	.....	.....	.....
Thomaston to Bangor, Me.	.....	1,000	.....	1,000	1,000	.....	3	3	.....	.....	.....
St. John, New Brunswick, to Boston, Mass.	Lumber ..	1,000	1,200	2,200	2,170	30	4	4	.....	.....	.....
Flores, Azores, to Cape Verde Islands.	.....	1,500	.....	1,500	1,000	500	6	6	.....	.....	.....
Fishing trip.....	.....	150	.....	150	135	15	2	2	.....	.....	.....
Bangor, Me., to Bridgeport, Conn.	Lumber ..	800	3,000	3,800	3,700	100	3	3	.....	.....	.....
Boston, Mass., to St. John, New Brunswick.	Salt and lumber.	2,000	1,000	3,000	2,800	200	4	4	.....	.....	.....
Richmond, Me., to Boston, Mass.	Lumber ..	1,200	1,500	2,700	2,450	250	4	4	.....	.....	.....
Parted chains and stranded.	.....	600	.....	600	600	.....	.....	.....	.....	.....	.....
Machias, Me., to Pawtucket, R. I.	Lumber ..	800	2,500	3,300	3,100	200	4	4	.....	.....	.....
Onset Bay, Mass., to St. John, New Brunswick.	Sand	1,500	100	1,600	1,350	250	5	5	.....	5	10
Parrsboro, Nova Scotia, to Boston, Mass.	Lumber ..	2,000	300	2,300	2,150	150	4	4	.....	.....	.....
Fishing trip.....	.....	1,000	.....	1,000	1,000	.....	5	5	.....	.....	.....

⁴In distress, requiring the assistance of the life-saving crew.⁶No assistance by life-saving crew.

Table of casualties, season

DISTRICT NO. 1.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1899.					
Dec. 8	Port Cyilde Harbor.....	Burnt Island	Sc. Mary Snow, Boothbay, Me.	Cameron ..	70
Dec. 18	One and one-half miles south of station.	Cranberry Isles...	Sc. Marcus Edwards, ¹ Machias, Me.	Bagley	227
Dec. 26	Three miles north-northwest of station.	Crumple Island ..	Sc. M. J. Soley, Parrsboro, Nova Scotia.	Pettis.....	111
1900.					
Jan. 1	Lobster Rocks	Fletchers Neck...	Sc. Bessie, Rigby, Nova Scotia.	Trefry.....	88
Jan. 2	Three-quarters of a mile northwest of station.	Cross Island.....	Sc. Rover's Bride, Southwest Harbor, Me.	Bunker....	20
Jan. 12	One-half mile east by north of station.	Hunniwells Beach	Slp. Emma C., Bath, Me.	Potter	27
Jan. 27	Hurricane Ledge	White Head.....	Sc. Wandrian, Parrsboro, Nova Scotia.	Patterson..	349
Feb. 2	Sheep Island.....	.....do	Sc. Francis R. Baird, ¹ Providence, R. I.	Wilson	342
Feb. 10	Long Ledge, Seal Harbor.	.....do	Sc. J. B. Vandusen, Bangor, Me.	Shaw	222
Feb. 27	Seven miles southwest of station.	Hunniwells Beach	Sc. Mail, ² Boston, Mass ..	Capes.....	138
Mar. 1	Seal Harbor.....	White Head	Slp. Lilla Dale, St. George, Me.	.....	.....
Mar. 3	Three miles north of station.	Burnt Island	Sloop, St. George, Me.....	.....	.....
Mar. 22	Four miles east of station.	Quoddy Head	Sc. St. Leon, ³ Machias, Me.	Tracey	83
Mar. 25	Sixteen miles north-northeast of station.	Burnt Island	Sc. Nettie Cushing, Thomaston, Me.	Kallach ...	117
Apr. 18	Two-thirds of a mile south-southeast of station.	Hunniwells Beach	Sc. Herman F. Kimball, Rockland, Me.	Lane	125
Apr. 25	Four miles east-northeast of station.	White Head	Slp. Ben Hur, Rockland, Me.	.....	.....
May 7	Rye Ledge	Rye Beach.....	Sc. Wilson and Willard, Portsmouth, N. H.	Ryan	52
May 15	One-sixth mile north-east of station.	Damariscove Island.	Slp. Clara, Bristol, Me....	Bowman ..	5
May 25	Stone Island Ledge	Burnt Island	Sc. Monticello, Portland, Me.	Davis.....	30
May 27	Two and one-half miles south-southeast of station.	Jerrys Point	Sloop, Portsmouth, N. H.	.....	.....
May 31	Channel Rock	White Head	Sc. Herald, Rockport, Me.	Veazie.....	85
June 4	Near Jonesport	Crumple Island ..	Slp. yt. Heiress, New York City.	.....	.....
June 5	Two miles west-northwest of station.	Cranberry Isles...	Sc. Lillian, Southwest Harbor, Me.	Norwood ..	39
June 15	One and one-quarter miles north-northwest of station.	Fletchers Neck...	Sloop, Saco, Me.	.....	.....
June 30	Seven miles north-northeast of station.	Crumple Island ..	Slp. Daisy, Gloucester, Mass.	.....	.....
	Total.....	.....	.....	.....	.....

¹ In dangerous position, from which life-saving crew extricated her from probable destruction.² In distress, requiring assistance.

of 1899-1900—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 station.	Days succor afforded.
Rockland, Me., to Boston, Mass.	Lime	\$800	\$700	\$1,500	\$1,500	.....	3	3	.....	.....	.....
Portsmouth, N. H., to Jonesport, Me.	.....	3,000	.....	3,000	3,000	.....	6	6	.....	.....	.....
Boston, Mass., to Wolfville, Nova Scotia.	Corn	3,500	3,000	6,500	1,000	\$5,500	6	6	.....	6	6
Boston, Mass., to Port Gilbert, Nova Scotia.	.....	3,500	.....	3,500	3,425	75	5	5	.....	5	45
Fishing trip to Boston, Mass.	Fish	1,000	300	1,300	300	1,000	5	5	.....	.....	.....
From Bath, Me.	Sand	1,500	30	1,530	1,520	10	2	2	.....	.....	.....
St. John, New Brunswick, to Boston, Mass.	Piling	8,000	2,200	10,200	10,150	50	7	7	.....	.....	.....
Boston to New Bedford, Mass.	.....	4,000	.....	4,000	4,000	.....	8	8	.....	.....	.....
St. John, New Brunswick, to New Haven, Conn.	Lumber ..	3,000	2,800	5,800	5,800	.....	6	6	.....	.....	.....
Digby, Nova Scotia, to Portland, Me.	Pulp	800	1,500	2,300	2,300	.....	5	5	.....	.....	.....
Sunk at moorings .....	.....	75	.....	75	65	10	1	1	.....	.....	.....
.....do .....	.....	100	.....	100	100	.....	.....	.....	.....	.....	.....
Millbridge to Calais, Me.	.....	2,500	.....	2,500	2,500	.....	4	4	.....	.....	.....
Thomaston, Me., to New York City.	Lime	2,000	1,000	3,000	3,000	.....	4	4	.....	.....	.....
Portsmouth, N. H., to Rockport, Me.	.....	3,000	.....	3,000	3,000	.....	4	4	.....	.....	.....
Fishing trip .....	.....	250	.....	250	250	.....	4	4	.....	.....	.....
Boston, Mass., to Portsmouth, N. H.	.....	3,000	.....	3,000	3,000	.....	4	4	.....	.....	.....
Fishing trip	Fishing gear.	200	15	215	215	.....	2	2	.....	.....	.....
Port Clyde to Round Pond, Me.	.....	700	.....	700	675	25	4	4	.....	.....	.....
Newburyport, Mass., to Portsmouth, N. H.	.....	125	.....	125	125	.....	3	3	.....	.....	.....
Boston, Mass., to Belfast, Me.	Salt	600	500	1,100	200	900	3	3	.....	.....	.....
New York City to St. John, New Brunswick.	.....	1,000	.....	1,000	950	50	2	2	.....	.....	.....
In Southwest Harbor..	.....	1,200	.....	1,200	1,200	.....	2	2	.....	.....	.....
Fishing trip .....	.....	50	.....	50	50	.....	3	3	.....	.....	.....
.....do	Fish	300	25	325	325	.....	2	2	.....	.....	.....
.....	.....	107,700	29,140	136,840	118,910	17,930	238	238	.....	37	100

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

Table of casualties, season

DISTRICT NO. 2.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1899.					
July 1	Two and one-half miles southwest of station.	City Point.....	Slp. Attila, Hingham, Mass.	.....
July 2	.....do.....	.....do.....	Slp. Welcome, Dorchester, Mass.	.....
July 2	Three-quarters of a mile north-northeast of station.	.....do.....	Slp. Halcyon, Dorchester, Mass.	.....
July 3	One-quarter mile north of station.	.....do.....	Rowboat, Boston, Mass.	.....
July 4	Three-quarters of a mile east of station.	.....do.....	Slp. yt. Bedbug, Boston, Mass.	.....
July 4	Three-quarters of a mile southwest of station.	.....do.....	Catboat, Boston, Mass.	.....
July 9	One-quarter mile north of station.	.....do.....	Slp. yt. Mallard, Bangor, Me.	Doran	11
July 10	Two miles east by south of station.	.....do.....	Str. Norseman, Liverpool, England.	Schrader ..	4,450
July 11	One-quarter mile northwest of station.	.....do.....	Sailboat, Boston, Mass.	.....
July 16	.....do.....	.....do.....	Sailboat, Boston, Mass.	.....
July 16	Two hundred yards west-southwest of station.	Gurnet	Catboat Mildred, Plymouth, Mass.	.....
July 18	One mile southeast of station.	City Point.....	Slp. Tacoma, Boston, Mass.	.....
July 18	Three-quarters of a mile north-northeast of station.	.....do.....	Slp. Leona, Boston, Mass.	.....
July 19	Great Brewster Island...	Point Allerton....	Launch Neleta, Beverly, Mass.	.....
July 21	One mile north by east of station.	City Point.....	Slp. Foam, Boston, Mass.	.....
July 21	Three-quarters of a mile northwest of station.	.....do.....	Slp. yt. Boreas, Boston, Mass.	Moebes	6
July 24	One and one-quarter miles south-southwest of station.	.....do.....	Smallboat, Boston, Mass.	.....
July 30	One-quarter mile northwest of station.	.....do.....	Skiff, Boston, Mass.	.....
July 30	One and one-half miles southeast of station.	.....do.....	Slp. Elizabeth, Boston, Mass.	.....
July 30	One and one-half miles east of station.	.....do.....	Catboat Flounder, Boston, Mass.	.....
July 30	Two and one-quarter miles east by south of station.	.....do.....	Slp. Gleam, Dorchester, Mass.	.....
Aug. 7	Two and one-half miles north-northwest of Brant Rock Station.	Brant Rock and Fourth Cliff.	Slp. Whip, Boston, Mass.	Johnson ...	64
Aug. 7	Three miles north, one-half east of station.	Orleans.....	Catboat Sea Elf, Cohasset, Mass.	.....
Aug. 8	Two and one-half miles southeast of station.	City Point.....	Slp. Ethel, Boston, Mass.	.....
Aug. 9	One mile north of station.	Plum Island.....	Slp. yt. Winsome, Boston, Mass.	Paine.....	19
Aug. 10	One and one-quarter miles northeast of station.	City Point.....	Slp. Leona, Boston, Mass.	.....
Aug. 10	.....do.....	.....do.....	Slp. May R., Boston, Mass.	.....
Aug. 11	One and one-half miles northeast of station.	.....do.....	Slp. yt. Naiad, Boston, Mass.	Brown.....	7
Aug. 11	Three-quarters of a mile east-southeast of station.	Gurnet	Sc. John M. Fiske, ¹ Rockland, Me.	Nutt.....	80
Aug. 21	One and one-half miles east of station.	Wood End.....	Sc. Carrie C., Gloucester, Mass.	Crittenden	75
Aug. 21	One and one-half miles south of station.	Old Harbor.....	Slp. yt. Thea, Boston, Mass.	.....
Aug. 23	Three-eighths of a mile west-northwest of station.	Cuttyhunk	Catboat Naomi, New Bedford, Mass.	.....

¹ In distress, requiring the assistance of the life-saving crew.

of 1899-1900—Continued.

COAST OF MASSACHUSETTS.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons rescued at station.	Days' succor afforded.
Capsized		\$200		\$200	\$195	\$5	2	2		2	2
Pleasure trip		100		100	100		2	2			
do.		300		300	300		8	8			
To a vessel in harbor		30		30	30		2	2			
Pleasure trip		200		200	200		2	2			
Dorchester to City Point, Mass.		150		150	150		1	1			
Dragged anchors		1,000		1,000	1,000						
On fire in harbor		20,000		20,000	18,000	2,000	2	2			
Pleasure trip		60		60	60		2	2			
do.		10		10	10		1	1			
Parted moorings		200		200	200						
In Boston Harbor		200		200	200		1	1			
Dragged anchor		150		150	150						
Boston to Princetown, Mass.		4,000		4,000	4,000		1	1			
Dragged anchor		200		200	200						
do.		600		600	600						
Pleasure trip		5		5		5	3	3		3	3
do.		20		20	20		1	1			
do.		100		100	90	10	4	4			
do.		50		50	40	10	5	5			
do.		150		150	150		8	8			
Rockport to Green Harbor, Mass.	Stone.....	2,500	\$150	2,650	2,650		4	4			
Cohasset to Orleans, Mass.		175		175	175		1	1			
Pleasure trip		1,000		1,000	1,000		7	7			
do.		2,000		2,000	2,000		8	8			
Dragged anchor and collided.		150		150	140	10					
Collided with slp. Leona.		200		200	185	15					
Adrift		400		400	400						
South River, N. C., to Plymouth, Mass.	Brick.....	1,000	4,500	5,500	5,500		4	4			
Georges Bank to Provincetown, Mass.	Fish	2,000	600	2,600	2,600		12	12			
Pleasure trip		300		300	300		4	4			
Parted moorings and stranded.		100		100	100						

Table of casualties, season

DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1899.					
Aug. 25	Two miles west of station.	Chatham	Catboat Flirt		
Aug. 26	Two and one-half miles north of station.	Orleans	Launch Pilgrim, East-ham, Mass.		
Aug. 27	One and one-quarter miles northeast of station.	Davis Neck	Sc. Frank Leaming, Philadelphia, Pa.	Campbell..	257
Aug. 27	One and one-quarter miles west-southwest of station.	City Point	Sailboat, South Boston, Mass.		
Aug. 28	One and one-half miles northeast by north of station.	Davis Neck	Launch Mena, New York City.		
Sept. 3	Three miles northwest by west of station.	Race Point	Slp. yt. Pointer, New Bedford, Mass.	Felkin.....	7
Sept. 5	Two miles northeast of station.	Point Allerton....	Sloop, Boston, Mass.		
Sept. 6	One-quarter mile northeast of station.	City Point	Sailboat, Boston, Mass.		
Sept. 7	One-quarter mile west of station.	Cuttyhunk	Sc. Dart, Stonington, Conn.	Lacey	34
Sept. 10	One and one-half miles east-southeast of station.	City Point	Catboat Leader, Boston, Mass.		
Sept. 10	Three-quarters of a mile northwest of station.	.....do	Rowboat, Boston, Mass.		
Sept. 10	One-half mile west by north of station.	Cuttyhunk	Sc. Mary and Belle, Newport, R. I.	Joy	30
Sept. 11	One-half mile northwest of station.	City Point	Slp. yt. Tramp, Boston, Mass.		
Sept. 11	One-quarter mile west-northwest of station.	.....do	Slp. Rag Time, Boston, Mass.		
Sept. 15	Two-thirds of a mile east, one-half north of station.	Orleans	Str. Pouyer Quertier, Saint Nazaire, France.	Verlynre ..	1,250
Sept. 16	One mile northwest of station.	Plum Island	Sc. Eben Parsons, Gloucester, Mass.	Brodelbank.	91
Sept. 17	Two miles north-northwest of station.	Point Allerton....	Slp. Everett, Boston, Mass.		
Sept. 18	Great Ledge, Buzzards Bay.	Cuttyhunk	Sc. William M. Bird, Somers Point, N. J.	Barrett	808
Sept. 20	One and one-quarter miles north-northeast of station.	City Point	Slp. yt. Alida, Boston, Mass.		
Sept. 21	One-half mile southeast of station.	.....do	Small boat, Boston, Mass.		
Sept. 21	One mile west-southwest of station.	High Head	Slp. Helen, Provincetown, Mass.		
Sept. 24	Shovelful Shoal.....	Monomoy	Bge. Calabria, Windsor, Nova Scotia.	Gayton	400
Sept. 25	Two and one-half miles west-southwest of station.	Gurnet	Sc. Trilby, Gloucester, Mass.		
Sept. 30	Two and one-half miles south of station.	Brant Rock	Slp. Astrea, Providence, R. I.		
Oct. 1	Two and one-half miles south-southeast of Chatham Station.	Chatham and Monomoy.	Sc. Winnie Lawry, Boston, Mass.	Smith	246
Oct. 3	One-half mile west of station.	City Point	Rowboat, Boston, Mass.		
Oct. 5	Shovelful Shoal.....	Monomoy	Sc. Delaware, Castine, Me.	Black	84
Oct. 6	Two and one-half miles south of station.	Cahoons Hollow..	Dredge Empire State and 5 scows, Albany, N. Y.		
Oct. 6	One mile southwest of station.	Gay Head	Sloop		
Oct. 7	One-half mile north of station.	Fourth Cliff	Small boat		

of 1899-1900—Continued.

OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Fishing trip.....		\$100		\$100	\$100		1	1			
Pleasure trip.....		375		375	325	\$50	8	8			
Salem to Lanesville, Mass.		4,000		4,000	4,000		6	6			
Pleasure trip.....		10		10	10		2	2			
Ipswich to Salem, Mass.		8,000		8,000	7,990	10	6	6			
Winthrop to Provincetown, Mass.		600		600		600	4	4			
Pleasure trip.....		125		125	125		2	2			
Capsized		75		75	75		1	1			
Groton, Conn., to Salem, Mass.	Railroad ties.	500	\$350	850	800	50	3	3			
Pleasure trip.....		75		75	75		6	6		6	6
Capsized		30		30	30		5	5			
New Bedford to Cuttyhunk, Mass.		500		500	500		3	3			
Adrift.....		50		50	50						
.....do.....		300		300	300						
Saint Nazaire, France, to Orleans, Mass.	Atlantic cable.	125,000	20,000	145,000	145,000		58	58			
Plum Island Point, Mass., to Kittery, Me.	Sand	2,500	165	2,665	2,665		5	5			
Pleasure trip.....		700		700	700		10	10			
Philadelphia, Pa., to New Bedford, Mass.	Coal	20,000	2,500	22,500	22,500		7	7			
Parted moorings and stranded.		250		250	240	10					
Adrift.....		30		30	30		1	1			
Parted moorings.....		100		100	100						
New York City to Windsor, Nova Scotia.		6,000		6,000	6,000		4	4			
Plymouth to Gloucester, Mass.		250		250	250		4	4			
Boston, Mass., to Providence, R. I.		600		600	600		2	2			
New York City to St. John, New Brunswick.	Coal, oil, pitch, and powder.	3,000	4,000	7,000	6,800	200	5	5			
Capsized		30		30	30		1	1			
Bangor, Me., to Vineyard Haven, Mass.	Lumber ..	1,850	1,750	3,600	2,900	700	4	4		4	4
Peekskill, N. Y., to Plymouth, Mass.		50,000		50,000	45,000	5,000	8	8			
Fishing trip.....		100		100	100		1	1		1	1
Capsized		10		10	10		2	2			

Table of casualties, season

DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1899.					
Oct. 8	Three-quarters of a mile northeast of station.	City Point	Rowboat, South Boston, Mass.	.....	.....
Oct. 9	Two miles north of Cahoons Hollow Station.	Cahoons Hollow and Pam-et River.	Sc. Thomas W. Holder, Liverpool, Nova Scotia.	McDonald.	199
Oct. 10	One mile northwest of station.	Plum Island	Sc. Notice, Gloucester, Mass.	Hassen	66
Oct. 12	Three-quarters of a mile north of station.	Fourth Cliff	Slp. Dione, Marshfield, Mass.	.....	.....
Oct. 12	Handkerchief Shoal	Monomoy	Sc. Humboldt, Boston, Mass.	Dudley	57
Oct. 18	One mile northwest of station.	Wood End	Slp. Active, Salem, Mass.	Silva	14
Oct. 20	Two and seven-eighths miles west by north $\frac{1}{2}$ north of station.	Cuttyhunk	Catboat Birdella, New Bedford, Mass.	.....	.....
Oct. 21	One mile north-northeast of station.	City Point	Launch Pearl, South Boston, Mass.	.....	.....
Oct. 22	Near Toddy Rocks	Point Allerton	Slp. Queen, Winthrop, Mass.	.....	.....
Oct. 23	One mile south of station.	Old Harbor	Sc. Jenny Greenbank, Portsmouth, Mass.	Frisbie	89
Oct. 26	One and one-half miles east of station.	Wood End	Slp. Briganza, Wal-doboro, Me.	Sparrow ...	10
Oct. 29	One-half mile west-north-west of station.	City Point	Slp. yt. Violet, South Boston, Mass.	.....	.....
Oct. 29	One-quarter mile north-east of station.	.....do	Slp. yt. Sioux E., South Boston, Mass.	.....	.....
Nov. 4	Three-quarters of a mile west-southwest of station.	.....do	Slp. yt. Francis, Boston, Mass.	.....	.....
Nov. 12	One and three-quarters miles east-northeast of station.	Wood End	Sc. Ada J. Campbell, Stonington, Conn.	Sullivan...	139
Nov. 25	Three-quarters of a mile east of station.	Manomet Point...	Small boat, Manomet, Mass.	.....	.....
Dec. 7	Three hundred yards south of station.	Wood End	Slp. Golden Eagle, Newport, R. I.	Corea	18
Dec. 19	Three miles south of station.	Salisbury Beach..	Sc. Charles F. Atwood, Marblehead, Mass.	Turnquost.	69
Dec. 23	One-half mile northeast of station.	Plum Island	Str. Laura Marion, Newburyport, Mass.	Pettengill .	12
1900.					
Jan. 3	One-half mile south-southeast of station.	Gurnet	Sc. Allen Green, Boston, Mass.	Pinkham..	442
Jan. 27	Ten miles east by south of Orleans Station.	Orleans and Old Harbor.	Sc. Helen, Rockland, Me.	Hutchings.	149
Feb. 25	One and one-half miles north-northeast of station.	Point Allerton	Sc. Otto, Philadelphia, Pa.	Smith	693
Feb. 25	.....do .....	.....do	Sc. Keystone, Philadelphia, Pa.	Lake	841
Mar. 1	Two and one-half miles south of station.	Nauset	Sc. Mondego, Gloucester, Mass.	Hickey	105
Mar. 5	Two miles south-south-west of station.	Old Harbor	Small boat, Chatham, Mass.	.....	.....
Mar. 8	Seven miles north three-quarters east of station.	Cuttyhunk	Sc. Harry L. Whiton, Boston, Mass.	Rich	481
Mar. 11	Twenty miles north-northeast of station.	Orleans	Sc. William P. Hood, ¹ Fall River, Mass.	Worden ...	665
Mar. 17	One-eighth mile west-northwest of station.	Cuttyhunk	Slp. Helen, Cuttyhunk, Mass.	.....	.....
Apr. 1	Plum Island Point	Plum Island	Sc. Minnesota, Marble-head, Mass.	Perkins....	62
Apr. 2	Two and one-half miles east of station.	North Scituate....	Launch Chatham, Green Harbor, Mass.	.....	.....
Apr. 7	Chatham Bar	Monomoy	Boat belonging to Sc. Laura Robinson, Rockland, Me.	.....	.....
Apr. 16	Hunts Ledge	Point Allerton	Sc. Woodward Abrahams, Boston, Mass.	Marshall ..	744

¹ Crew in distress and vessel disabled, requiring the assistance of the life-saving crew.

of 1899-1900—Continued.

OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Capsized		\$25		\$25	\$25		3	3			
Liverpool, Nova Scotia, to New Haven, Conn.	W o o d pulp.	4,000	\$6,000	10,000	250	\$9,750	7	7		7	14
Plum Island Point to Boston, Mass.	Sand	2,000	100	2,100	2,025	75	5	5			
Fishing trip.....		175		175	175		4	4			
Newport, R. I., to Gloucester, Mass.		600		600	600		4	4			
Gloucester to Provincetown, Mass.	Salt.....	1,500	50	1,550	1,550		3	3			
Fishing trip.....		200		200	200		1	1		1	3
Adrift.....		200		200	200						
Pleasure trip.....		400		400	400		2	2			
Perth Amboy, N. J., to Exeter, N. H.	Coal	1,200	800	2,000	1,900	100	4	4			
Fishing trip.....		1,100		1,100	1,100		4	4			
Adrift.....		50		50	50						
Drifted against pier.....		40		40	40						
Broke from moorings and stranded.		175		175	175						
High Island, Me., to New York City.	Granite...	5,000	500	5,500	5,500		4	4			
Capsized		15		15	15		2	2		2	2
Fishing trip.....	Fishing gear.	1,000	300	1,300	1,000	300	5	5		5	10
Lynn to Newburyport, Mass.		500		500	350	150	4	4		2	2
Gloucester to Newburyport, Mass.		2,500		2,500	500	2,000	3	3			
Philadelphia, Pa., to Boston, Mass.	Coal	10,000	2,300	12,300	12,300		7	7			
Rockland, Me., to New York City.	Lime	1,500	2,400	3,900	3,200	700	5	5			
Philadelphia, Pa., to Boston, Mass.	Coal	20,165	3,660	23,825	715	23,110	5	5		4	4
.....do.....	.....do.....	15,060	5,220	20,280 .....	.....	20,280	5	5		4	4
Fishing trip to Boston, Mass.	Fish	7,800	1,500	9,300 .....	.....	9,300	18	18		18	19
Fishing trip.....		20		20	20		2	2			
South Amboy, N. J., to New Bedford, Mass.	Coal	7,000	3,500	10,500	10,400	100	7	7			
Baltimore, Md., to Boston, Mass.	.....do.....	35,000	5,000	40,000	37,500	2,500	8	8			
New Bedford to Cuttyhunk, Mass.	Miscellaneous.	600	100	700	700		3	3			
Boston to Plum Island Point, Mass.		500		500	100	400	3	3			
South Boston to Green Harbor, Mass.		400		400	400		2	2		2	2
.....		30		30	30		5	5		5	5
Charleston, S. C., to Weymouth, Mass.	Phosphate rock.	20,000	7,000	27,000	26,100	900	8	8			

Table of casualties, season

DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1900.					
Apr. 18	Two and one-half miles north-northwest of station.	Coskata.....	Sc. Emma C. Middleton, Philadelphia, Pa.	Higbee	527
Apr. 25	Four miles southeast by south of station.	Monomoy	Small boat, Providence, R. I.	.....	.....
Apr. 26	Three-quarters of a mile northwest of station.	Plum Island.....	Sloop, Newburyport, Mass.	.....	.....
Apr. 26	One-half mile west-northwest of station.	Cuttyhunk	Slp. yt. Ute, New Rochelle, N. Y.	.....	.....
May 1	One-quarter mile southwest of station.	City Point.....	Slp. yt. Magnet, Boston, Mass.	.....	.....
May 8	One-half mile north of station.	.....do	Slp. yt. Alberta, Boston, Mass.	.....	.....
May 10	Three miles east of station.	Gay Head.....	Sc. Thos. B. Reed, ¹ Boston, Mass.	Shaw	116
May 15	Handkerchief Shoal.....	Monomoy	Sc. Oliver Wendell Holmes, Gloucester, Mass.	Kimball ...	107
May 19	One and one-quarter miles west of station.	City Point.....	Slp. yt. Salva, Boston, Mass.	.....	.....
May 22	Three-quarters of a mile north-northeast of station.	Plum Island.....	Sloop, Portsmouth, N. H.	.....	.....
May 22	One and one-quarter miles southeast of station.	City Point.....	Sc. Pemaquid, Boothbay, Me.	Wheeler ...	58
May 25	One mile west-northwest of station.	.....do	Slp. yt. Marquette, Boston, Mass.	.....	.....
May 25	Sow and Pigs Reef.....	Cuttyhunk and Gay Head.	Sc. Annie E. Rickerson, New York City.	Jasper	250
May 30	Two hundred yards east of station.	City Point.....	Yt. Opitsah, Marblehead, Mass.	.....	.....
June 2	One mile northwest by north of station.	.....do	Sc. Rambler, Boston, Mass.	.....	.....
June 2	One-half mile north of station.	.....do	Slp. yt. Senator, Boston, Mass.	.....	.....
June 3	One mile northeast of station.	.....do	Small boat, Boston, Mass.	.....	.....
June 4	One and one-half miles north of station.	Point Allerton....	Slp. Tyera, Boston, Mass.	.....	.....
June 7	Two and one-half miles southeast by east of station.	City Point.....	Slp. yt. Scylla, Boston, Mass.	.....	.....
June 9	Near station.....	.....do	Rowboat, Boston, Mass.	.....	.....
June 9	Two miles south of station.	Nauset	Sc. Avalon, Windsor, Nova Scotia.	Howard ...	131
June 10	Two and one-quarter miles east of station.	City Point	Catboat Ernest, Dorchester, Mass.	.....	.....
June 10	One and one-half miles northeast by east of station.	.....do	Sc. Delaware, Boston, Mass.	Norwood ..	64
June 22	One-sixth mile south-southeast of station.	Cuttyhunk	Sc. Isaac H. Tillyer, Philadelphia, Pa.	Norton	598
June 23	One and one-half miles east-northeast of station.	City Point	Sc. yt. Thelma, Boston, Mass.	Cook	26
June 23	One-half mile north-northeast of station.	.....do	Yt. Mable, Boston, Mass.	.....	.....
June 23	One and one-half miles south of station.	Brant Rock.....	Sloop, Green Harbor, Mass.	.....	.....
June 24	One-quarter mile north-northwest of station.	Point Allerton....	Slp. yt. Susan, Boston, Mass.	.....	.....
June 28	One mile northeast of station.	City Point.....	Slp. Corona, Boston, Mass.	.....	.....
June 29	One and two-thirds miles east of station.	.....do	Launch Surprise, Boston, Mass.	.....	.....
June 30	One-half mile east-southeast of station.	.....do	Sloop, Boston, Mass.	.....	.....
June 30	Two-thirds of a mile north of station.	.....do	Rowboat, Boston, Mass.	.....	.....
	Total.....				

¹ Disabled and in dangerous position, from which life-saving crew extricated her

of 1899-1900—Continued.

OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Philadelphia, Pa., to Gardiner, Me.	Coal.....	\$7,000	\$1,500	\$8,500	\$8,500	.....	7	7	.....	1	1
Marblehead, Mass., to Providence, R. I.	.....	15	.....	15	15	.....	1	1	.....	.....	.....
Pleasure trip.....	.....	50	.....	50	50	.....	2	2	.....	2	2
Cotuit, Mass., to New Rochelle, N. Y.	.....	800	.....	800	800	.....	2	2	.....	.....	.....
Adrift.....	.....	200	.....	200	200	.....	.....	.....	.....	.....	.....
Dragged anchor.....	.....	100	.....	100	100	.....	.....	.....	.....	.....	.....
St. George, N. Y., to Plymouth, Mass.	Coal.....	1,500	800	2,300	2,300	.....	4	4	.....	.....	.....
Fishing trip.....	.....	7,000	.....	7,000	7,000	.....	17	17	.....	.....	.....
Adrift.....	.....	75	.....	75	75	.....	.....	.....	.....	.....	.....
Portsmouth, N. H., to Newburyport, Mass.	.....	50	.....	50	10	\$40	1	1	.....	1	1
In Boston Harbor.....	Brick and cement.	1,500	400	1,900	1,750	150	8	8	.....	.....	.....
Parted moorings.....	.....	350	.....	350	350	.....	.....	.....	.....	.....	.....
Port Reading, N. J., to Portland, Me.	Coal.....	4,500	1,600	6,100	4,100	2,000	6	6	.....	6	6
Pleasure trip.....	.....	1,500	.....	1,500	1,450	50	4	4	.....	.....	.....
Dragged anchor and stranded.	.....	300	.....	300	300	.....	.....	.....	.....	.....	.....
Pleasure trip.....	.....	200	.....	200	200	.....	2	2	.....	.....	.....
Fishing trip.....	.....	10	.....	10	10	.....	2	2	.....	.....	.....
do.....	.....	300	.....	300	300	.....	2	2	.....	.....	.....
Capsized.....	.....	150	.....	150	140	10	1	1	.....	.....	.....
Adrift.....	.....	10	.....	10	10	.....	1	1	.....	.....	.....
St. John, New Brunswick, to New York City.	Lumber ..	4,000	1,000	5,000	5,000	.....	6	6	.....	2	2
Pleasure trip.....	.....	200	.....	200	200	.....	2	2	.....	.....	.....
Bangor, Me., to Boston, Mass.	Lumber ..	800	1,500	2,300	2,300	.....	3	3	.....	.....	.....
Philadelphia, Pa., to Gardiner, Me.	Coal.....	12,000	2,200	14,200	100	14,100	7	7	.....	3	12
Boston to Marblehead, Mass.	.....	6,000	.....	6,000	6,000	.....	7	7	.....	.....	.....
Sunk in harbor.....	.....	125	.....	125	100	25	.....	.....	.....	.....	.....
Dragged anchor and stranded.	.....	300	.....	300	250	50	2	2	.....	.....	.....
Pleasure trip.....	.....	600	.....	600	600	.....	2	2	.....	.....	.....
Adrift.....	.....	750	.....	750	750	.....	3	3	.....	.....	.....
do.....	.....	350	.....	350	350	.....	.....	.....	.....	.....	.....
do.....	.....	20	.....	20	20	.....	.....	.....	.....	.....	.....
Capsized.....	.....	10	.....	10	10	.....	4	4	.....	4	4
.....	.....	452,230	81,445	533,675	438,910	94,765	468	465	3	98	126

Table of casualties, season

DISTRICT NO. 3.—EMBRACING COASTS

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1899.					
July 2	Two and one-half miles west-northwest of station.	Point Lookout....	Slp. yt. J. T. Dimon, New York City.	Wilson	8
July 2	One and one-half miles south of station.	Rockaway Point .	Launch Dandy, ¹ New York City.	.....	.....
July 26	Two miles northwest of station.	Moriches	Skiff, East Moriches, N. Y.	.....	.....
Aug. 4	Four miles west of station.	Brenton Point....	Sc. Benj. D. Prince, ² New Bedford, Mass.	Pence	62
Aug. 8	Three miles southeast of station.	Oak Island	Sc. Glendy Burke, Ellsworth, Me.	Stanwood .	94
Aug. 18	One mile east of station..	Quonochontaug..	Slp. Annie, New London, Conn.	Kruse	11
Sept. 7	One-half mile east-northeast of station.	Watch Hill	Slp. yt. Ditto, ¹ New York City.	.....	.....
Sept. 11	One-eighth mile south-east of station.	New Shoreham...	Slp. Sunny Side, New Haven, Conn.	Kessler	7
Sept. 11	One and one-half miles east-northeast of Quogue Station.	Quogue, Tiana, and Potunk.	Slp. Arrow, New York City.	Coffin.....	7
Sept. 18	One mile west-northwest of station.	Blue Point	Catboat, Patchogue, N. Y.	.....	.....
Sept. 20	One mile northeast of station.	Napeague	Slp. Ellen, Newport News, Va.	Payne	8
Sept. 23	Three-quarters of a mile west-northwest of station.	Potunk	Catboat Madcap, West Hampton, N. Y.	.....	.....
Oct. 6	One and one-half miles northeast of station.	Fire Island	Catboat Mamie L., Bay Shore, N. Y.	.....	.....
Oct. 13	Two miles west of Gilgo Station.	Gilgo and Jones Beach.	Sc. Romana, Patchogue, N. Y.	De Graff ...	26
Oct. 15	One hundred and ten yards west of station.	Rocky Point.....	Sc. S. O. Co. No. 81, Chicago, Ill.	Nelson	1,774
Oct. 15	.....do.....	.....do.....	Str. O. L. Hallenbeck, New York City.	Dalbur	198
Nov. 4	Three hundred yards northwest of station.	Sandy Point.....	Bg. Plover, St. John, New Brunswick.	Godfrey ...	405
Nov. 12	Two and one-half miles southeast of Point Lookout Station.	Point Lookout and Short Beach.	Sc. Mary C. Stuart, New York City.	Bowden ...	203
Nov. 22	One-quarter mile west of station.	Quogue.....	Small boat, Quogue, N. Y.	.....	.....
Dec. 30	Twelve miles west of station.	Rocky Point.....	Sc. Rabboni, Bangor, Me.	Lord.....	294
1900.					
Jan. 3	Two-sevenths of a mile south of Moriches Station.	Moriches, Forge River, Potunk, and Quogue.	Sc. S. P. Hitchcock, Bath, Me.	Sorensen ..	605
Jan. 26	Three miles east of station.	Watch Hill	Sc. Nausett, Fall River, Mass.	Marks	30
Feb. 5	One mile west of station.	Forge River	Sharple.....	.....	.....
Feb. 8	One and one-quarter miles west of Moriches Station.	Moriches, Forge River, and Potunk.	Str. Gate City, Savannah, Ga.	Googins ...	1,997
Feb. 25	Three miles northeast of station.	Fire Island	Slp. Rambler, Patchogue, N. Y.	Ketcham ..	5
Mar. 8	Four-sevenths of a mile east-southeast of station.	New Shoreham...	Sc. Annie E. Fowler, Somers Point, N. J.	Dean	17
Apr. 6	One mile north of station.	Moriches	Catboat Miami, Center Moriches, N. Y.	.....	.....
Apr. 11	Three miles north of station.	Block Island	Slp. Martha, New London, Conn.	Kemp	15
Apr. 21	One mile southwest of station.	Short Beach	Sc. Julia, New York City.	Roberts....	57
Apr. 29	Napatree Point.	Watch Hill	Sc. Mall, Boston, Mass ...	Harper	136
Apr. 30	One and one-half miles northeast of station.	Lone Hill.....	Skiff, Eastport, N. Y.....	.....	.....

¹ Disabled, requiring the assistance of the life-saving crew.

of 1899-1900—Continued.

OF RHODE ISLAND AND LONG ISLAND.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Long Beach to Point Lookout, N. Y.		\$800	.....	\$800	\$800	.....	9	9	.....	.....	.....
Fishing trip.....		3,500	.....	3,500	3,475	\$25	11	11	.....	.....	.....
Capsized		100	.....	100	95	5	1	1	.....	.....	.....
New Bedford, Mass., to Newport, R. I.	Barrels ...	1,500	\$250	1,750	1,750	.....	4	4	.....	.....	.....
Bangor, Me., to Patchogue, N. Y.	Lumber ..	1,500	1,100	2,600	1,500	1,100	4	4	.....	.....	.....
Edgartown, Mass., to New London, Conn.	Clams	1,200	100	1,300	20	1,280	2	2	.....	2	2
Newport, R. I., to New York City.		1,000	.....	1,000	990	10	2	2	.....	.....	.....
Fishing trip	Fish and fishing tackle.	400	150	550	500	50	3	3	.....	.....	.....
Rockaway Inlet to New Rochelle, N. Y.		150	.....	150	.....	150	3	3	.....	.....	.....
Patchogue to Water Island, N. Y.		200	.....	200	200	.....	.....	.....	.....	.....	.....
Lying in harbor	Fish and ice.	500	50	550	490	60	.....	.....	.....	.....	.....
Speonk to West Hampton, N. Y.		300	.....	300	300	.....	2	2	.....	.....	.....
Bayshore to Fire Island Beach, N. Y.		150	.....	150	150	.....	1	1	.....	1	1
New York City to Babylon, N. Y.	Coal	700	200	900	.....	900	2	2	.....	2	4
Bayonne, N. J., to Boston, Mass.	Kerosene oil.	100,000	60,000	160,000	149,000	11,000	14	14	.....	.....	.....
do		50,000	.....	50,000	49,700	300	11	11	.....	.....	.....
New York to Sierra Leone, Africa.	General ..	8,000	15,000	23,000	11,500	11,500	8	8	.....	5	5
Philadelphia, Pa., to Rockland, Me.	Coal	5,500	625	6,125	4,925	1,200	5	5	.....	5	5
Fishing trip.....	Fish	15	10	25	15	10	3	3	.....	.....	.....
Providence, R. I., to New York City.	Barrels ...	1,000	1,275	2,275	.....	2,275	6	6	.....	.....	.....
Brunswick, Ga., to Bath, Me.	Lumber ..	8,000	12,000	20,000	18,000	2,000	9	9	.....	9	9
Providence, R. I., to Fairhaven, Conn.		500	.....	500	.....	500	4	.....	4	.....	.....
Pleasure trip.....		10	.....	10	10	.....	1	1	.....	.....	.....
Savannah, Ga., to Boston, Mass.	Cotton....	106,875	133,810	240,685	19,130	221,555	49	49	.....	50	100
Bayshore to Fire Island, N. Y.		300	.....	300	300	.....	6	6	.....	.....	.....
Fishing trip.....		1,070	.....	1,070	1,070	.....	4	4	.....	.....	.....
Pleasure trip.....		150	.....	150	125	25	3	3	.....	3	3
Fishing trip.....	Salt and clams.	600	25	625	625	.....	3	3	.....	.....	.....
Jones Inlet, N. Y., to New York City.	Sand	1,000	150	1,150	1,150	.....	6	6	.....	.....	.....
Scituate, Mass., to New York City.	Lumber ..	500	2,000	2,500	2,450	50	4	4	.....	.....	.....
Capsized		60	.....	60	60	.....	1	1	.....	.....	.....

²In dangerous position, from which life-saving crew extricated her.

Table of casualties, season

DISTRICT NO. 3.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1900.					
Apr. 30	Two and one-half miles west of station.	Rockaway Point	Sc. Evelyn, New Haven, Conn.	Mills	32
May 3	Three-quarters of a mile east-southeast of station.	Eatons Neck	Sc. Liberty, New York City.	Chaffer	30
May 5	Three miles west of station.	Long Beach	Sc. John M. Broomall, Tuckerton, N. J.	Hammond	29
May 10	One mile northwest of station.	Point of Woods...	Sc. Anna Brown, Patchogue, N. Y.	Hendrickson	48
	Total .....	.....	.....	.....	.....

DISTRICT NO. 4.—EMBRACING

1899.					
July 3	One mile west-southwest of station.	Townsend's Inlet	Yt. Ariel, Clermont, N. J.	.....	.....
July 9	Four miles northwest of station.	Spermaceti Cove	Slp. yt. Eagle Wing, Hoboken, N. J.	.....	.....
July 10	One mile northeast of station.	Toms River	Launch Florence, ¹ Philadelphia, Pa.	.....	.....
July 16	Two miles north of station.	Spring Lake	Sc. R. and S. Corson, Wilmington, Del.	Lawson	262
July 16	One and one-half miles north of station.	Ship Bottom	Sc. John A. McKie, Boston, Mass.	Erb	223
July 17	Three and one-half miles east of station.	Cold Spring	Yt. Champion, Cape May City, N. J.	.....	.....
July 19	One and one-half miles northwest of station.	Little Egg	Sc. Samuel Wood, New York City.	Brent	51
July 22	Three and one-half miles northeast of Tathams Station.	Tathams and Avalon.	Sc. Frank A. Palmer, Bath, Me.	Rawding ..	2,014
Aug. 5	One mile west-southwest of station.	Cedar Creek	Slp. Aji, Barnegat City, N. J.	.....	.....
Aug. 20	One-half mile north of station.	Atlantic City	St. yt. Nameless, Baltimore, Md.	Watts	23
Aug. 22	Two miles southwest of station.	Great Egg	Slp. yt. Elaine, Somers Point, N. J.	Parker	6
Aug. 24	Three-quarters of a mile west-southwest of station.	.....do	Sc. John W. Fox, Wilmington, Del.	Smith	82
Aug. 25	.....do .....	.....do	Yt. Mary Jane, Somers Point, N. J.	Champion ..	5
Aug. 27	One-half mile northwest of station.	Little Beach	Slp. yt. Katie Western, Atlantic City, N. J.	.....	.....
Aug. 27	One and one-half miles southwest of station.	Turtle Gut	Yt. Harry, Cape May City, N. J.	.....	.....
Aug. 29	One mile southeast of station.	Hereford Inlet	Sc. B. T. Riffin, Cape Charles, Va.	Johnson ...	12
Aug. 31	Three-quarters of a mile south of station.	Atlantic City	Sc. Florence Davis, Bridgeton, N. J.	Smith	69
Sept. 3	Two-sevenths of a mile north of station.	Little Beach	Skiff, Atlantic City, N. J.	.....	.....
Sept. 15	One and one-quarter miles west-southwest of station.	Great Egg	Sc. Florence Russell, Bridgeton, N. J.	Gant	60
Sept. 19	One mile south of station.	Atlantic City	Sc. Sudie Wayman, Baltimore, Md.	Patience ...	37
Sept. 19	One and one-half miles south-southeast of Townsend Inlet Station.	Townsend Inlet and Avalon.	Slp. Penrose, Somers Point, N. J.	Townsend ..	9
Sept. 28	One and one-quarter miles west-southwest of station.	Great Egg	Sc. C. R. Bennett, Chincoteague, Va.	Reed	32
Oct. 1	Three-quarters of a mile west-southwest of station.	.....do	Sc. John W. Fox, Wilmington, Del.	Smith	82

¹ Disabled, requiring assistance.

of 1899-1900—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 station.	Days' succor afforded.
New Haven, Conn., to Jamaica Bay, N. Y.	Oysters ...	\$1,000	\$1,000	\$2,000	\$400	\$1,600	2	2	.....	.....	.....
New Haven, Conn., to Far Rockaway, N. Y.	.....do	1,200	800	2,000	2,000	.....	3	3	.....	.....	.....
Bridgeport, Conn., to Woodsburg, N. Y.	.....do	1,500	935	2,435	2,135	300	3	3	.....	.....	.....
Staten Island to Great River, N. Y.	Cement...	2,000	2,000	4,000	4,000	.....	3	3	.....	.....	.....
.....	.....	301,280	231,480	532,760	276,865	255,895	192	188	4	86	138

COAST OF NEW JERSEY.

Capsized .....	.....	\$500	.....	\$500	\$500	.....	1	1	.....	.....	.....
.....do .....	.....	300	.....	300	250	\$50	8	8	.....	8	8
Long Island to Cape May, N. J.	.....	5,000	.....	5,000	5,000	.....	4	4	.....	.....	.....
Norfolk, Va., to New York City.	Lumber ..	600	\$400	1,000	1,000	.....	6	6	.....	.....	.....
St. Johns, Newfoundland, to Philadelphia, Pa.	Laths.....	4,000	6,000	10,000	.....	10,000	7	7	.....	.....	.....
Maurice River to Cape May City, N. J.	.....	300	.....	300	300	.....	2	2	.....	.....	.....
Crisfield, Md., to Tuckerton Bay.	Shells ...	3,000	270	3,270	3,260	10	4	4	.....	.....	.....
Bangor, Me., to Newport News, Va.	.....	75,000	.....	75,000	74,000	1,000	14	14	.....	.....	.....
Capsized .....	.....	200	.....	200	200	.....	5	5	.....	5	5
Pleasure trip.....	.....	12,000	.....	12,000	12,000	.....	6	6	.....	.....	.....
Atlantic City to Somers Point, N. J.	.....	1,000	.....	1,000	1,000	.....	7	7	.....	.....	.....
Haverstraw, N. Y., to Longport, N. J.	Brick.....	3,000	420	3,420	3,420	.....	5	5	.....	.....	.....
Tuckahoe to Atlantic City, N. J.	Produce ..	200	60	260	260	.....	3	3	.....	.....	.....
Atlantic City to Great Bay, N. J.	.....	1,000	.....	1,000	1,000	.....	7	7	.....	.....	.....
Pleasure trip.....	.....	75	.....	75	70	5	4	4	.....	.....	.....
Fishing trip.....	.....	1,000	.....	1,000	1,000	.....	18	18	.....	.....	.....
Atlantic City to Maurice River, N. J.	.....	5,000	.....	5,000	5,000	.....	5	5	.....	.....	.....
Capsized .....	.....	75	.....	75	75	.....	1	1	.....	.....	.....
Haverstraw, N. Y., to Longport, N. J.	Brick.....	4,000	290	4,290	4,290	.....	4	4	.....	.....	.....
Norfolk, Va., to Atlantic City, N. J.	Lumber ..	1,500	500	2,000	250	1,750	4	4	.....	4	14
Fishing trip.....	.....	800	.....	800	800	.....	10	10	.....	.....	.....
Haverstraw, N. Y., to Longport, N. J.	Brick.....	1,000	150	1,150	1,150	.....	3	3	.....	.....	.....
.....do .....	.....do	3,000	480	3,480	3,480	.....	5	5	.....	.....	.....

Table of casualties, season

DISTRICT NO. 4.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1899.					
Oct. 18	Two miles south of station.	Tathams	Slp. Bononom, Mayville, N. J.	.....	.....
Oct. 20	Two and one-half miles east-southeast of station.	Little Egg.....	Yt. Beulah P., Tuckerton, N. J.	.....	.....
Oct. 25	Brigantine Shoals	South Brigantine and Brigantine.	Str. James Turpie, North Shields, England.	Wishart ...	1,732
Oct. 31	Three-eighths of a mile north of station.	Absecon	Steam dredges Nos. 3 and 4, Atlantic City, N. J.	.....	.....
Nov. 23	One and one-quarter miles south-southwest of station.	Turtle Gut.....	Sc. James W. Lee, Bridgeton, N. J.	Buck	20
Nov. 26	One mile southwest of station.	Bonds	Slp. St. Charles, Somers Point, N. J.	Parker	15
Dec. 2	One mile south of station.	Spermaceti Cove .	Sc. Cavalier, Halifax, Nova Scotia.	Deau	242
Dec. 8	Three-quarters of a mile west-southwest of station.	Great Egg	Sc. Cordelia R. Price, Somers Point, N. J.	York	42
Dec. 22	One and one-half miles north of station.	Little Egg.....	Sc. John M. Broomall, Tuckerton, N. J.	Falkinburg	29
Dec. 27	Two miles south by west of Bonds Station.	Bonds and Little Egg.	Sc. John H. Buttrick, Boston, Mass.	Sprague ...	627
1900.					
Jan. 1	Two miles east of Cold Spring Station.	Cold Spring and Turtle Gut.	Sc. Eva D. Rose, Philadelphia, Pa.	Ross	104
Jan. 3	Three-quarters of a mile north of station.	Great Egg	Yacht, Atlantic City, N. J.	.....	.....
Jan. 14	Point of Sandy Hook	Sandy Hook.....	Sc. Hattie Godfrey, Machias, Me.	Lord.....	104
Jan. 14	Three-quarters of a mile west-southwest of station.	Great Egg	Launch Priscilla, Atlantic City, N. J.	.....	.....
Feb. 5	One-half mile west-northwest of station.	Brigantine	Catboat Hilda C., Leeds Point, N. J.	.....	.....
Feb. 12	One and one-quarter miles south of Squan Beach Station.	Squan Beach and Bay Head.	Shp. County of Edinburgh, Glasgow, Scotland.	Tode	2,160
Feb. 13	One-quarter mile south-southwest of station.	Corsons Inlet.....	Yt. Edith, Somers Point, N. J.	Parker.....	8
Feb. 16	Three-quarters of a mile west-southwest of station.	Great Egg	Sc. Cordelia R. Price, Somers Point, N. J.	York	42
Mar. 5	.....do.....	.....do.....	Sc. Gen'l J. L. Selfridge, Somers Point, N. J.	Willets	20
Mar. 6	Cold Spring Inlet	Turtle Gut and Cold Spring Inlet.	Light-ship tender, U. S. Government.	.....	.....
Mar. 14	Opposite station	Spring Lake	Skiff .....	.....	.....
Mar. 28	Three-quarters of a mile west-southwest of station.	Great Egg	Sc. Claudia V., Somers Point, N. J.	Conover ...	22
Apr. 10	Two and one-quarter miles south-southwest of Corsons Inlet Station.	Corsons Inlet and Sea Isle City.	Sc. James W. Lee, Bridgeton, N. J.	Buck	20
Apr. 13	One-half mile southwest of station.	Townsend Inlet ..	Sc. Herman Ellis, Norfolk, Va.	Stebbins...	23
Apr. 14	One and one-half miles north of Atlantic City Station.	Atlantic City and South Brigantine.	Slp. Flying Scud, Chincoteague, Va.	Sharpley ..	17
Apr. 14	One and one-half miles south of station.	Hereford Inlet ...	Fishboat, Holly Beach, N. J.	.....	.....
Apr. 15	Absecon Bar	Atlantic City	Yt. Scat, Larchmont, N. Y.	.....	.....
Apr. 20	Two miles south-south-east of Little Beach Station.	Little Beach and Brigantine.	Slp. Charles M. Kelley, Newport News, Va.	Marshall ..	33

of 1899-1900—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 station.	Days' succor afforded.
Fishing trip.....	.....	\$500	.....	\$500	\$500	.....	2	2	.....	.....	.....
.....do.....	.....	800	.....	800	785	\$15	2	2	.....	.....	.....
Palermo, Italy, to New York City.	Sulphur, fruit, oil, etc.	50,000	\$100,000	150,000	150,000	.....	20	20	.....	.....	.....
Parted moorings.....	.....	20,000	.....	20,000	20,000	.....	8	8	.....	.....	.....
Great Egg Harbor Inlet to Hereford Inlet, N. J.	.....	700	.....	700	650	50	3	3	.....	.....	.....
Beach Haven to Atlantic City, N. J.	.....	3,000	.....	3,000	3,000	.....	5	5	.....	.....	.....
Port au Prince, Hayti, to New York City.	Logwood.	5,000	4,000	9,000	9,000	.....	6	6	.....	.....	.....
Little Egg Harbor to Pleasantville, N. J.	.....	2,000	.....	2,000	2,000	.....	2	2	.....	.....	.....
Suffolk, Va., to Tuckerton, N. J.	Lumber ..	1,000	200	1,200	1,200	.....	4	4	.....	.....	.....
Brunswick, Ga., to New York City.	.....do....	20,000	17,045	37,045	37,045	.....	8	8	.....	.....	.....
Norfolk, Va., to Camden, N. J.	Pig iron ..	3,500	3,400	6,900	6,350	550	5	5	.....	.....	.....
Caught in the ice.....	.....	125	.....	125	125	.....	3	3	.....	.....	.....
New York City to Baracoa, Cuba.	General ..	4,000	3,000	7,000	7,000	.....	5	5	.....	.....	.....
Ocean City to Longport, N. J.	.....	2,500	.....	2,500	2,500	.....	4	4	.....	.....	.....
Parted moorings and stranded.	Oysters ...	300	50	350	350	.....	.....	.....	.....	.....	.....
Cape Town, Africa, to New York City.	.....	100,000	.....	100,000	100,000	.....	29	29	.....	20	20
Fishing trip.....	Fish	1,000	30	1,030	1,030	.....	3	3	.....	3	3
Pleasantville, N. J., to James River, Va.	.....	2,000	.....	2,000	2,000	.....	3	3	.....	.....	.....
Pleasantville to Somers Point, N. J.	.....	1,200	.....	1,200	1,200	.....	2	2	.....	.....	.....
Capsized .....	.....	225	.....	225	200	25	5	5	.....	.....	.....
.....do.....	.....	10	.....	10	10	.....	2	2	.....	.....	.....
Pleasantville to Maurice River, N. J.	.....	1,800	.....	1,800	1,800	.....	2	2	.....	.....	.....
Chincoteague, Va., to Ludlams Bay, N. J.	Oysters ...	700	400	1,100	1,100	.....	2	2	.....	.....	.....
Hog Island, Va., to Townsend Inlet, N. J.	.....do....	500	230	730	730	.....	3	3	.....	.....	.....
Capsized .....	.....	1,200	.....	1,200	1,200	.....	2	2	.....	.....	.....
Fishing trip.....	.....	150	.....	150	145	5	2	2	.....	.....	.....
Larchmont, N. Y., to Island Heights, N. J.	.....	200	.....	200	200	.....	1	1	.....	.....	.....
Brigantine, N. J., to Yorktown, Va.	.....	3,000	.....	3,000	3,000	.....	3	3	.....	.....	.....

Table of casualties, season

DISTRICT NO. 4.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1900.					
Apr. 26	One and one-half miles east of station.	Little Beach.....	Sc. Henry Disston, Norfolk, Va.	Showell ...	41
May 5	One and one-half miles north of Atlantic City Station.	Atlantic City and South Brigantine.	Slp. Charles M. Kelley, Newport News, Va.	Marshall ..	33
May 9	Three-quarters of a mile north of station.	Barnegat	Yawl Olivia, New Haven, Conn.	Only.....	22
May 11	Three-quarters of a mile west-southwest of station.	Great Egg	Sc. Sunbeam, Chincoteague, Va.	Only.....	22
May 17	One and one-quarter miles east of Ocean City Station.	Ocean City and Great Egg.	Sc. Samuel L. Storer, Greenport, N. Y.	Graber	59
May 21	One-half mile northeast of station.	Ocean City	Yt. Edna May, Linwood, N. J.	.....	.....
May 24	Point off Sandy Hook....	Sandy Hook	Slp. yt. Tammany, New York City.	.....	.....
May 25	One mile northeast of station.	.....do	Boat belonging to yt. Jessica, New York City.	.....	.....
May 30	Point off Sandy Hook....	.....do	Slp. yt. Rover, Brooklyn, N. Y.	.....	.....
May 31	Seven-eighths of a mile south of station.	Squan Beach	Rowboat, Newark, N. J.	.....	.....
June 29	Two miles southeast of station.	Shark River	Sc. John W. Fox, Wilmington, Del.	Smith .....	.....
	Total.....	.....	.....	.....	82

DISTRICT NO. 5.—EMBRACING COAST BETWEEN

1899.					
July 17	Six miles from station ...	Smith Island	Sc. Cashier, Bridgeton, N. J.	Powell	24
July 24	One-half mile south-southeast of station.	Ocean City	Sc. C. R. Bennett, Chincoteague, Va.	Merritt	32
July 30	One mile west-northwest of station.	North Beach	Sc. Lelia Collins, Franklin City, Va.	.....	.....
Aug. 16	Three and one-half miles north-northeast of station.	Lewes	Sc. Harold J. McCarty, Bath, Me.	McKowan ..	312
Aug. 19	One and one-quarter miles northwest one-half north of station.	Parramore Beach	Sc. Annie, Newport News, Va.	Lilliston...	18
Aug. 22	Four and one-half miles north-northeast of station.	North Beach	Sc. Lem Meta, Wilmington, Del.	Williams ..	38
Aug. 27	Point of Cape Henlopen.	Lewes and Cape Henlopen.	Sc. William T. Parker, Wilmington, Del.	Lynch.....	178
Sept. 2	One-half mile south-southwest of station.	Wachapreague ...	Slp. Dallas, Wachapreague City, Va.	.....	.....
Sept. 5	Three miles west-southwest of Assateague Beach Station.	Assateague Beach and Wallops Beach.	Slp. Maud S., Bridgeton, N. J.	Merritt	7
Sept. 8	Four miles west-southwest of station.	Smith Island	Sc. Annie, Newport News, Va.	Lilliston...	18
Sept. 13	One-half mile south-southwest of station.	Wachapreague ...	Slp. Wm. C. Pruitt, Chincoteague, Va.	Hill	9
Sept. 20	Three hundred yards south of station.	Metomkin Inlet..	Slp. John L. Mills, Chincoteague, Va.	Pitts.....	5
Sept. 25	One-quarter mile south-west of station.	Hog Island	Monitor in tow of slp. Music, Hog Island, Va.	.....	.....
Sept. 26	Two and one-half miles north of station.	North Beach	Shanty boat, Turvells Creek, Md.	.....	.....
Oct. 11	One and one-half miles northeast of station.	Wallops Beach ...	Slp. Mattie, Cape Charles, Va.	Bowden ...	5
Oct. 13	Point of Cape Henlopen.	Lewes and Cape Henlopen.	Sc. Henry P. Mason, Bath, Me.	Otis	720

of 1899-1900—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 station.	Days' succor afforded.
Great Bay to Atlantic City, N. J.	.....	\$1,500	.....	\$1,500	\$1,500	.....	4	4	.....	.....	.....
Chincoteague, Va., to Atlantic City, N. J.	Oysters ...	3,000	\$800	3,800	3,800	.....	4	4	.....	.....	.....
Bay Head, N. J., to New Haven, Conn.	.....	1,000	.....	1,000	1,000	.....	3	3	.....	.....	.....
Chincoteague, Va., to Pleasantville, N. J.	Oysters ...	600	400	1,000	1,000	.....	2	2	.....	.....	.....
Hatteras, N. C., to New York City.	Fish	6,000	1,000	7,000	.....	\$7,000	13	13	.....	13	39
Maurice River to Linwood, N. J.	.....	300	.....	300	300	.....	2	2	.....	.....	.....
Pleasure trip .....	.....	500	.....	500	500	.....	2	2	.....	.....	.....
New York City to Red Bank, N. J.	.....	200	.....	200	200	.....	3	3	.....	.....	.....
Pleasure trip .....	.....	200	.....	200	150	50	6	6	.....	.....	.....
Adrift .....	.....	20	.....	20	20	.....	2	2	.....	.....	.....
.....	Brick	2,500	400	2,900	.....	2,900	4	4	.....	.....	.....
.....	.....	363,780	139,525	503,305	479,895	23,410	314	314	.....	64	100

CAPE HENLOPEN AND CAPE CHARLES.

New Jersey to West Point, Va.	.....	\$1,000	.....	\$1,000	\$1,000	.....	2	2	.....	.....	.....
Chincoteague Island, Va., to fishing bank.	.....	2,000	.....	2,000	2,000	.....	.....	.....	.....	.....	.....
Franklin City, Va., to Ocean City, Md.	.....	100	.....	100	95	\$5	3	3	.....	3	3
New York City to Delaware Breakwater.	Barrels ...	14,000	\$600	14,600	7,600	7,000	6	6	.....	.....	.....
Norfolk to Assateague, Va.	Lumber ..	700	450	1,150	1,150	.....	2	2	.....	.....	.....
Lewes, Del., to Assateague Beach, Va.	.....do ...	1,000	300	1,300	120	1,180	3	3	.....	.....	.....
Bogue Inlet, N. C., to Patchogue, N. Y.	.....do ...	10,000	1,500	11,500	10,300	1,200	6	6	.....	4	12
Pleasure trip .....	.....	300	.....	300	290	10	11	11	.....	.....	.....
Sea Isle City to Chincoteague, Va.	.....	280	.....	280	180	100	2	2	.....	2	2
Norfolk to Chincoteague, Va.	Lumber ..	500	400	900	900	.....	2	2	.....	2	10
Cape Charles to Chincoteague, Va.	.....	300	.....	300	300	.....	2	2	.....	.....	.....
Chincoteague, Va., down the bay for oysters.	.....	600	.....	600	600	.....	2	2	.....	.....	.....
Cobb Island to Hog Island, Va.	.....	200	.....	200	200	.....	2	2	.....	.....	.....
North Beach to Turvels Creek, Md.	.....	100	.....	100	95	5	1	1	.....	.....	.....
Hog Island to Chincoteague, Va.	Oysters ...	300	100	400	400	.....	2	2	.....	.....	.....
Bath, Me., to Philadelphia, Pa.	.....	9,000	.....	9,000	7,600	1,400	9	9	.....	.....	.....

Table of casualties, season

DISTRICT NO. 5.—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1399.					
Oct. 17	Three hundred yards northeast of station.	Cobb Island	Sc. Maggie E. Davis, Chincoteague, Va.	Wheaton ..	44
Oct. 21	Ten miles south-southwest of station.	Wallops Beach ...	Sc. Jane C. Harris, ¹ Patchogue, N.Y.	Duval	43
Oct. 30	One and one-quarter miles south one-half east of station.	Indian River Inlet.	Sc. J. W. Somers, Wilmington, Del.	Lathbery ..	18
Oct. 31	Two and one-half miles north of station.	Rehoboth Beach...	Sc. Falmouth, Portland, Me.	Wallace ...	447
Oct. 31	Two hundred yards west of station.	Hog Island	Slp. Emma, Chincoteague, Va.	Hill	11
Oct. 31	Two miles south of station.	Assateague Beach	Sc. Anna L. Fonder, Wilmington, Del.	Warrington	97
Dec. 2	Five miles west of Assateague Beach Station.	Assateague Beach and Wallops Beach.	Sc. Maggie E. Davis, Chincoteague, Va.	Wheaton..	44
Dec. 6	One-half mile east by north of station.	Lewes	Sc. Shenandoah, Newark, N. J.	.....	.....
Dec. 7	One mile northwest of station.	North Beach	Shantyboat, Ocean City, Md.	.....	.....
Dec. 14	Four and one-half miles southeast of station.	Hog Island	Sc. Rillie S. Derby, Philadelphia, Pa.	Naylor.....	419
Dec. 19	One and one-half miles south-southeast of station.	Assateague Beach	Sc. Helen M., Chincoteague, Va.	Bloxom....	30
Dec. 24	Three miles west-southwest of station.	.....do	Sc. Fred Jackson, ² New York City.	Weldon ...	292
Dec. 26	Two and one-half miles south of station.	.....do	Sc. Rebecca, Norfolk, Va.	Lange	141
1900.					
Jan. 6	Two and one-half miles east-northeast of station.	Wallops Beach ...	Sc. Commodore, New York City.	Richardson	25
Feb. 1	One mile northeast by east of station.	.....do	Slp. Susie Derrickson, Chincoteague, Va.	Ingersoll ..	9
Feb. 19	Three-quarters of a mile south of station.	Cobb Island	Slp. Flying Scud, Chincoteague, Va.	Sharply....	17
Feb. 26	Three miles east-southeast of station.	Wachapreague ...	Sc. J. T. Ford, Crisfield, Md.	Edwards...	7
Feb. 28	One and three-quarters miles north of Cape Henlopen Station.	Cape Henlopen and Lewes.	Sc. General Cogswell, Bucksport, Me.	Maginnis ..	137
Mar. 6	One mile north-northwest of station.	Ocean City	Barge in tow of yt. Nellie Carrington, Ocean City, Md.	.....	.....
Mar. 21	One and one-eighth miles east by north of station.	Lewes	Sc. Commodore, New York City.	Richardson	25
Mar. 23	Four miles west of Assateague Beach Station.	Assateague Beach and Wallops Beach.	Slp. Crown, Chincoteague, Va.	Sharply....	9
Apr. 1	Two miles east-northeast of station.	Wallops Beach ...	Sc. Josephine Keas, Chincoteague, Va.	Jeffries	22
Apr. 5	Two and one-half miles south-southwest of station.	Assateague Beach	Sc. D. P. Mulford, Norfolk, Va.	Mears	30
Apr. 19	Two-sevenths of a mile southwest by west of station.	Hog Island	Sc. Henry Disston, Norfolk, Va.	Showell ...	41
Apr. 23	One-quarter mile southwest of station.	Metomkin Inlet ..	Sc. Sarah Jane, Walstons Creek.	.....	.....
Apr. 25	One mile west of station.	Cobb Island	Sc. Cordelia R. Price, Somers Point, N. J.	York	42
May 8	Three miles north-northeast of station.	Green Run Inlet..	Sc. M. Luella Wood, Rockland, Me.	Crockett...	556
Total .....		.....	.....	.....	.....

¹ In distress, requiring assistance.

of 1899-1900—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 station.	Days' succor afforded.
James River to Chincoteague, Va.	Oysters...	\$2,500	\$300	\$2,800	\$2,800	.....	4	4	.....	.....	.....
.....do.....	.....do.....	1,500	250	1,750	1,700	\$50	4	4	.....	.....	.....
Millville, N. J., to Indian River, Del.	.....	500	.....	500	.....	500	2	2	.....	2	2
Portland, Me., to Philadelphia, Pa.	.....	8,000	.....	8,000	7,500	500	7	7	.....	.....	.....
Chincoteague to Hog Island, Va.	.....	900	.....	900	850	50	3	3	.....	.....	.....
Atlantic City, N. J., to Norfolk, Va.	.....	4,000	.....	4,000	4,000	.....	5	5	.....	.....	.....
Chincoteague to James River, Va.	.....	1,500	.....	1,500	1,500	.....	4	4	.....	.....	.....
New York City to Florida.	.....	300	.....	300	250	50	1	1	.....	1	1
Ocean City to North Beach, Md.	.....	65	.....	65	65	.....	1	1	.....	1	1
Jacksonville, Fla., to Philadelphia, Pa.	Lumber ..	40,000	9,000	49,000	.....	49,000	7	7	.....	7	20
Franklin City, Va., to Philadelphia, Pa.	Oysters...	1,000	400	1,400	1,400	.....	3	3	.....	3	6
New York City to Norfolk, Va.	Brick.....	8,000	2,500	10,500	10,400	100	5	5	.....	.....	.....
Norfolk, Va., to New York City.	Lumber ..	5,000	2,500	7,500	7,500	.....	6	6	.....	.....	.....
Chincoteague to Norfolk, Va.	.....	600	.....	600	600	.....	2	2	.....	.....	.....
Wachapreague to Chincoteague, Va.	Oysters...	600	1,000	1,600	1,600	.....	3	3	.....	3	3
James River to Chincoteague, Va.	.....do.....	1,200	100	1,300	1,300	.....	2	2	.....	.....	.....
Crisfield, Md., to Long Branch, N. J.	.....	500	.....	500	.....	500	7	7	.....	7	21
Gloucester, Mass., to Philadelphia, Pa.	Fish.....	4,000	7,000	11,000	.....	11,000	7	7	.....	7	7
Taylors Landing to Ocean City, Md.	Wood.....	270	10	280	280	.....	3	3	.....	.....	.....
Norfolk, Va., to New York City.	.....	500	.....	500	400	100	2	2	.....	2	2
Franklin City to Wachapreague, Va.	.....	700	.....	700	700	.....	2	2	.....	.....	.....
Wachapreague to Chincoteague, Va.	Oysters...	1,600	140	1,740	1,730	10	2	2	.....	.....	.....
James River, Va., to Maurice River, N. J.	.....do.....	1,000	350	1,350	1,350	.....	3	3	.....	.....	.....
Great Machipongo, Va., to Absecon, N. J.	.....do.....	1,500	200	1,700	1,700	.....	4	4	.....	.....	.....
To Parkers Creek .....	.....	50	.....	50	50	.....	.....	.....	.....	.....	.....
James River, Va., to New Jersey.	Oysters...	1,600	350	1,950	.....	1,950	3	3	.....	.....	.....
Boston, Mass., to Fernandina, Fla.	.....	15,000	.....	15,000	.....	15,000	8	8	.....	8	19
.....	.....	142,765	27,450	170,215	80,505	89,710	155	155	.....	61	118

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

Table of casualties, season

DISTRICT NO. 6—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1899.					
July 23	Ten and one-half miles west of station.	Kitty Hawk	Fishboat Lilly, Powells Point, N. C.	.....	.....
July 26	Three miles north-northwest of Mashles Light, N. C.	Little Kinnakeet.	Sc. H. P. Brown, Edenton, N. C.	Gray	18
Aug. 11	One and one-half miles north of station.	Oregon Inlet.....	Slp. yt. June, Bridgeport, Conn.	Doscher ...	6
Aug. 16	Two and one-half miles south of Gull Shoal Station.	Gull Shoal, Chicamacomico and Little Kinnakeet.	Sc. Aaron Reppard, Philadelphia, Pa.	Wessel.....	459
Aug. 16	Two miles south-southeast of Big Kinnakeet Station.	Big Kinnakeet, Creeds Hill and Cape Hatteras.	Sc. Florence Randall, Port Jefferson, N. Y.	Cavellier ..	741
Aug. 17	Three miles south of station.	Gull Shoal.....	Bkn. Priscilla, Baltimore, Md.	Springsteen	643
Aug. 17	One-half mile north-northwest of Durants Station.	Durants and Creeds Hill.	Sharpie, U. S. Government.	.....	.....
Aug. 17	Three-quarters of a mile south of station.	Little Kinnakeet.	Sc. Robert W. Dasey, Philadelphia, Pa.	Olsen	356
Aug. 17	Two miles east-northeast of station.	Portsmouth	Sc. Fred Walton, Norfolk, Va.	.....	.....
Aug. 17	Three miles east of station.	.....do	Sc. Lydia A. Willis, Newbern, N. C.	Griffin	18
Aug. 18	One and one-half miles north by east of station.	Chicamacomico ..	Sc. Minnie Bergen, Philadelphia, Pa.	Boeman ...	387
Aug. 18	One mile south-southwest of station.	Creeds Hill.....	Diamond Shoal Light-ship No. 69, U. S. Government.	Bowling...	450
Aug. 19	Two miles west of station.	Core Bank.....	Sc. George Taulane, Beaufort, N. C.	Bloodgood..	55
Aug. 24	Three miles east by south of station.	Portsmouth	Sc. Henrietta Hill, Newbern, N. C.	Goulding ..	50
Sept. 2	One-half mile north of station.	.....do	Sc. Anna Bell, Beaufort, N. C.	Pigott	5
Sept. 19	Six miles southwest by south of station.	.....do	Str. City of Jacksonville, New York City.	Creaser	459
Oct. 2	Two miles east of station.	False Cape	Shp. Hartfield, Liverpool, England.	Christie ...	1,867
Oct. 30	Three miles northwest of station.	Oregon Inlet.....	Fishboat Foul Play, Roanoke Island, N. C.	.....	.....
Oct. 30	One mile south-southeast of Big Kinnakeet Station.	Big Kinnakeet and Little Kinnakeet.	Sc. Roger Moore, Wilmington, Del.	Dix.....	334
Nov. 23	Seven miles west of station.	Oak Island.....	Sc. Flirt, Wilmington, N. C.	.....	.....
Dec. 2	Three and one-half miles north-northwest of station.	Bodie Island.....	Fishboat John L. Sullivan, Roanoke Island, N. C.	.....	.....
Dec. 14	One-third mile east of station.	Paul Gamiels Hill.	Skiff.....	.....	.....
Dec. 24	Two miles southwest of Ocracoke Station.	Ocracoke and Durants.	Str. Ariosto, Glasgow, Scotland.	Baines.....	2,919
1900.					
Jan. 11	Two and one-half miles east-northeast of station.	False Cape	Str. Empress, West Hartpool, England.	Stewart....	1,875
Jan. 17	Five miles west of station.	Big Kinnakeet...	Sc. Commodore, New York City.	Richardson	25
Jan. 28	Three-quarters of a mile east by south of New Inlet Station.	New Inlet, Chicamacomico and Pea Island.	Str. Marstonmoor, South Shields, England.	Grant.....	2,430
Feb. 3	Two and one-half miles south by west of station.	Oak Island.....	Sc. Penobscot, Belfast, Me.	Filbrook...	358
Feb. 9	Two and one-quarter miles south-southeast of Paul Gamiels Hill Station.	Paul Gamiels Hill and Kitty Hawk.	Str. Honiton, London, England.	Sery	2,454

of 1899-1900—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 station.	Days' succor afforded.
Elizabeth City to Powells Point, N. C.	Miscellaneous.	\$125	\$25	\$150	\$90	\$60	2	2	.....	.....	.....
Elizabeth City to Little Kinnakeet, N. C.	General ..	1,000	350	1,350	1,845	5	9	9	.....	.....	.....
New York City to Charleston, S. C.	.....	300	.....	300	.....	300	3	3	.....	3	3
Philadelphia, Pa., to Savannah, Ga.	Coal	16,000	2,500	18,500	.....	18,500	8	3	5	3	15
Promised Land, N. Y., to Charleston, S. C.	Fish scrap	15,000	4,000	19,000	.....	19,000	10	10	.....	10	40
Baltimore, Md., to Rio de Janeiro, Brazil.	General ..	16,000	34,850	50,850	5,000	45,850	14	10	4	10	41
Elizabeth City to Hatteras, N. C.	.....	700	.....	700	700	.....	2	2	.....	.....	.....
Philadelphia, Pa., to Jacksonville, Fla.	Coal	8,000	1,000	9,000	.....	9,000	7	7	.....	8	37
Parted chains and stranded.	General ..	1,000	100	1,100	.....	1,100	2	2	.....	.....	.....
do.	Miscellaneous.	700	400	1,100	.....	1,100	6	4	2	.....	.....
Philadelphia, Pa., to Nuevas, Cuba.	Railroad iron, oil, and coal	15,000	13,000	28,000	.....	28,000	7	7	.....	7	30
Parted moorings and stranded.	.....	60,000	.....	60,000	42,000	18,000	9	9	.....	21	32
Beaufort to Newbern, N. C.	Fish scrap	2,000	1,375	3,375	3,375	.....	5	5	.....	.....	.....
Newbern, N. C., to New York City.	Shingles ..	4,500	300	4,800	.....	4,800	4	4	.....	4	56
Marshallburg to Ocracoke, N. C.	Clams	300	30	330	330	.....	2	2	.....	.....	.....
New York City to Jacksonville, Fla.	.....	35,000	.....	35,000	25,000	10,000	17	17	.....	.....	.....
South America to Philadelphia, Pa.	Iron ore ..	48,000	18,000	66,000	66,000	.....	23	23	.....	.....	.....
Roanoke Island to Oregon Inlet, N. C.	.....	150	.....	150	145	5	3	3	.....	.....	.....
Boston, Mass., to Brunswick, Ga.	.....	7,000	.....	7,000	.....	7,000	7	7	.....	7	44
Southport to Lockwood Folly, N. C.	.....	75	.....	75	75	.....	2	2	.....	.....	.....
Fishing trip.....	Fish	150	75	225	225	.....	3	3	.....	.....	.....
Fishing trip.....	.....	50	.....	50	50	.....	3	3	.....	.....	.....
Galveston, Tex., to Hamburg, Germany.	Wheat, cotton, etc.	105,000	1,521,160	1,626,160	760,580	865,580	30	9	21	15	84
Galveston, Tex., to Newport News, Va.	General ..	100,000	94,400	194,400	194,400	.....	26	26	.....	.....	.....
New York City to Charleston, S. C.	.....	1,500	.....	1,500	1,475	25	2	2	.....	2	6
Naples, Italy, to Hampton Roads, Va.	.....	100,000	.....	100,000	100,000	.....	25	25	.....	5	5
Jacksonville, Fla., to New York City.	Lumber ..	10,000	5,400	15,400	13,200	2,200	7	7	.....	.....	.....
New Orleans, La., to Glasgow, Scotland.	General ..	150,000	68,525	218,525	218,525	.....	23	23	.....	.....	.....

Table of casualties, season

DISTRICT NO. 6.—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1900.					
Feb. 9	Eight miles north-north-west of station.	Portsmouth	Sc. Three Friends, Sea-ford, Del.	Hopkins...	122
Feb. 13	Two and one-half miles north of False Cape Station.	False Cape, Wash Woods and Little Island.	Sc. C. A. White, Fall River, Mass.	Connor	832
Feb. 25	Oregon Inlet Bar.....	Oregon Inlet and Pea Island.	Sc. Jane C. Harris, Patchogue, N. Y.	De Waal...	43
Mar. 8	One mile north by east of station.	Cape Lookout	Sc. Bayard Hopkins, Seafood, Del.	Eskridge ..	269
Mar. 25	Five miles north by west of station.	Durants	Sc. Lorena, Newbern, N. C.	Quiddely ..	16
Mar. 26	Three-quarters of a mile south-southeast of Dam Neck Mills Station.	Dam Neck Mills and Little Island.	Str. Vidar, Fredericks-hall, Norway.	Sorensen ..	1,543
Mar. 30	One and one-half miles northwest of station.	Core Bank.....	Sc. Maggie C. Garrett, Baltimore, Md.	Ferns.....	42
Apr. 7	Two miles east by north of station.	Oak Island	Sc. John D. Long, Charleston, S. C.	.....	66
Apr. 22	One and one-half miles northwest of station.	Cape Henry	Sc. Emily P. Wright, Stonington, Conn.	Leathen ...	97
May 1	Two and one-half miles east of station.	False Cape.....	Str. Isle of Kent, New-castle, England.	Sutherland ..	1,961
May 2	Nine miles east-south-east of Cape Hatteras Station.	Cape Hatteras and Creeds Hill.	Str. Virginia, London, England.	Samuels ...	2,314
May 5	Outer Diamond Shoal ...	Cape Hatteras, Big Kinnakeet and Little Kinnakeet.	Sc. Hettie J. Dorman, Wilmington, Del.	Sabiston ...	124
June 9	Diamond Shoal	Creeds Hill and Cape Hatteras.	Sc. Lucia Porter, Belfast, Me.	Farrow	332
June 28	Five miles west of station.	Big Kinnakeet ...	Slp. Pearsall, Newport News, Va.	Marshall ..	6
Total.....		.....	.....	.....	.....

DISTRICT NO. 7.—EMBRACING COASTS OF SOUTH

1899.					
Sept. 20	One and one-half miles south of station.	Sullivans Island..	Slp. H. E. Thompson, Charleston, S. C.	Chamber-lain.	12
Oct. 1	Three miles southwest of station.	.....do.....	Yaw! Ocean Queen, Charleston, S. C.	.....	.....
Oct. 27	One-quarter mile east of station.	.....do.....	Bateau, Sullivans Island, S. C.	.....	.....
Nov. 7	Two and one-half miles southwest of station.	.....do.....	Slp. Gipsey, Charleston, S. C.	Wright	12
Dec. 11	One-half mile southwest of station.	.....do.....	Catboat Tarry Not, Sullivans Island, S. C.	.....	.....
1900.					
Jan. 31	Two and one-half miles west-northwest of station.	.....do.....	Sc. John Stoddard, Charleston, S. C.	Townsend ..	23
Feb. 4	Two miles west of station.	.....do.....	Skiff, Charleston, S. C.	.....	.....
Feb. 7	Two miles southwest of station.	Gilberts Bar	Rowboat .....	.....	.....
Feb. 22	Three and one-half miles northwest of station.	Sullivans Island..	Catboat, Charleston, S. C.	.....	.....
Mar. 15	One mile north of station.	.....do.....	Sloop, Sullivans Island, S. C.	.....	.....
Apr. 14	One and one-half miles west-southwest of station.	.....do.....	Slp. Ida, Charleston, S. C.	Roberts....	7
May 26	Six miles north of station.	Fort Lauderdale..	Str. Copenhagen, Glas-gow, Scotland.	Jones	3,297
Total.....		.....	.....	.....	.....

of 1899-1900—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 station.	Days' succor afforded.
Baltimore, Md., to Newbern, N. C.	Coal	\$1,500	\$800	\$2,300	.....	\$2,300	3	3	.....	.....	.....
Boston, Mass., to Baltimore, Md.	.....	15,000	.....	15,000	\$14,000	1,000	9	9	.....	.....	.....
Washington, N. C., to Philadelphia, Pa.	Lumber ..	2,000	400	2,400	.....	2,400	3	3	.....	3	9
Georgetown, S. C., to Norwich, Conn.	.....do ..	18,000	5,000	23,000	23,000	.....	6	6	.....	.....	.....
Elizabeth City to Hatteras, N. C.	General ..	700	800	1,500	1,500	.....	5	5	.....	.....	.....
New York City to Norfolk, Va.	.....	80,000	.....	80,000	80,000	.....	18	18	.....	.....	.....
Baltimore, Md., to Marshallburg, N. C.	Machinery	1,000	1,000	2,000	2,000	.....	4	4	.....	.....	.....
Charleston, S. C., to Providence, R. I.	Lumber ..	2,500	550	3,050	2,550	500	8	8	.....	.....	.....
Old Point, Va., to Hatteras, N. C.	.....	10,000	.....	10,000	10,000	.....	14	14	.....	.....	.....
New Orleans, La., to Newport News, Va.	General ..	80,000	160,000	240,000	240,000	.....	24	24	.....	.....	.....
Cuba to Baltimore, Md.	Iron ore ..	100,000	23,000	123,000	.....	123,000	26	20	6	2	4
Bogue Inlet, N. C. to Patchogue, N. Y.	Lumber ..	4,000	2,000	6,000	.....	6,000	5	5	.....	5	163
Brunswick, Ga., to New York City.	.....do ..	10,000	4,000	14,000	14,000	.....	6	6	.....	.....	.....
Yorktown, Va., to Cape Channel, N. C.	.....	600	.....	600	600	.....	2	2	.....	.....	.....
.....	.....	1,022,850	1,963,040	2,985,890	1,820,165	1,165,725	394	356	38	162	636

CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Charleston, S. C., to fishing banks.	.....	\$800	.....	\$800	\$800	.....	5	5	.....	.....	.....
Fishing trip.....	.....	50	.....	50	50	.....	3	3	.....	.....	.....
.....do.....	.....	5	.....	5	5	.....	2	2	.....	.....	.....
James Island to Charleston, S. C.	.....	300	.....	300	300	.....	3	3	.....	.....	.....
Adrift.....	.....	100	.....	100	100	.....	.....	.....	.....	.....	.....
Fishing trip.....	.....	500	.....	500	500	.....	7	7	.....	.....	.....
Adrift.....	.....	25	.....	25	25	.....	.....	.....	.....	.....	.....
.....do.....	.....	20	.....	20	20	.....	.....	.....	.....	.....	.....
See Wee Bay to Charleston, S. C.	Produce ..	65	\$15	80	75	\$5	4	4	.....	.....	.....
Adrift.....	.....	35	.....	35	35	.....	.....	.....	.....	.....	.....
McLellanville to Charleston, S. C.	.....	100	.....	100	100	.....	2	2	.....	.....	.....
Philadelphia, Pa., to Havana, Cuba.	Coal	250,000	12,550	262,550	.....	262,550	26	26	.....	.....	.....
.....	.....	252,000	12,565	264,565	2,010	262,555	52	52	.....	9	9

Table of casualties, season

DISTRICT NO. 8.—EMBRACING GULF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1899.					
Aug. 16	Four miles west-north-west of station.	Santa Rosa	Sc. Clarence Barclay, Pensacola, Fla.	Downey ...	25
Oct. 2	Three miles east of station.	Galveston	Sc. Dave Freeman, Galveston, Tex.	Autrum ...	23
Oct. 10	Five hundred yards northwest of station.	.....do	Slp. Nellie May, Bolivar, Tex.	.....	.....
Oct. 14	Three and one-half miles south-southeast of station.	Saluria	Sc. Olga, ¹ Brownsville, Tex.	Woodhouse	82
Oct. 25	One and one-half miles north of station.	Galveston	Sc. Estella, Galveston, Tex.	Hogland ..	38
Nov. 1	Five-eighths of a mile west by north of station.	Brazos	Slp. Juanita, Isabel, Tex.	.....	.....
Nov. 8	Five miles north of station.	Aransas	Yht. Mabel, Sport, Tex.	.....	.....
Nov. 18	Two and one-half miles west of station.	Galveston	Slp. Laura, Galveston, Tex.	.....	.....
Nov. 21	Three-quarters of a mile east-northeast of station.	Aransas	Sc. Folly, Galveston, Tex.	Cutler	19
Nov. 23	Two and one-half miles west-southwest of station.	Saluria	Catboat .....	.....	.....
Nov. 23	.....do .....	.....do	Sc. Whisper, Port Lavaca, Tex.	.....	.....
Nov. 24	One mile north of station	Aransas	Sc. Flower of France, Port Lavaca, Tex.	Dunbar	25
Nov. 25	Four miles east-northeast of station.	Santa Rosa	Sc. Jas. P. Collins, Pensacola, Fla.	Shea	13
Nov. 30	Two and one-half miles northeast of station.	Galveston	Sloop, Galveston, Tex.	.....	.....
Dec. 3	One-half mile north by west of station.	Brazos	Sc. Adelaida, Brownsville, Tex.	Esquitina ..	34
Dec. 20	Two miles south-southwest of station.	San Luis	Str. Consols, Liverpool, England.	Roberts	3,493
Dec. 23	One-half mile north of station.	Brazos	Sc. Adelaida, Brownsville, Tex.	Esquitina ..	34
1900.					
Jan. 10	One-half mile northwest by west of station.	.....do	Sc. Folly, Galveston, Tex.	Walker	19
Jan. 11	Two and one-half miles southwest by west of station.	Saluria	Sc. Whisper, Port Lavaca, Tex.	.....	.....
Jan. 15	Thirty miles east by south of station.	Sabine Pass	Str. Venetia, Glasgow, Scotland.	Hutchinson.	3,596
Feb. 7	One mile north-northeast of station.	Saluria	Sc. Mary Lorena, Galveston, Tex.	Burkhart ..	28
Feb. 8	Two and one-half miles southwest by south of station.	.....do	Sc. Whisper, Port Lavaca, Tex.	.....	.....
Feb. 13	One mile northeast one-half east of station.	.....do	Sc. Mary Lorena, Galveston, Tex.	Burkhart ..	28
Feb. 24	Three miles northeast of station.	Aransas	Fish boat, Rockport, Tex.	.....	.....
Feb. 27	One mile southwest of station.	Galveston	Sc. Mary Janette, Bra-shear, La.	Colly	38
Feb. 28	One-half mile northwest of station.	.....do	Sc. A. J. Perkins, Lake Charles, La.	Westlund ..	81
Mar. 1	.....do .....	.....do	Sc. Flower of France, Port Lavaca, Tex.	Dunbar	25
Mar. 22	Ten miles northeast by east of station.	Velasco	Sc. Jennie S. Butler, Bath, Me.	Mc Laughlin.	943
Apr. 12	One mile north-northeast of station.	Brazos	Sc. Mary Janette, Bra-shear, La.	Kelley	38
Apr. 22	Three miles south-southwest of station.	Velasco	Bge. Eagle No. 1, Galveston, Tex.	Butts	260
Apr. 27	One and one-half miles west-northwest of station.	Galveston	Catboat Henrietta, Galveston, Tex.	.....	.....

¹ Disabled, requiring the assistance of the life-saving crew.

of 1899-1900—Continued.

COAST OF THE UNITED STATES.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Fishing banks to Pensacola, Fla.	Fish	\$1,000	\$300	\$1,300	\$1,300	.....	6	6	.....	.....	.....
Fishing banks to Galveston, Tex.	.....	500	.....	500	350	\$150	6	6	.....	.....	.....
Galveston to Bolivar, Tex.	.....	500	.....	500	500	.....	3	3	.....	.....	.....
Point Isabel to Galveston, Tex.	Bones and scrap iron.	10,000	800	10,800	10,800	.....	5	5	.....	.....	.....
Fishing trip.....	.....	4,000	.....	4,000	3,900	100	7	7	.....	.....	.....
Isabel to Brazos, Santiago, Tex.	.....	200	.....	200	200	.....	3	3	.....	2	2
Rockport to Sport, Tex	.....	18,000	.....	18,000	18,000	.....	7	7	.....	.....	.....
Smiths Point to Galveston, Tex.	Wood.....	150	10	160	160	.....	1	1	.....	.....	.....
Corpus Christi to Brazos Santiago, Tex.	.....	1,500	.....	1,500	1,500	.....	4	4	.....	.....	.....
Parted chains and stranded.	.....	200	.....	200	190	10	.....	.....	.....	.....	.....
Dragged anchor and stranded.	.....	140	.....	140	130	10	1	1	.....	.....	.....
Corpus Christi to Galveston, Tex.	Cotton and hides.	1,200	850	2,050	2,050	.....	3	3	.....	.....	.....
Dragged anchors and stranded.	Ice	1,500	40	1,540	1,540	.....	5	5	.....	.....	.....
Pleasure trip.....	.....	75	.....	75	65	10	2	2	.....	2	2
Employed in harbor..	Wool and hides.	1,500	5,000	6,500	6,450	50	9	9	.....	9	9
Swansea, Wales, to Galveston, Tex.	.....	150,000	.....	150,000	150,000	.....	30	30	.....	.....	.....
Employed in harbor..	General ..	1,500	45	1,545	1,545	.....	9	9	.....	.....	.....
Isabel to Corpus Christi, Tex.	.....	1,200	.....	1,200	1,200	.....	3	3	.....	.....	.....
Dragged anchor and stranded.	.....	150	.....	150	150	.....	.....	.....	.....	.....	.....
Sabine Pass, Tex., to Hamburg, Germany.	Cotton, wheat, and general.	300,000	149,000	449,000	440,000	9,000	28	28	.....	.....	.....
Galveston to Isabel, Tex.	General ..	1,200	4,000	5,200	4,900	300	2	2	.....	.....	.....
Dragged anchor .....	.....	150	.....	150	150	.....	1	1	.....	.....	.....
Galveston to Isabel, Tex.	General ..	1,200	4,000	5,200	5,200	.....	3	3	.....	.....	.....
Parted moorings and stranded.	.....	75	.....	75	75	.....	.....	.....	.....	.....	.....
Galveston to Isabel, Tex.	General ..	800	500	1,300	1,300	.....	2	2	.....	.....	.....
.....do.....	.....do....	1,300	2,000	3,300	3,300	.....	4	4	.....	.....	.....
Galveston to Corpus Christi, Tex.	.....do....	800	900	1,700	1,700	.....	2	2	.....	.....	.....
Baltimore, Md., to Galveston, Tex.	Coal	30,000	7,000	37,000	.....	37,000	9	9	.....	9	45
Galveston to Isabel, Tex.	General ..	1,800	5,000	6,800	3,000	3,800	3	3	.....	3	16
Galveston to Velasco, Tex.	.....	1,800	.....	1,800	.....	1,800	5	5	.....	.....	.....
Fishing trip.....	.....	40	.....	40	30	10	1	1	.....	.....	.....

Table of casualties, season

DISTRICT NO. 8.—EMBRACING GULF COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1900. May 11	One-half mile southwest of station.	Galveston	Yawl, Galveston, Tex.		
June 30	Three-quarters of a mile northeast of station.	Aransas	Sc. Mary Lorena, Galveston Tex.	Burkhart ..	28
	Total.....	.....	.....	.....	.....

DISTRICT NO. 9.—EMBRACING

1899. July 2	Indiana Chute, Falls of the Ohio.	Louisville	Flat, Jeffersonville, Ind.		
July 8	Five miles west of station.	Ashtabula	Sc. Sophia Minch, Cleveland, Ohio.	Christie ...	635
July 8	do.....	do	Sc. G. H. Warmington, Cleveland, Ohio.	Cartwright.	559
July 8	Two miles west of station.	do	Str. Seguin, Owen Sound, Ontario.	Symes	556
July 8	One and one-half miles east-northeast of station.	Cleveland	Sc. yt. Manitou, Cleveland, Ohio.	Hidden	31
July 10	One-quarter mile northwest of station.	Buffalo	Skiff, Buffalo, N. Y.		
July 15	Kentucky Chute, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky.		
July 18	One mile south-southwest of station.	Erie	Catboat Wiollow, Erie, Pa.		
July 22	One-quarter mile northwest of station.	Cleveland	Catboat, Cleveland, Ohio.		
July 23	Three-quarters of a mile southwest of station.	Erie	Catboat, Lena, Erie, Pa.		
July 23	One-fifth of a mile north-northwest of station.	Fairport	Scow No. 1, Rochester, N. Y.		
July 25	Three-quarters of a mile west of station.	Oswego	Yht. Ethel, Oswego, N. Y.		
July 25	One-fifth mile west-northwest of station.	Buffalo	Str. Gossoon, Buffalo, N. Y.	Connors ...	14
July 29	One-quarter mile north of station.	Cleveland	Slp. Shamrock, Cleveland, Ohio.	Barth.....	7
Aug. 6	Three miles west-southwest of station.	Buffalo	Small boat, Buffalo, N. Y.		
Aug. 6	Three and one-half miles northwest of station.	do	Sailboat, Buffalo, N. Y.		
Aug. 12	Two and one-half miles northwest of station.	do	Scow, Buffalo, N. Y.		
Aug. 13	Seven miles west-northwest of station.	Cleveland	Sc. H. G. Cleveland, Cleveland, Ohio.	Jennings ..	264
Aug. 13	Middle Chute, Falls of the Ohio.	Louisville	Flat, Jeffersonville, Ind.		
Aug. 14	Three and one-half miles southeast of station.	Charlotte	Launch Osceola, Charlotte, N. Y.		
Aug. 15	One and one-quarter miles northeast of station.	Fort Niagara	Sloop, Lockport, N. Y.		
Aug. 15	Falls of the Ohio.....	Louisville	Flat, Louisville, Ky.		
Aug. 17	Three and one-half miles east-northeast of station.	Cleveland	Str. Aurania, Cleveland, Ohio.	Grange ...	3218
Aug. 26	One-half mile east of station.	Charlotte.....	Sailboat, Charlotte, N. Y.		
Aug. 26	One-half mile west of station.	Fort Niagara	Sc. Snow Bird, Toronto, Canada.	Thomas ...	72
Aug. 26	Five miles west-southwest of station.	Buffalo	Sailboat, Buffalo, N. Y.		
Aug. 26	Nine miles northeast of station.	Fairport.....	Str. Sir S. L. Tilley, St. Catharines, Ontario.	Zealand ...	769
Aug. 26	Indiana Chute, Falls of the Ohio.	Louisville	Flat, Louisville, Ky.		

of 1899-1900—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 station.	Days' succor afforded.
Pleasure trip.....		\$75		\$75	\$75		2	2			
Lake Charles, La., to Corpus Christi, Tex.	Lumber ..	1,500	\$300	1,800	260	\$1,540	2	2		2	4
		534,055	179,745	713,800	660,020	53,780	168	168		42	93

LAKES ERIE AND ONTARIO.

Pleasure trip.....		\$5		\$5	\$5		3	3			
Ashtabula to Cleveland, Ohio.		8,000		8,000	7,500	\$500	7	7			
Buffalo, N. Y., to Cleveland, Ohio.		8,000		8,000	6,000	2,000	7	7			
Buffalo, N. Y., to Huron, Ohio.		80,000		80,000	80,000		16	16			
Parted moorings and stranded.		8,000		8,000	8,000		2	2			
Capsized		30		30	30		2	2			
Pleasure trip.....		5		5	5		1	1			
do.....		50		50	50		3	3		3	3
do.....		50		50	50		5	5			
do.....		15		15	15		5	5		3	3
Buffalo, N. Y., to Sandusky, Ohio.		200		200	195	5	1	1			
Pleasure trip.....		125		125	125		3	3			
Sunk in harbor.....		3,000		3,000	2,850	150	10	10			
Pleasure trip.....		1,500		1,500	500	1,000	5	5		5	5
Capsized		100		100	100		3	3			
Pleasure trip.....		50		50	50		6	6			
Capsized		1,000		1,000	1,000		1	1			
Kelley Island to Cleveland, Ohio.	Limestone	2,500	\$500	3,000		3,000	7	7		4	4
Pleasure trip.....		5		5	5		4	4			
do.....		700		700	650	50					
Four Mile Creek to Youngstown, N. Y.		35		35	35		2	2		2	2
Fishing trip.....		5		5		5	2	2			
Duluth, Minn., to Cleveland, Ohio.	Iron ore ..	170,000	20,000	190,000	186,000	4,000	21	21			
Pleasure trip.....		25		25	25		3	3			
Toronto, Canada, to Wilson, N. Y.	Lumber ..	900	3,000	3,900	3,900		4	4			
Capsized		50		50	50						
Kingston, Ontario, to Cleveland, Ohio.	Merchandise.	65,000	500	65,500		65,500	19	19			
Jeffersonville, Ind., to Louisville, Ky.		5		5	5		3	3			

Table of casualties, season

DISTRICT NO. 9.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1899.					
Aug. 28	Kentucky Chute, Falls of the Ohio.	Louisville	Flat, Licking River, Ky		
Aug. 29	Two miles east-northeast of station.	Cleveland	Catboat Nora B., Cleveland, Ohio.		
Sept. 3	One and three-quarter miles southeast of station.	Buffalo	Rowboat, Buffalo, N. Y		
Sept. 3	One and one-quarter miles northwest of station.	.....do	Yt. Lona, Buffalo, N. Y		
Sept. 3	Seven and one-half miles southwest of station.	Fairport	Scow, Toledo, Ohio		
Sept. 5	One-half mile east of station.	Charlotte	Sloop, Charlotte, N. Y		
Sept. 19	Two miles west-northwest of station.	Buffalo	St. c. bt. Fred M. Lawrence and tow, Buffalo, N. Y.	Gilson	124
Sept. 20	Horse Shoe Reef . . . . .	.....do	Slp. yt. Sodus, Toronto, Canada.		
Sept. 23	One and one-quarter miles northwest of station.	.....do	Slp. yt. Hawk, Buffalo, N. Y.		
Sept. 24	One and one-half miles west of station.	Erie	Sloop, Erie, Pa		
Sept. 26	Bear Creek, N. Y., 18 miles east of station.	Charlotte	Sc. W. Y. Emery, Toronto, Canada.	Mitchell	154
Oct. 1	Three-eighths of a mile west of station.	Buffalo	Str. E. E. Frost, Buffalo, N. Y.	Cole	10
Oct. 14	Two hundred and thirty yards north of station.	Cleveland	Str. A. D. Hayward, ¹ Detroit, Mich.	Stinson	304
Oct. 20	Horse Shoe Reef	Buffalo	Yt. Lotus, Buffalo, N. Y		
Nov. 10	Two and one-half miles northwest of station.	Cleveland	Sc. Lizzie A. Law, Duluth, Minn.	McKerhan	747
Nov. 13	Middle Chute, Falls of the Ohio.	Louisville	Flat, Louisville, Ky		
Dec. 20	Cross Dam, Falls of the Ohio.	.....do	Shanty boat Rising Sun, Ind.		
Dec. 29	Wing Dam, Falls of the Ohio.	.....do	Coal boats, barges, and flats (10), Pittsburg, Pa.		
1900.					
Jan. 20	Falls of the Ohio . . . . .	.....do	Str. John K. Speed, Cincinnati, Ohio.	Marr	1,090
Jan. 21	Cross Dam, Falls of the Ohio.	.....do	Shanty boat, Louisville, Ky.		
Feb. 22	Falls of the Ohio . . . . .	.....do	Str. John K. Speed, Cincinnati, Ohio.	Marr	1,090
Mar. 21	One and one-half miles northwest of station.	Cleveland	Str. James Burns, Dunkirk, N. Y.	Peterson	22
Mar. 21	.....do . . . . .	.....do	Str. J. L. Wyland, Cleveland, Ohio.	McLellan	22
Apr. 1	Falls of the Ohio	Louisville	Skiff, Louisville, Ky		
Apr. 21	.....do . . . . .	.....do	Launch, Louisville, Ky		
Apr. 21	Mouse Island Reef	Point Marblehead	Str. Baltimore, Chicago, Ill.	Merritt	1,160
May 3	One mile east-northeast of station.	Cleveland	Steam lighter No. 6, Cleveland, Ohio.		
May 6	One-half mile northeast of station.	Charlotte	Sailboat Deuce, Charlotte, N. Y.		
May 10	Two miles west-northwest of station.	Buffalo	Sailboat, Buffalo, N. Y		
May 12	One-half mile north of station.	Cleveland	Launch Mabel, Cleveland, Ohio.		
May 13	Kentucky Chute, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky		
May 15	Two miles northwest of station.	Buffalo	Sailboat, Buffalo, N. Y		
May 17	Kentucky Chute, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky		

¹ Vessel on fire.

of 1899-1900—Continued.

ERIE AND ONTARIO—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Licking River, Ky., to Leavenworth, Ind. Pleasure trip.....		\$5		\$5	\$5		1	1			
.....do.....		50		50	50		1	1			
.....do.....		15		15	15		6	4	2		
.....do.....		250		250	225	\$25					
Toledo, Ohio, to Erie, Pa. Pleasure trip.....	Dredging gear.	6,000	\$1,000	7,000	7,000						
.....do.....		25		25	25		1	1			
Buffalo to Tonawanda, N. Y.		6,000		6,000	6,000		10	10			
Port Colborne, Canada, to Buffalo, N. Y. Pleasure trip.....		1,000		1,000	1,000		3	3			
.....do.....		100		100	100		2	2			
.....do.....		35		35	35		1	1		1	1
Charlotte, N. Y., to Kingston, Ontario. Buffalo to Tonawanda, N. Y.	Coal.....	1,000	1,050	2,050	350	1,700	5	5		5	8
Alabaster, Mich., to Cleveland, Ohio. Pleasure trip.....	Lime.....	3,500		3,500	2,800	700	3	3			
Duluth, Minn., to Tonawanda, N. Y. Fishing trip.....		40,000	5,000	45,000	44,800	200	14	14			
Rising Sun, Ind., to Paducah, Ky. Pittsburgh, Pa., to New Orleans, La.		1,000		1,000	1,000		5	5			
New Orleans, La., to Cincinnati, Ohio. Louisville, Ky., to New Albany, Ind.	Lumber..	15,000	26,000	41,000	41,000		7	7			
New Orleans, La., to Cincinnati, Ohio. Cleveland to Vermilion, Ohio.		5		5	5		2	2			
.....do.....	Household goods. Coal and brick.	100	100	200	200		6	6			
Pleasure trip.....		5,700	17,400	23,100	23,100						
.....do.....	Miscellaneous.	40,000	75,000	115,000	115,000		64	64			
Sandusky, Ohio, to Duluth, Minn. Parted lines and stranded. Pleasure trip.....		75		75	75		2	2			
Fishing trip.....	Miscellaneous.	40,000	30,000	70,000	70,000		50	50			
Employed in harbor.. Pleasure trip.....	Fishing gear.	5,000	1,000	6,000	5,900	100	6	6		3	3
Caught in the ice .. Pleasure trip.....	.....do.....	5,000	1,000	6,000	5,850	150	8	8		3	3
.....do.....		25		25	25		3	3			
.....do.....		700		700	700		2	2			
.....do.....	Coal.....	40,000	1,500	41,500	41,500		17	17			
.....do.....		1,500		1,500	1,300	200					
.....do.....		300		300	300		6	6			
.....do.....	Fish.....	75	50	125	125		2	2			
.....do.....		300		300	300		2	2			
.....do.....		10		10	10		2	2			
.....do.....		60		60	60		2	2			
.....do.....		10		10	10		2	2			

Table of casualties, season

DISTRICT NO. 9.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1900.					
May 28	Four miles northwest of station.	Oswego.....	Yt. Ned, Oswego, N. Y.....		
June 6	One-half mile west of station.	Fort Niagara.....	Skiff, Niagara, Ontario.....		
June 10	do.....	do.....	Skiff, Youngstown, N. Y.....		
June 11	Two hundred yards south of station.	Fairport.....	Fish boat Carrie L., Ash- tabula, Ohio.....		
June 12	Three miles south of station.	Big Sandy.....	St. yt. Ray, ¹ Oswego, N. Y.....		
June 12	One-sixth mile north-northwest of station.	Cleveland.....	Yawl belonging to Sc. Jessie Maggie, Cleve- land, Ohio.....		
June 12	Kentucky Chute, Falls of the Ohio.	Louisville.....	House boat, Louisville, Ky.....		
June 18	One and one-quarter miles northeast of station.	Fort Niagara.....	Launch Velda, Youngs- town, N. Y.....		
June 21	Indiana Chute, Falls of the Ohio.	Louisville.....	Skiff, Louisville, Ky.....		
June 24	One-quarter mile west of station.	Fort Niagara.....	Skiff, Lewiston, N. Y.....		
June 24	One-half mile southeast of station.	do.....	do.....		
June 24	Above cross dam, Falls of the Ohio.	Louisville.....	Skiff, Louisville, Ky.....		
June 27	One-half mile west of station.	Fort Niagara.....	Rowboat, Niagara, On- tario.....		
June 29	Six miles north-north-east of station.	Fairport.....	Sc. Manitowoc, Port Hu- ron, Mich.....	O'Hagan ..	507
June 30	Seventy-five yards north of station.	Charlotte.....	Slp. Dot, Charlotte, N. Y.....		
June 30	Seven miles southeast of station.	Point Marblehead.....	Yacht, Toledo, Ohio.....		
	Total.....				

DISTRICT NO. 10.—EMBRACING

1899.					
July 2	Four miles south of station.	Duluth.....	Yt. Fedora, Duluth, Minn.....		
July 5	Fourteen miles east-northeast of station.	Middle Island....	Str. Aurania,* Cleveland, Ohio.....	Gain.....	3, 218
July 8	Three miles west-northwest of station.	Ottawa Point.....	Sc. Alvina, Port Huron, Mich.....	Farrand ...	95
July 8	Six miles west-southwest of station.	Bois Blanc.....	Sailboat Bessie, Pointe Aux Pins, Mich.....		
July 20	Three-quarters of a mile southeast of station.	Ottawa Point.....	Fish boat, Harbor Beach, Mich.....		
July 24	Two-thirds of a mile north of station.	Duluth.....	Str. Alvin A. Turner, Port Huron, Mich.....	Shean	309
July 27	Ten miles east of station.	Vermilion Point..	Str. Cumberland, San- dusky, Ohio.....	Smith	1, 601
July 27	Sixteen miles northeast of station.	Ship Canal.....	Str. Massachusetts, San- dusky, Ohio.....	Thompson ..	1, 415
July 30	Two hundred and twenty yards northeast of station.	Sand Beach.....	Sc. Mary Amelia, Port Huron, Mich.....	Vancamp...	94
Aug. 1	One-eighth mile southwest of station.	Hammonds Bay..	Sc. Robert Thomas, Port Huron, Mich.....	Thomas ...	16
Aug. 6	One and one-eighth miles north-northeast of station.	Sand Beach.....	Sc. H. A. Emery, Port Huron, Mich.....	Parker	67
Aug. 11	One and one-quarter miles northeast of station.	Grindstone City ..	Str. Miami, Toledo, Ohio ..	Huyder....	229
Aug. 11	do.....	do.....	Sc. Fostoria, Detroit, Mich.....	Findlayson ..	238

¹ Disabled, requiring the assistance of the life-saving crew.

of 1899-1900—Continued.

ERIE AND ONTARIO—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Pleasure trip.....		\$75		\$75	\$75		4	4		4	4
do.....		40		40	40		5	5			
do.....		10		10	10		3	3			
Sandusky to Ashtabula, Ohio.		200		200	200		1	1			
Pleasure trip.....		1,000		1,000	1,000		4	4		4	4
Capsized.....		75		75	75		3	3			
In Louisville Harbor..		250		250	250						
Pleasure trip.....		1,000		1,000	985	\$15	3	3			
In Louisville Harbor..		5		5	5		1	1			
Adrift.....		10		10	10						
do.....		10		10	10						
Pleasure trip.....		5		5	5		2	2			
Fishing trip.....		50		50	50		4	4			
Two Harbors, Minn., to Erie, Pa.	Pulp wood	9,000	\$5,000	14,000	7,500	6,500	10	10		10	10
Pleasure trip.....		150		150	150		2	2			
Toledo to Marblehead, Ohio.		400		400	375	25					
.....		574,475	188,100	762,575	676,750	85,825	422	420	2	50	53

LAKES HURON AND SUPERIOR.

Capsized.....		\$125		\$125	\$125		2	2			
Duluth, Minn., to Conneaut, Ohio.	Iron ore ..	200,000	\$15,000	215,000	214,500	\$500	18	18			
East Tawas, to Saginaw, Mich.	Lumber ..	300	265	565	565		3	3			
Cheboygan to Pointe Aux Pins, Mich.		150		150	150		1	1		1	1
Fishing grounds to East Tawas, Mich.	Fish	150	20	170	165		5	3	3		
Duluth, Minn., to Bay City, Mich.	Lumber ..	12,000	3,000	15,000	14,990		10	13	13		
Marquette, Mich., to Cleveland, Ohio.	Iron ore ..	50,000	35,000	85,000	85,000		16	16			
Ashland, Wis., to Toledo, Ohio.	do	60,000	60,000	120,000	119,400	600	15	15			
Whetstone Point to St. Clair, Mich.	Bark.....	500	700	1,200	1,200		4	4			
West Bay City to Hammonds Bay, Mich.	Cedar.....	500	55	555	555		3	3			
Alpena to Port Sanilac, Mich.	Lumber ..	2,000	1,000	3,000	1,000	2,000	3	3		2	2
Alpena to Detroit, Mich.	do	15,000	3,900	18,900	18,800	100	11	11			
do.....	do	2,000	5,000	7,000	7,000		6	6			

Table of casualties, season

DISTRICT NO. 10.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1899.					
Aug. 11	One and one-quarter miles northeast of station.	Grindstone City ..	Sc. Lyman Casey, Detroit, Mich.	Van Stan ..	292
Aug. 12	Two miles east of station.	Lake View Beach.	Sc. W. K. Moore, Port Huron, Mich.	Warwick ..	618
Aug. 14	One and one-quarter miles north-northeast of station.	Sand Beach	Sailboat, Harbor Beach, Mich.	.....	.....
Aug. 20	Tobins Reef, 20 miles north-northeast of station.	Bois Blanc	Str. German, Cleveland, Ohio.	Carrier	2,348
Aug. 25	One-sixth mile south of station.	Duluth	Sailboat, Duluth, Minn.	.....	.....
Aug. 26	One-quarter mile south of station.	.....do	Slp. yt. Thelma, Duluth, Minn.	.....	.....
Sept. 3	One-quarter mile north-west of station.	.....do	Slp. yt. Mazie, Duluth, Minn.	.....	.....
Sept. 6	Thirty-five miles north of station.	Thunder Bay Island.	Sc. Senator, Detroit, Mich.	Anderson...	332
Sept. 7	Three miles west of station.	Ottawa Point.....	Sc. Lilly May, Detroit, Mich.	Christie ...	300
Sept. 8	Sixty yards north of station.	Sturgeon Point...	Fish boat, Cheboygan, Mich.	.....	.....
Sept. 11	One-half mile southeast of station.	Thunder Bay Island.	Sc. Almeron Thomas, Port Huron, Mich.	Bridge.....	35
Sept. 11	One-quarter mile north-west of station.	Duluth	Slp. yt. Mazie, Duluth, Minn.	.....	.....
Sept. 13	One mile east-northeast of station.	Sand Beach	Sc. C. G. King, Port Huron, Mich.	Ryan	457
Sept. 15	One and one-half miles west of station.	Ottawa Point.....	Sc. Josephine, Port Huron, Mich.	Macomber.	12
Sept. 21	Thirteen miles west of station.	Bois Blanc.....	Sc. White Foam, Grand Haven, Mich.	Todd	18
Sept. 27	One-sixth mile east of station.	Sand Beach	Sc. Lillie Strong, Bay City, Mich.	.....	.....
Sept. 29	Five miles east-south-east of station.	Middle Island....	Str. George Spencer, ¹ Cleveland, Ohio.	Hansen....	1,360
Sept. 30	One and one-quarter miles east of station.	Sand Beach	Str. Nellie May, Port Huron, Mich.	Garlino	27
Oct. 1	One-half mile northwest of station.	Duluth	Slp. yt. Stranger, Duluth, Minn.	.....	.....
Oct. 2	Two miles south of station.	Thunder Bay Island.	Sc. M. L. Breck, Kingston, Canada.	.....	.....
Oct. 2	One-half mile northwest of station.	Duluth	Slp. yt. Viking, Duluth, Minn.	.....	.....
Oct. 2	.....do .....	.....do	Rowboat, Duluth, Minn.	.....	.....
Oct. 5	Three and one-half miles east by north of station.	Grindstone City ..	Str. Maggie Ashton, Port Huron, Mich.	Hindle	13
Oct. 8	Seven miles south-south-west of station.	Bois Blanc	Str. Eureka, Cleveland, Ohio.	Astrom	2,122
Oct. 8	One mile southwest of station.	Duluth	Str. Record, Duluth, Minn.	Brunette ..	59
Oct. 16	Sand Beach Harbor.....	Sand Beach	Lighter Sugar City, Bay City, Mich.	.....	.....
Oct. 23	One-half mile northwest of station.	Duluth	Sailboat, Duluth, Minn.	.....	.....
Oct. 24	One mile west of station.	Ottawa Point.....	Sc. Morning Star, Port Huron, Mich.	Hause	8
Oct. 30	Off False Presque Isle Point.	Middle Island....	Sc. Jupiter, Detroit, Mich.	McCauley .	253
Oct. 30	.....do .....	.....do	Sc. Knight Templar, Port Huron, Mich.	Frederickson.	289
Nov. 29	Seven miles west by south of station.	Thunder Bay Island.	Sc. D. R. Martin, Chicago, Ill.	Comerford.	326
1900.					
Apr. 20	Seven miles south of station.	Sand Beach	Sc. Julia Larson, Port Huron, Mich.	Roberts....	59
Apr. 22	One-half mile north, one-half east of station.	Sturgeon Point...	Str. Ossifrage, Marquette, Mich.	McCarty...	432

¹ Disabled, requiring assistance.

of 1899-1900—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 station.	Days' succor afforded.
Alpena to Detroit, Mich.	Lumber ..	\$1,000	\$6,600	\$7,600	\$7,500	\$100	7	7	.....	.....	.....
Duluth, Minn., to Sandusky, Ohio.	.....do.....	30,000	13,500	43,500	43,500	.....	9	9	.....	.....	.....
Gore to Harbor Beach, Mich.	.....do.....	35	.....	35	35	.....	1	1	.....	.....	.....
Para Sound, Ontario, to Duluth, Minn.	General ..	180,000	5,000	185,000	184,500	500	20	20	.....	.....	.....
Pleasure trip .....	.....do.....	75	.....	75	75	.....	1	1	.....	.....	.....
.....do.....	.....do.....	200	.....	200	195	5	2	2	.....	.....	.....
.....do.....	.....do.....	250	.....	250	250	.....	3	3	.....	.....	.....
Bruce Mines, Canada, to Cleveland, Ohio.	Stone.....	3,000	315	3,315	3,115	200	7	7	.....	.....	.....
Drummond Island to Detroit, Mich.	Cedar.....	1,800	1,800	3,600	2,800	800	7	7	.....	.....	.....
Cheboygan to Harbor Beach, Mich.	.....do.....	50	.....	50	50	.....	2	2	.....	.....	.....
Roger City to Bay City, Mich.	Gravel....	600	100	700	665	35	3	3	.....	3	3
Pleasure trip .....	.....do.....	250	.....	250	250	.....	9	9	.....	.....	.....
Ashland, Wis., to Toledo, Ohio.	Lumber ..	7,000	10,000	17,000	17,000	.....	7	7	.....	.....	.....
Presque Isle to Au Gres, Mich.	Brick.....	600	125	725	725	.....	2	2	.....	.....	.....
Bois Blanc to Mackinac Island, Mich.	Wood.....	7,500	40	7,540	20	7,520	2	2	.....	.....	.....
Tawas to Port Huron, Mich.	.....do.....	100	.....	100	100	.....	.....	.....	.....	.....	.....
Buffalo, N. Y., to Marquette, Mich.	Coal.....	60,000	9,000	69,000	68,000	1,000	16	16	.....	.....	.....
Au Sable to Port Huron, Mich.	Wood.....	450	120	570	300	270	2	2	.....	2	2
Sprung a leak and sunk.	.....do.....	150	.....	150	150	.....	.....	.....	.....	.....	.....
Serpent River, Canada, to Detroit, Mich.	Lumber ..	3,000	4,000	7,000	7,000	.....	7	7	.....	.....	.....
Adrift.....	.....do.....	100	.....	100	100	.....	.....	.....	.....	.....	.....
.....do.....	.....do.....	50	.....	50	50	.....	.....	.....	.....	.....	.....
Burnt Cabin Point to Grindstone City, Mich.	.....do.....	500	.....	500	.....	500	3	3	.....	.....	.....
Cleveland, Ohio, to Chicago, Ill.	Coal.....	180,000	21,000	201,000	201,000	.....	17	17	.....	.....	.....
Towing in harbor.	.....do.....	10,000	.....	10,000	10,000	.....	5	4	1	.....	.....
Bay City to St. Clair, Mich.	Miscellaneous.	750	750	1,500	610	890	.....	.....	.....	.....	.....
Adrift.....	.....do.....	50	.....	50	50	.....	.....	.....	.....	.....	.....
East Tawas to Bay City, Mich.	Fish.....	500	240	740	725	15	2	2	.....	.....	.....
Spanish River, Ontario, to Port Huron, Mich.	Pulp wood	3,000	1,000	4,000	3,800	200	7	7	.....	.....	.....
.....do.....	.....do.....	3,000	1,000	4,000	3,950	50	7	7	.....	.....	.....
Black River to Alpena, Mich.	Hemlock ties.	4,000	1,500	5,500	1,900	3,600	7	7	.....	6	12
Forestville to Harbor Beach, Mich.	.....do.....	1,000	.....	1,000	1,000	.....	3	3	.....	.....	.....
Cheboygan to Bay City, Mich.	.....do.....	35,000	.....	35,000	34,735	265	20	20	.....	.....	.....

Table of casualties, season

DISTRICT NO. 10.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1900.					
Apr. 23	Six miles southeast of station.	Pointe aux Barques.	Str. Denver, Milwaukee, Wis.	Christensen.	1,295
Apr. 25	Seven miles south of station.	Sand Beach	Str. Ripple, Chatham, Ontario.	Craig	15
Apr. 30	Two miles south-southeast of station.	Thunder Bay Island.	Sc. D. L. Filer, Chicago, Ill.	Acree	357
Apr. 30	Two miles northeast of station.	Bois Blanc	Sc. Grayling, Grand Haven, Mich.	Brock	14
May 4	Three and one-half miles west of station.	Grindstone City ..	Sc. M. P. Barkalow, Detroit, Mich.	Kirschner ..	121
May 13	One and one-quarter miles east of station.	Sand Beach	Fish boat H. S. Pingree, Harbor Beach, Mich.	.....	.....
May 13	Ten miles southeast of station.	Thunder Bay Island.	Sc. J. F. Card, ¹ Detroit, Mich.	Brown	276
May 15	One and one-half miles northwest of station.	Marquette	Lighter, Marquette, Mich.	.....	.....
May 26	Eight miles southeast of Pointe aux Barques Station.	Pointe aux Barques and Sand Beach.	Str. Nebraska, Buffalo, N. Y.	Anderson ..	1,483
May 28	One-half mile southeast of station.	Thunder Bay Island.	Sc. Checotah, Port Huron, Mich.	Ward	658
May 28	.....do .....	.....do	Str. H. D. Coffinberry, Cleveland, Ohio.	Ferguson ..	778
May 29	One and one-half miles southeast of station.	Duluth	Str. Fedora, Erie, Pa.	Fick	1,848
May 30	Five miles east of station.	Vermillion Point..	Sc. H. C. Frick, Cleveland, Ohio.	Stratton ..	4,713
May 31	One-half mile north of station.	Ship Canal	Str. Genevieve, Buffalo, N. Y.	Clark	38
June 2	Eight miles southwest of station.	Ottawa Point.....	Str. M. T. Greene, Detroit, Mich.	Powire	523
June 10	One-half mile southwest of station.	.....do	Pile driver, East Tawas, Mich.	.....	.....
June 10	Fifty yards south-southeast of station.	Duluth	Sloop, Duluth, Minn. ....	.....	.....
June 11	Three and one-half miles east-northeast of station.	Thunder Bay Island.	Sc. Vienna, Bownanville, Canada.	Gravel	135
June 11	One-quarter mile northwest of station.	Duluth	Slp. Viking, Duluth, Minn.	.....	.....
June 18	Two-sevenths of a mile east of station.	Sand Beach	Yawl, Harbor Beach, Minn.	.....	.....
June 20	One-half mile north of station.	Ship Canal	Sc. Troy, Port Huron, Mich.	Nelson	486
June 26	One-quarter mile southwest of station.	Marquette	Yacht, Marquette, Mich.	.....	.....
June 26	One-quarter mile north of station.	Ship Canal	Sc. Racine, Port Huron, Mich.	Harrow	534
June 27	Eight miles east of station	Vermillion Point..	Str. Iron King, Detroit, Mich.	Millen	1,702
June 28	Fifteen miles east of Crisps Station.	Crisps and Vermillion Point.	Str. Maryland, Milwaukee, Wis.	Yex	2,419
June 28	One-quarter mile northwest of station.	Duluth	Launch Babe, Duluth, Minn.	.....	.....
June 29	Two miles southeast of station.	Sand Beach	Sailboat, Harbor Beach, Mich.	.....	.....
June 29	Four miles southwest of station.	Ottawa Point.....	Sc. David Ferguson, ² Port Huron, Mich.	Trudo	223
June 29	Six miles southwest of station.	Bois Blanc	Fish boat, Cheboygan, Mich.	.....	.....
	Total .....	.....	.....	.....	.....

¹ In distress, requiring assistance.

of 1899-1900—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 station.	Days' succor afforded.
Milwaukee, Wis., to Buffalo, N. Y.	Oats	\$50,000	\$24,625	\$74,625	\$71,450	\$3,175	16	16	.....	.....	.....
Dresden to Georgian Bay, Ontario.	.....	700	.....	700	700	.....	3	3	.....	.....	.....
Thompson, Mich., to Tonawanda, N. Y.	Lumber ..	7,000	15,000	22,000	20,200	1,800	7	7	.....	.....	.....
Bois Blanc Island to Cheboygan, Mich.	.....	300	.....	300	300	.....	2	2	.....	.....	.....
Port Austin to Detroit, Mich.	Sand	2,500	260	2,760	2,730	30	5	5	.....	.....	.....
Pleasure trip.....	.....	200	.....	200	200	.....	5	5	.....	.....	.....
Lorain, Ohio, to Beaver Harbor, Mich.	Coal	4,000	1,500	5,500	4,700	800	7	7	.....	.....	.....
Parted moorings and stranded.	R o c k boxes.	800	300	1,100	1,075	25	.....	.....	.....	.....	.....
Gladstone, Wis., to Buffalo, N. Y.	Flour and lumber.	50,000	50,000	100,000	100,000	.....	17	17	.....	.....	.....
Cleveland, Ohio, to Hancock, Mich.	Coal	8,000	3,750	11,750	11,405	345	7	7	.....	.....	.....
Cleveland, Ohio, to Portage, Mich.	.....	25,000	2,400	27,400	26,220	1,180	14	14	.....	.....	.....
Toledo, Ohio, to West Superior, Wis.	.....	100,000	10,000	110,000	110,000	.....	21	21	.....	.....	.....
Duluth, Minn., to South Chicago, Ill.	Iron ore ..	250,000	24,560	274,560	274,560	.....	23	23	.....	.....	.....
On fire in canal.....	.....	9,000	.....	9,000	8,000	1,000	4	4	.....	.....	.....
Cleveland, Ohio, to Alabaster, Mich.	.....	32,000	.....	32,000	31,600	400	13	13	.....	.....	.....
Adrift.....	.....	15	.....	15	15	.....	.....	.....	.....	.....	.....
Pleasure trip.....	.....	100	.....	100	100	.....	1	1	.....	.....	.....
Cessland to Dresden, Canada.	Lumber ..	2,500	1,500	4,000	3,200	800	6	6	.....	.....	.....
Pleasure trip.....	.....	100	.....	100	100	.....	1	1	.....	.....	.....
Adrift.....	.....	10	.....	10	10	.....	.....	.....	.....	.....	.....
Duluth, Minn., to Dunkirk, Ohio.	Lumber ..	17,000	12,000	29,000	25,600	3,400	7	7	.....	.....	.....
Dragged anchor and stranded.	.....	300	.....	300	300	.....	.....	.....	.....	.....	.....
Toledo, Ohio, to Ashland, Wis.	Coal	6,000	3,000	9,000	9,000	.....	7	7	.....	.....	.....
Duluth, Minn., to Fairport, Ohio.	Iron ore ..	75,000	10,325	85,325	84,325	1,000	15	15	.....	.....	.....
West Superior, Wis., to Ashtabula, Ohio.	.....do	175,000	14,760	189,760	188,760	1,000	21	21	.....	.....	.....
Pleasure trip.....	.....	500	.....	500	490	10	2	2	.....	.....	.....
Adrift.....	.....	25	.....	25	25	.....	.....	.....	.....	.....	.....
Sandusky, Ohio, to Bay City, Mich.	Coal	5,000	1,400	6,400	6,100	300	6	6	.....	.....	.....
Capsized .....	.....	150	.....	150	145	5	1	1	.....	.....	.....
.....	.....	1,697,935	375,410	2,073,345	2,038,910	34,435	487	486	1	28	34

² Dismasted, requiring the assistance of the life-saving crew.

Table of casualties, season

DISTRICT NO. 11—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1899.					
July 2	Three miles north of station.	South Chicago....	Launch Eva Leonard, ¹ Chicago, Ill.	.....	.....
July 4	Three miles south of station.	Baileys Harbor...	Str. Majestic, Detroit, Mich.	McIntosh..	1,985
July 4	Eighty-five yards south of station.	St. Joseph	Rowboat, St. Joseph, Mich.	.....	.....
July 8	One mile northeast of station.	Holland	Catboat Undine, Chicago, Ill.	.....	.....
July 12	Seven miles northeast of station.	Baileys Harbor...	Sc. Challenge, Milwaukee, Wis.	Erickson ..	87
July 13	Two miles east-southeast of station.	Racine	Str. P. H. Birkhead, Buffalo, N. Y.	Hayes	540
July 18	Two and one-half miles southeast of station.	Old Chicago.....	Sloop, Chicago, Ill.....	.....	.....
July 19	One-half mile east of station.	Two Rivers.....	Scow, Sturgeon Bay, Wis.	.....	.....
July 20	Three-quarters of a mile southwest of station.	Plum Island.....	Sc. Nellie Johnson, Grand Haven, Mich.	Johnson ...	41
July 24	One and three-quarters miles north-northwest of station.	Grand Haven.....	Launch Helen May, ² Muskegon, Mich.	.....	.....
July 26	Three miles south of station.	Baileys Harbor...	Slp. yt. Marion H., Manitowoc, Wis.	.....	.....
July 29	One-sixth of a mile east of station.	Ludington	Sc. Cynthia Gordon, Milwaukee, Wis.	Jepsen.....	44
July 29	One mile southeast of station.	Plum Island.....	Sc. John C. Bauer, Milwaukee, Wis.	Nelsen	158
July 30	Three-quarters of a mile southeast of station.	Muskegon	Sailboat Wasp, Muskegon, Mich.	.....	.....
July 31	One-quarter mile east of station.	Chicago	Slp. Skate, Chicago, Ill..	.....	.....
Aug. 2	Eighteen miles south by west of station.	North Manitou Island.	Sc. Miztec, Port Huron, Mich.	Smith	777
Aug. 2	Two and one-half miles east of station.	Holland	Slp. Genevieve, Chicago, Ill.	.....	.....
Aug. 3	Two-sevenths of a mile north of station.	Chicago	Rowboat, Chicago, Ill...	.....	.....
Aug. 4	Two hundred yards northeast of station.	Evanston.....	Rowboat, Evanston, Ill..	.....	.....
Aug. 6	One-quarter mile east-southeast of station.	St. Joseph	Rowboat, St. Joseph, Mich.	.....	.....
Aug. 6	One and one-seventh miles from station.	Racine	Sc. Jason Parker, Milwaukee, Wis.	Harwig.....	99
Aug. 8	Four miles north of station.	Old Chicago.....	Str. E. E. Rice, Chicago, Ill.	Curren	38
Aug. 9	One-half mile east of station.	White River.....	Yacht .....	.....	.....
Aug. 10	One and one-half miles south of station.	Racine	Yht. Dorothy, Racine, Wis.	.....	.....
Aug. 11	One mile southeast of station.	White River.....	Yacht .....	.....	.....
Aug. 11	Six miles south of station.	.....do	Slp. yt. Elizabeth .....	.....	.....
Aug. 20	One-quarter mile west-northwest of station.	South Haven	Slp. Spray, South Haven, Mich.	.....	.....
Aug. 20	One mile northeast of station.	Chicago	Slp. Olivette, Chicago, Ill.	.....	.....
Aug. 25	One and one-half miles west-northwest of station.	Grand Haven.....	Slp. yt. Elizabeth, Grand Rapids, Mich.	.....	.....
Aug. 26	Two miles northwest of station.	Frankfort	Launch Lenore, Grand Rapids, Mich.	.....	.....
Sept. 2	One mile north of station.	Chicago	Slp. Jag, Chicago, Ill.....	.....	.....
Sept. 3	Manistee Harbor.....	Manistee	Sc. Driver, Milwaukee, Wis.	Halversen ..	137
Sept. 3	Two miles northwest of station.	Grand Pointe au Sable.	Sc. D. A. Wells, Grand Haven, Mich.	De Young..	56

¹ Disabled, requiring the assistance of the life-saving crew.

of 1899-1900—Continued.

LAKE MICHIGAN.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Pleasure trip.....		\$750		\$750	\$750		3	3			
Milwaukee, Wis., to Escanaba, Mich.		100,000		100,000	99,800	\$200	19	19			
Capsized		30		30	30		4	4		4	4
.....do.....		400		400	400		4	4			
Mud Bay to Sturgeon Bay, Wis.		1,000		1,000	1,000		5	5			
Waukegan, Ill., to Racine, Wis.		15,000		15,000	15,000		16	16			
Pleasure trip.....		150		150	150		3	3			
Sturgeon Bay to Two Rivers, Wis.	Stone.....	500	\$180	680	665	15					
Plum Island, Wis., to Fox Island, Mich.	Wood.....	1,200	120	1,320	1,270	50	3	3			
Muskegon to Spring Lake, Mich.		1,500		1,500	1,500		18	18			
Fishing trip.....	Fishing outfit.	800	200	1,000	1,000		5	5		5	5
Ludington, Mich., to Milwaukee, Wis.	Bark	500	300	800	800		1	1			
Hedgehog to Milwaukee, Wis.	Wood.....	800	335	1,135	1,135		5	5			
Pleasure trip.....		100		100	100		4	4			
.....do.....		200		200	195	5	5	5			
Duluth, Minn., to Chicago, Ill.	Lumber ..	30,000	7,200	37,200	37,200		7	7			
Pleasure trip.....		700		700	700		4	4			
.....do.....		20		20	20		3	2	1		
Capsized		25		25	25		2	2			
.....do.....		40		40	40		2	2			
Egg Harbor to Racine, Wis.	Wood.....	1,000	480	1,480	1,480		4	4			
Pleasure trip.....		5,000		5,000	4,975	25	3	3			
Capsized		50		50	50		2	2			
Racine, Wis., to Chicago, Ill.		100		100	100		3	3		3	3
Pleasure trip.....		50		50	40	10	3	3			
Grand Haven to Pentwater, Mich.		900		900	900		1	1		1	1
Pleasure trip.....		100		100	100		3	3			
.....do.....		125		125	125		3	3			
Pentwater to Grand Haven, Mich.	Baggage..	700	100	800	795	5	2	2			
Pleasure trip.....		600		600	600		5	5			
Capsized		100		100	100		2	2			
Good Harbor, Mich., to Milwaukee, Wis.	Wood and bark.	3,000	1,300	4,300	4,300		5	5			
Manistee to Holland, Mich.	Lumber ..	1,000	500	1,500	1,500		3	3			

²In dangerous position, from which life-saving crew extricated her, thereby saving her from probable destruction.

Table of casualties, season

DISTRICT NO. 11—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1899.					
Sept. 3	Three and one-half miles west of station.	South Haven.....	Sc. Starlight, Chicago, Ill.	Smethells	30
Sept. 3	Four-fifths of a mile west of station.	Sheboygan	Slp. yt. Hildegard, Sheboygan, Wis.		
Sept. 5	One-half mile northwest of station.	Muskegon	Sc. yt. Ida, ¹ Muskegon, Mich.		
Sept. 6	One-half mile west of station.	Grand Haven	Skiff, Grand Haven, Mich.		
Sept. 8	One-quarter mile east of station.	Ludington	Str. Ralph M. Cooper, Milwaukee, Wis.	Troy.....	27
Sept. 16	Calumet Harbor	South Chicago.....	Sc. Henry Cowles, Milwaukee, Wis.	Matson	94
Sept. 24	One-half mile southeast of station.	.....do	Rowboat, Chicago, Ill.		
Sept. 24	Three-quarters of a mile southeast of station.	Chicago	Sharpie Shamrock, Chicago, Ill.		
Sept. 24	One-quarter mile east of station.	Old Chicago	Str. Cleveland, Port Huron, Mich.	Davis.....	286
Sept. 28	Two hundred yards northwest of station.	Pentwater.....	Sc. Emily Taylor, Milwaukee, Wis.	Stone.....	55
Sept. 28	One-sixth mile southwest of station.	Muskegon	Scow, Muskegon, Mich.		
Sept. 28	One-quarter mile east of station.	Oid Chicago	Catboat, Chicago, Ill.		
Sept. 28	One mile south of station.	.....do	Str. Ivanhoe, ² Chicago, Ill.		277
Sept. 29	Two hundred yards west of station.	Frankfort	Sc. Hustler, Chicago, Ill.	Morton	13
Sept. 29	Seven miles from station.	Baileys Harbor...	Yht. Britomarte, Cana Island, Wis.		
Oct. 2	Two miles north of station.	Milwaukee	Sailboat, Milwaukee, Wis.		
Oct. 4	Two and one-quarter miles north-northeast of station.	Plum Island.....	Str. Cecelia Hill, Milwaukee, Wis.	Ramage ...	44
Oct. 10	Two miles southeast of station.	Chicago	Slp. Virginia, Chicago, Ill.		
Oct. 14	One and one-half miles west-southwest of station.	Holland	Slp. Edith A., ¹ Holland, Mich.		
Oct. 14	Peshtigo Reef, Green Bay.	Sturgeon Bay Canal.	Sc. yt. Mabel R., Sturgeon Bay, Wis.		
Oct. 27	Ten miles north of station.	Point Betsie	Str. G. R. Green, Grand Haven, Mich.	O'Neill	18
Oct. 31	One hundred and thirty yards east of station.	Racine	Str. Emma Bloecker, Chicago, Ill.	Hyttel.....	31
Oct. 31	Three-quarters of a mile south by east of station.	Plum Island.....	Sc. E. M. Stanton, Chicago, Ill.	Johnson ...	152
Nov. 16	One-half mile north of station.	Baileys Harbor...	Sc. Rambler, Grand Haven, Mich.	Seaway....	26
Nov. 17	One and one-quarter miles south-southeast of station.	Plum Island.....	Sc. Graham Brothers, ⁴ Milwaukee, Wis.	Beersen ...	81
Nov. 27	One-half mile southwest of station.	Baileys Harbor...	Sc. Vermont, ⁵ Milwaukee, Wis.	Hanson ...	81
Dec. 7	One-third mile west-northwest of station.	South Haven	Str. Rand, Milwaukee, Wis.	Richardson	191
1900.					
Mar. 19	Two-sevenths of a mile east of station.	Grand Haven	Skiff, Grand Haven, Mich.		
Mar. 27	Two miles west-northwest of station.	Manistee	Fishboat Cape Pigeon, Manistee, Mich.		
Apr. 3	One-half mile north of station.	Michigan City....	Skiff, Michigan City Ind.		
Apr. 6	One and one-half miles east-northeast of station.	Racine	Yawl belonging to Sc. Rob Roy, Racine, Wis.		
Apr. 9	One-half mile north of station.	Michigan City....	Str. William Maxwell, Chicago, Ill.	Dahlner...	43
Apr. 14	Twelve miles north of station.	Milwaukee	Scow, Milwaukee, Wis.		

¹ In peril, requiring the assistance of the life-saving crew.² Life-saving crew assisted to save the vessel from destruction by fire.³ Vessel on fire. No one on board.

of 1899-1900—Continued.

LAKE MICHIGAN—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
South Haven, Mich., to Chicago, Ill.	.....	\$4,000	.....	\$4,000	\$3,700	\$300	4	4	.....	.....	.....
Pleasure trip.....	.....	150	.....	150	150	.....	4	4	.....	.....	.....
White Lake to Muskegon, Mich.	.....	700	.....	700	700	.....	7	7	.....	5	5
Pleasure trip.....	.....	15	.....	15	15	.....	3	3	.....	.....	.....
Lying at dock.....	.....	3,000	.....	3,000	3,000	.....	7	7	.....	.....	.....
.....Sawdust..	.....	300	\$35	335	325	10	3	3	.....	.....	.....
.....	.....	50	.....	50	50	.....	2	2	.....	.....	.....
Pleasure trip.....	.....	75	.....	75	70	5	2	2	.....	.....	.....
Frankfort, Mich., to Chicago, Ill.	Lumber ..	4,500	2,500	7,000	4,800	2,200	10	10	.....	2	2
Chicago, Ill., to Frankfort, Mich.	.....	600	.....	600	600	.....	6	6	.....	.....	.....
Adrift.....	.....	300	.....	300	300	.....	.....	.....	.....	.....	.....
Broke from moorings..	.....	200	.....	200	200	.....	.....	.....	.....	.....	.....
Lying at dock.....	.....	17,000	.....	17,000	7,000	10,000	1	1	.....	.....	.....
Frankfort to Pentwater, Mich.	.....	500	.....	500	460	40	2	2	.....	.....	.....
Rock Island, Ill., to Milwaukee, Wis.	Iron	800	400	1,200	1,140	60	2	2	.....	.....	.....
Dragged anchor .....	.....	60	.....	60	60	.....	2	2	.....	.....	.....
Sturgeon Bay to Detroit Harbor, Wis.	.....	7,000	.....	7,000	7,000	.....	11	11	.....	.....	.....
Pleasure trip.....	.....	125	.....	125	125	.....	2	2	.....	.....	.....
.....do.....	.....	300	.....	300	300	.....	6	6	.....	.....	.....
Sturgeon Bay to Peshigo, Wis.	.....	1,500	.....	1,500	1,500	.....	5	5	.....	.....	.....
Frankfort to Charlevoix, Mich.	.....	1,000	.....	1,000	925	75	2	2	.....	.....	.....
Lying at dock.....	.....	3,400	.....	3,400	3,250	150 ⁽³⁾
Harbor Spring, Mich., to Chicago, Ill.	Cedar ties and poles.	2,000	5,000	7,000	7,000	.....	7	7	.....	.....	.....
Frankfort to Baileys Harbor, Mich.	.....	800	.....	800	800	.....	2	2	.....	.....	.....
Milwaukee to Northport, Wis.	.....	1,000	.....	1,000	700	300	3	3	.....	.....	.....
Port Huron, Mich., to Milwaukee, Wis.	Trees	1,400	300	1,700	1,700	.....	2	2	.....	.....	.....
Ludington to St. Joseph, Mich.	Lumber ..	10,000	2,100	12,100	12,100	.....	11	11	.....	.....	.....
Caught in the ice.....	.....	10	.....	10	10	.....	1	1	.....	.....	.....
Fishing trip.....	Fishing gear.	250	75	325	315	10	2	2	.....	.....	.....
.....do .....	.....	20	.....	20	20	.....	2	2	.....	.....	.....
Pleasure trip.....	.....	40	.....	40	40	.....	2	2	.....	.....	.....
Fishing trip.....	Fish and nets.	4,000	275	4,275	4,255	20	6	6	.....	.....	.....
Parted line and stranded.	.....	500	.....	500	500	.....	.....	.....	.....	.....	.....

⁴ Dismasted, requiring assistance.⁵ In perilous position, from which life-saving crew extricated her.

Table of casualties, season
DISTRICT NO. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1900.					
Apr. 22	Seven miles south of station.	North Manitou Island.	Str. Onoko, Cleveland, Ohio.	Lampoh	2,164
Apr. 29	Three miles north of station.	South Chicago....	St. yt. Lillie, Chicago, Ill.		
May 2	Ten and three-quarters miles north of station.	Plum Island.....	Sc. Queen of the West, Cleveland, Ohio.	De Bow	818
May 9	One-fifth mile south of station.	Two Rivers.....	Sc. Experiment, Grand Haven, Mich.	Watts	49
May 11	One and one-half miles north of station.	Evanston.....	Canoe, Evanston, Ill.		
May 12	Four miles east of station.	Muskegon	Slp. Wasp, Muskegon, Mich.		
May 12	Two miles northeast of station.	Kenosha	Slp. Pastime, Kenosha, Wis.		
May 13	One mile southeast of station.	Sheboygan	Scow, Sturgeon Bay, Wis.		
May 14	Four and one-half miles east of station.	Beaver Island ...	Fish boat Blue Jay, Beaver Harbor, Mich.		
May 15	Racine Harbor.....	Racine	Barge A, Milwaukee, Wis.	Meyers	410
May 18	One-sixth mile east of station.	Ludington.....	Scow H. W. Swift, Sheboygan, Wis.		
May 30	One mile south of station.	Plum Island.....	Str. Havana, Port Huron, Mich.	Drinuger	1,041
June 1	Two-sevenths of a mile east of station.	Holland	Rowboat, Macatawa Bay, Mich.		
June 2	Two and one-half miles south of station.	Baileys Harbor ...	Sloop		
June 8	One-half mile south of station.	Old Chicago	Rowboat, Chicago, Ill.		
June 8	Three miles southeast of station.	Milwaukee	Skiff, Milwaukee, Wis.		
June 10	One-half mile northwest of station.	Baileys Harbor ...	Sc. Rambler, Frankfort, Mich.	Seaway	26
June 15	One mile east of station..	Old Chicago	Slp. yt. Kenneth, Chicago, Ill.		
June 17	One-seventh mile north of station.	Frankfort	Sloop, Frankfort, Mich.		
June 18	One-third mile west-northwest of station.	St. Joseph	Rowboat, St. Joseph, Mich.		
June 20	Eighty yards south of station.	Ludington	Skiff, Ludington, Mich.		
June 21	One-half mile southwest of station.	Grande Pointe au Sable.	Str. Robert Fulton, Duluth, Minn.	Allen	4,219
June 22	Two miles southeast of station.	Chicago	Slp. yt. Iris, Chicago, Ill.		
June 22	Two miles south of station.	Baileys Harbor ...	Sc. J. M. Harvey, ¹ Chicago, Ill.	Harvey	22
June 22	.....do.....	.....do.....	Pile driver, Baileys Harbor, Wis.		
June 23	One hundred and thirty yards north of station.	Frankfort	Crib, Frankfort, Mich.		
June 23	Two and one-half miles south of station.	Evanston.....	Slp. yt. Imp, Edgewater, Ill.		
June 26	One mile east of station..	Chicago	Rowboat, Chicago, Ill.		
June 27	Sixty-five yards south of station.	Muskegon	Sc. Una, Grand Haven, Mich.	Mohlman	44
June 29	One-sixth mile west of station.	Racine	Sc. Thomas Dobbie, Oswego, N. Y.	Monck	322
June 29	Three miles north-northeast of station.	Milwaukee	Slp., Milwaukee, Wis.		
June 29	One mile south of station.	Sheboygan	Scow, Sheboygan, Wis.		
June 29	Hedgehog Harbor	Plum Island.....	Sc. Sardinia, Milwaukee, Wis.	Pfiel	150
June 30	Seven miles north of station.	Evanston.....	Slp. yt., Evanston, Ill.		
June 30	One-ninth mile southeast of station.	Kenosha	Slp., Kenosha, Wis.		
June 30	Ten miles northeast of station.	Racine	Yacht Snake, Chicago, Ill.		
	Total.....				

¹ In distress, requiring the assistance of the life-saving crew.

of 1899-1900—Continued.

LAKE MICHIGAN—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Chicago, Ill., to Buffalo, N. Y.	Corn.....	\$125,000	\$48,000	\$173,000	\$170,300	\$2,700	16	16	.....	.....	.....
Pleasure trip.....		700	.....	700	700	.....	7	7	.....	.....	.....
Cleveland, Ohio, to Sheboygan, Wis.	Coal.....	30,000	2,500	32,500	30,200	2,300	14	14	.....	.....	.....
Beaver Island, Mich., to Milwaukee, Wis.	Cedarties.	800	500	1,300	1,100	200	4	4	.....	.....	.....
Pleasure trip.....		20	.....	20	20	.....	3	3	.....	.....	.....
.....do.....		150	.....	150	150	.....	4	4	.....	.....	.....
.....do.....		10	.....	10	10	.....	2	2	.....	.....	.....
Sturgeon Bay to Milwaukee, Wis.	Stone.....	300	250	550	550	.....	2	2	.....	.....	.....
Fishing trip.....		90	.....	90	80	10	2	2	.....	.....	.....
South Chicago, Ill., to Racine, Wis.	Stone.....	4,500	785	5,285	785	4,500	3	3	.....	.....	.....
Ludington, Mich., to Racine, Wis.	Timber...	4,500	2,500	7,000	6,000	1,000	2	2	.....	.....	.....
Milwaukee, Wis., to Escanaba, Mich.		35,000	.....	35,000	35,000	.....	13	13	.....	.....	.....
Pleasure trip.....		10	.....	10	10	.....	1	1	.....	.....	.....
Fishing trip.....	Fish.....	75	30	105	105	.....	2	2	.....	.....	.....
Pleasure trip.....		15	.....	15	15	.....	2	2	.....	.....	.....
Adrift.....		20	.....	20	20	.....	2	2	.....	.....	.....
Frankfort, Mich., to Baileys Harbor, Wis.		600	.....	600	600	.....	2	2	.....	.....	.....
Pleasure trip.....		150	.....	150	150	.....	4	4	.....	.....	.....
Capsized.....		30	.....	30	30	.....	1	1	.....	.....	.....
Pleasure trip.....		75	.....	75	75	.....	2	2	2	2	.....
Capsized.....		15	.....	15	15	.....	3	3	.....	.....	.....
Chicago, Ill., to Buffalo, N. Y.	Oats.....	250,000	55,000	305,000	305,000	.....	24	24	.....	.....	.....
Pleasure trip.....		150	.....	150	150	.....	2	2	.....	.....	.....
Baileys Harbor, Wis., to Chicago, Ill.	Shingles..	500	300	800	800	.....	2	2	.....	.....	.....
Adrift.....		75	.....	75	75	.....	.....	.....	.....	.....	.....
.....do.....		5,000	.....	5,000	5,000	.....	.....	.....	.....	.....	.....
Pleasure trip.....		175	.....	175	175	.....	3	3	.....	.....	.....
.....do.....		40	.....	40	40	.....	2	2	.....	.....	.....
Chicago, Ill., to Muskegon, Mich.		500	.....	500	500	.....	3	3	.....	.....	.....
Sandusky, Ohio, to Racine, Wis.	Coal.....	5,000	1,500	6,500	6,500	.....	7	7	.....	.....	.....
Pleasure trip.....		30	.....	30	30	.....	4	4	.....	.....	.....
Adrift.....		5	.....	5	.....	5	3	3	.....	.....	.....
Milwaukee to Hedgehog Harbor, Wis.		700	.....	700	.....	700	5	5	.....	.....	.....
Pleasure trip.....		30	.....	30	30	.....	3	3	.....	.....	.....
Capsized.....		10	.....	10	10	.....	2	2	.....	.....	.....
Milwaukee, Wis., to Chicago, Ill.		100	.....	100	100	.....	2	2	.....	.....	.....
.....		696,410	132,765	829,175	804,280	24,895	424	423	1	25	25

Table of casualties, season

DISTRICT NO. 12.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1899.					
July 7	Peacock Spit	Cape Disappointment.	Fish boat, Astoria, Oreg.		
July 13	One and one-half miles west of station.	Yaquina Bay	Fish boat, Newport, Oreg.		
July 23	One-quarter mile east of station.	Cape Disappointment.	Skiff, Ilwaco, Wash.		
July 24	One-half mile south of station.	.....do	Fish boat, Ilwaco, Wash.		
July 24	Clatsop Spit .....	.....do	Fish boat, Astoria, Oreg.		
July 24	Five miles west of station.	Point Adams	Fish boat, Astoria, Oreg.		
Aug. 12	One and one-half miles northwest of station.	.....do	Skiff, New Astoria, Oreg.		
Aug. 21	Seven miles east of station.	.....do	Slp. Blue Jacket, South Bend, Wash.		
Aug. 22	Five miles south-southeast of station.	Shoalwater Bay..	Fish boat, Aberdeen, Wash.		
Oct. 5	Two miles south of station.	Umpqua River....	Str. Ralph, Coos Bay, Oreg.	Sawyer	17
Nov. 19	One mile northwest of station.	Point Adams	Skiff		
Nov. 29	One mile west of station.	Cape Disappointment.	Lightship No. 50, Astoria, Oreg.		
Nov. 30	One mile northwest of station.	Coquille River....	Sc. Eureka, San Francisco, Cal.	Asplund...	123
Dec. 1	One and one-half miles south of station.	Humboldt Bay ...	Sc. Weeolt, San Francisco, Cal.	Burtis	557
Dec. 15	One mile south by east of station.	Cape Arago	Scows (2), Coos Bay, Oreg.		
1900.					
Feb. 5	Twenty-one miles north-northwest of station.	Umpqua River ...	Sc. Berwick, Coos Bay, Oreg.	Petersen...	100
Feb. 5	.....do .....	.....do	Str. Maggie, San Francisco, Cal.	Schwartz ..	85
Feb. 14	.....do .....	.....do	Str. Roberts, Yaquina, Oreg.	Johnson ...	48
Feb. 15	Coquille River Bar.....	Coquille River....	Small boat		
Feb. 24	Twenty-one miles north-northwest of station.	Umpqua River ...	Sc. S. Danielson, San Francisco, Cal.	Crangle ...	87
Mar. 18	One mile north of station.	Coquille River....	Sc. Bessie K., San Francisco, Cal.	Milson.....	98
Mar. 28	One and one-quarter miles north of station.	Golden Gate Park.	Fish boat, San Francisco, Cal.		
May 1	Three-quarters of a mile southwest of station.	Coquille River....	Fish boat, Bandon, Oreg.		
May 16	Clatsop Spit	Point Adams	Fish boat, Astoria, Oreg.		
May 22	.....do .....	.....do	Fish boat, Astoria, Oreg.		
May 23	Two and one-half miles east of station.	.....do	Fish boat, Astoria, Oreg.		
May 23	Six miles east of station.	.....do	Fish boat, Astoria, Oreg.		
May 27	Peacock Spit	Cape Disappointment.	Fish boat, Astoria, Oreg.		
June 15	.....do .....	.....do	Fish boat, Astoria, Oreg.		
June 20	Ten miles northwest of station.	Petersons Point...	Bge. Washougal, ¹ Portland, Oreg.		
June 26	One mile southwest of station.	Fort Point	Fish boat, San Francisco, Cal.		
June 28	Three-quarters of a mile northeast of station.	Point Adams	Sc. Anita, San Francisco, Cal.	Loll	88
	Total				

¹In dangerous position, from which life-saving crew assisted to extricate her.

of 1899-1900—Continued.

PACIFIC COAST.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Fishing trip.....	Fishing gear.	\$150	\$350	\$500	\$450	\$50	2 2	2	2	2	2
do.....	do.....	50	50	50	50	50	3 2	1	2	2	2
Pleasure trip.....	do.....	20	20	20	20	20	4 4	4	4	4	4
Fishing trip.....	Fishing gear.	200	300	500	500	500	2 2	2	2	2	2
Capsized.....	do.....	200	300	500	500	500	2 2	2	2	2	2
Fishing trip.....	do.....	100	200	300	300	300	2 2	2	2	2	2
Pleasure trip.....	do.....	35	35	35	35	35	5 5	5	5	5	5
Capsized.....	do.....	1,000	1,000	1,000	1,000	1,000	5 5	5	5	5	5
Astoria, Oreg., to Shoalwater Bay, Wash.	Fish net..	100	200	300	285	15	2 2	2	2	2	4
Gardiner, Oreg., to Umpqua River.	do.....	1,000	1,000	1,000	140	860	3 3	3	3	3	3
Adrift.....	do.....	5	5	5	5	5	5 5	5	5	5	5
do.....	do.....	80,000	80,000	80,000	80,000	80,000	8 8	8	8	8	8
San Francisco, Cal., to Coquille River, Oreg.	Merchandise.	5,000	300	5,300	300	5,000	5 5	5	5	5	5
San Francisco to Eureka, Cal.	General..	45,000	2,000	47,000	47,000	47,000	24 22	2	2	2	2
Marshfield to Coos Bay, Oreg.	Stone.....	4,000	190	4,190	4,190	4,190	4 4	4	4	4	4
San Francisco, Cal., to Siuslaw River, Oreg.	Merchandise.	7,500	1,500	9,000	8,500	500	5 5	5	5	5	5
Towing in harbor.....	do.....	7,000	7,000	7,000	4,500	2,500	4 4	4	4	4	4
Towing sc. Berwick...	do.....	9,000	9,000	9,000	9,000	9,000	5 5	5	5	5	5
Fishing trip.....	do.....	5	5	5	5	5	2 2	2	2	2	2
San Francisco, Cal., to Siuslaw River, Oreg.	Merchandise.	6,000	1,000	7,000	7,000	7,000	5 5	5	5	5	5
To San Francisco, Cal.	Lumber..	15,000	2,500	17,500	17,500	17,500	8 8	8	8	8	8
Fishing trip.....	do.....	150	150	150	100	50	1 1	1	1	1	1
do.....	do.....	10	10	10	10	10	2 2	2	2	2	2
do.....	Fish nets..	150	250	400	400	400	2 2	2	2	2	2
do.....	do.....	150	250	400	400	400	2 2	2	2	2	2
do.....	do.....	150	200	350	350	350	2 1	1	1	1	1
do.....	do.....	150	250	400	400	400	2 2	2	2	2	2
do.....	do.....	200	300	500	450	50	2 2	2	2	2	2
do.....	do.....	200	300	500	500	500	2 2	2	2	2	2
Astoria, Oreg., to Westport, Wash.	Rock.....	25,000	2,500	27,500	27,500	27,500	3 3	3	3	3	3
Fishing trip.....	Fishing gear.	150	50	200	200	200	1 1	1	1	1	1
Nastucka to Astoria, Oreg.	Fish.....	8,000	2,500	10,500	10,500	10,500	7 7	7	7	7	7
.....	.....	215,675	15,440	231,115	94,240	136,875	122 118	4	13	15	15

UNITED STATES LIFE-SAVING SERVICE.

Table of casualties,

RECAPITU

Districts.	Total number of disasters.	Total value of vessels.	Total value of cargoes.
District No. 1.....	54	\$107,700	\$29,140
District No. 2.....	126	452,230	81,445
District No. 3.....	35	301,280	231,480
District No. 4.....	62	363,780	139,525
District No. 5.....	43	142,765	27,450
District No. 6.....	42	1,022,850	1,963,040
District No. 7.....	12	252,000	12,565
District No. 8.....	83	534,065	179,745
District No. 9.....	77	574,475	188,100
District No. 10.....	76	1,697,935	375,410
District No. 11.....	102	696,410	152,765
District No. 12.....	82	215,675	15,440
Aggregate	698	6,361,155	3,376,105

season of 1899-1900.

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.
\$136,840	\$118,910	\$17,980	238	238	-----	37	100	5
533,675	438,910	94,765	468	465	3	98	126	8
532,760	276,865	255,895	192	188	4	86	138	6
503,305	479,895	23,410	314	314	-----	64	100	4
170,215	80,505	89,710	155	155	-----	61	118	7
2,985,890	1,820,165	1,165,725	394	356	38	162	636	14
264,565	2,010	262,555	52	52	-----	9	9	1
713,800	660,020	58,780	168	168	-----	42	93	4
762,575	676,750	85,825	422	420	2	50	53	3
2,073,345	2,038,910	34,435	487	486	1	28	34	3
829,175	804,280	24,895	424	423	1	25	25	2
231,115	94,240	136,875	122	118	4	13	15	4
9,737,260	7,491,460	2,245,800	3,436	3,383	53	1,675	1,447	61

¹ These figures include 145 persons to whom succor was given, who were not on the vessels embraced in the tables, and 159 days of such succor, as follows:

District No. 1, 1 person 1 day.
 District No. 2, 13 persons 17 days.
 District No. 3, 9 persons 9 days.
 District No. 4, 11 persons 11 days.
 District No. 5, 9 persons 9 days.
 District No. 6, 57 persons 67 days.
 District No. 7, 9 persons 9 days.

District No. 8, 15 persons 15 days.
 District No. 9, 3 persons 3 days.
 District No. 10, 14 persons 14 days.
 District No. 11, 1 person 1 day.
 District No. 12, 3 persons 3 days.

Total ... 145 159

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, 1900.

APPROPRIATION—LIFE-SAVING SERVICE, 1900.

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 274 keepers of life-saving and lifeboat stations and of houses of refuge

239,700.00

For pay of crews of surfmen employed at the life-saving and lifeboat stations, including the old Chicago station, at the rate of \$60 per month each during the period of actual employment, and \$3 per day for each occasion of service at other times; 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 the donation of a Lyle gun and a complete set of beach apparatus used in connection with it to the Imperial Japanese Society for Saving Life from Shipwreck, 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

1,288,910.00

Total..... 1,550,310.00

EXPENDITURES.

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

District No. 1, July 1, 1899, to June 30, 1900	\$1, 600. 00	
District No. 2, July 1, 1899, to June 30, 1900	1, 600. 00	
District No. 3, July 1, 1899, to June 30, 1900	1, 800. 00	
District No. 4, July 1, 1899, to June 30, 1900	1, 800. 00	
District No. 5, July 1, 1899, to June 30, 1900	1, 600. 00	
District No. 6, July 1, 1899, to June 30, 1900	1, 800. 00	
District No. 7, July 1, 1899, to June 30, 1900	1, 500. 00	
District No. 8, July 1, 1899, to June 30, 1900	1, 600. 00	
District No. 9, July 1, 1899, to June 30, 1900	1, 800. 00	
District No. 10, July 1, 1899, to June 30, 1900	1, 800. 00	
District No. 11, July 1, 1899, to June 30, 1900	1, 800. 00	
District No. 12, July 1, 1899, to June 30, 1900	1, 800. 00	
Salary of assistant superintendent, District No. 3, from July 1, 1899, to June 30, 1900	1, 200. 00	
		<u>\$21, 700. 00</u>

Salaries of 258 keepers, Districts Nos. 1 to 12, inclusive, quarter ending September 30, 1899	57, 525. 00	
Salaries of 258 keepers, Districts Nos. 1 to 12, inclusive, quarter ending December 31, 1899	57, 446. 77	
Salaries of 259 keepers, Districts Nos. 1 to 12, inclusive, quarter ending March 31, 1900	57, 521. 74	
Salaries of 261 keepers, Districts Nos. 1 to 12, inclusive, quarter ending June 30, 1900	57, 559. 45	
		<u>230, 052. 96</u>

Pay of surfmen in District No. 1, from August 1, 1899, to May 31, 1900	54, 739. 06	
Pay of surfmen in District No. 2, from July 1, 1899, to June 30, 1900	113, 304. 19	
Pay of surfmen in District No. 3, from August 1, 1899, to May 31, 1900	148, 259. 33	
Pay of surfmen in District No. 4, from August 1, 1899, to May 31, 1900	160, 800. 00	
Pay of surfmen in District No. 5, from August 1, 1899, to May 31, 1900	71, 398. 06	
Pay of surfmen in District No. 6, from August 1, 1899, to May 31, 1900	126, 338. 23	
Pay of surfmen in District No. 7, from August 1, 1899, to May 31, 1900	3, 576. 78	
Pay of surfmen in District No. 8, from August 1, 1899, to May 31, 1900	29, 374. 70	
Pay of surfmen in District No. 9, from July 1, 1899, to June 30, 1900	40, 245. 54	
Pay of surfmen in District No. 10, from July 1 to December 15, 1899, and from April 16 to June 30, 1900	61, 856. 13	
Pay of surfmen in District No. 11, from July 1 to December 5, 1899, and from April 5 to June 30, 1900	92, 907. 41	
Pay of surfmen in District No. 12, from July 1, 1899, to June 30, 1900	77, 084. 58	
Pay of volunteer surfmen for assistance to the keepers and crews of certain stations at wrecks which occurred during the active season:		

District No. 4	\$4. 00	
District No. 6	18. 88	
District No. 8	6. 00	
District No. 11	9. 00	
		<u>37. 88</u>

Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:

District No. 1	\$113.00	
District No. 2	3.00	
District No. 3	21.00	
District No. 4	172.00	
District No. 5	54.00	
District No. 7	18.00	
District No. 8	231.00	
District No. 9	24.00	
District No. 11	45.00	
	<hr/>	\$681.00
		<hr/>
		\$980,602.89

Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882	2,453.03	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882	25,209.16	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882	3,988.17	
	<hr/>	31,650.36

Apparatus	15,856.92	
Books, charts, stationery, advertising, etc	874.88	
Care of stations pending appointment of keepers	1,521.90	
Commutation of quarters for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service	5,985.55	
Compensation for special services, labor, etc	23,009.88	
Draft animals	8,291.33	
Equipments	6,515.66	
Freight, packing, storage, telegraphing, etc	3,230.66	
Fuel and water for stations	19,312.65	
Furniture	4,526.51	
Medals	974.50	
Rebuilding, repair, and improvement of stations	33,485.50	
Removal of stations	2,084.00	
Rents	4,333.92	
Repairs to apparatus, equipments and furniture	1,539.38	
Sites for stations	5,673.56	
Subsistence of persons rescued from wrecked vessels	219.20	
Supplies	11,912.14	
Telephones, telephone lines, and their maintenance	15,469.26	
Transporting apparatus to and from wrecks, at stations where horses are not kept	326.00	
Traveling expenses of officers	11,899.61	
	<hr/>	177,043.01

Total expenditures from appropriation "Life-Saving Service, 1900"	1,441,049.22	
Balance of available funds July 1, 1900	109,260.78	
	<hr/>	1,550,310.00

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, 1899	\$133,928.93	
To which repayments have been made amounting to	935.93	
	<hr/>	
Total available funds	134,864.86	

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, 1899," available as above		\$134, 864. 86
Pay of surfmen at Atlantic City Station, Fourth District, April 1 to 11, 1899	\$22. 00	
Pay of volunteer surfmen for assistance to the keepers and crews of certain stations at wrecks which occurred during the active season:		
District No. 4	\$21. 00	
District No. 10	3. 00	
	24. 00	
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at stations:		
District No. 1	40. 98	
District No. 2	9. 00	
District No. 4	27. 00	
District No. 8	6. 00	
	82. 98	
		\$128. 98
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882	982. 31	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882	13, 628. 89	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882	1, 547. 84	
		16, 159. 04
Apparatus	6, 668. 31	
Books, charts, stationery, advertising, etc.	633. 30	
Commutation of quarters for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service	90. 00	
Compensation for special services, labor, etc.	1, 358. 20	
Draft animals	1, 400. 03	
Equipments	4, 131. 19	
Freight, packing, storage, telegraphing, etc.	1, 880. 13	
Fuel and water for stations	650. 86	
Furniture	2, 061. 11	
Medals	2. 00	
Rebuilding, repair, and improvement of stations	21, 640. 01	
Removal of stations	1, 500. 00	
Rents	1, 321. 91	
Repairs to apparatus, equipments and furniture	1, 449. 04	
Sites for stations	1, 385. 80	
Subsistence of persons rescued from wrecked vessels	17. 00	
Supplies	4, 317. 49	
Telephones, telephone lines, and their maintenance	2, 167. 85	
Transporting apparatus to and from wrecks at stations where horses are not kept	5. 00	
Traveling expenses of officers	862. 49	
		53, 541. 72
Total expenditures from appropriation "Life-Saving Service, 1899"		69, 829. 74
Balance of available funds July 1, 1900		65, 035. 12
		134, 864. 86

There also remained unexpended at the beginning of the fiscal year, from appropriation of 1898, the following:

"Life-Saving Service, 1898"	\$63, 365. 27
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The expenditures from this balance during the year, made in payment of indebtedness standing over from the fiscal year ending June 30, 1898, were as follows:

"Life-Saving Service, 1898," available as above.....	\$63,365.27
Freight, packing, storage, telegraphing, etc.....	\$7.34
Rebuilding, repair, and improvement of stations.....	25,995.07
Supplies.....	2.24
Telephones, telephone lines, and their maintenance.....	20.64
Transporting apparatus to and from wrecks at stations where horses are not kept.....	50.00
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882.....	300.00
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....	42.71
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882.....	600.00

Total expenditures from appropriation "Life-Saving Service, 1898"	27,018.00
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Balance unexpended June 30, 1900.....	36,347.27
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This unexpended balance of \$36,347.27 was carried to the surplus fund June 30, 1900.

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, 1899.....	\$13,001.94

There were no expenditures during the year from this appropriation, and the balance on hand June 30, 1900, remained the same.

"Site, Long Branch Life-Saving Station:"	
Balance available July 1, 1899.....	\$13,235.06
Expenditures from this appropriation.....	164.14

Balance unexpended June 30, 1900.....	13,070.92
---------------------------------------	-----------

"Rebuilding and improving life-saving stations (proceeds of sales):"	
Balance available July 1, 1899.....	7,130.15
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.....	1,188.62

Total available funds June 30, 1900.....	8,318.77
--	----------

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, 1900, were therefore as follows:

"Life-Saving Service, 1900"	\$1,441,049.22
"Life-Saving Service, 1899"	69,829.74
"Life-Saving Service, 1898"	27,018.00
"Site, Long Branch Life-Saving Station"	164.14
	1,538,061.10

Less the following:

Repayments to appropriations:	
"Life-Saving Service, 1899"	\$935.93
Excess of deposits, appropriation "Rebuilding and improving life-saving stations (proceeds of sales)"	1,188.62
	2,124.55

Total net expenditures of the Service.....	1,535,936.55
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There remained standing to the credit of the respective appropriations at the close of the fiscal year ending June 30, 1900, available as heretofore stated, the following balances:

"Life-Saving Service, 1900"	\$109,260.78
"Life-Saving Service, 1899"	65,035.12
"Life-Saving Service, 1898"	36,347.27
"Life-Saving Service, Atlantic and Gulf coasts, June and July, 1898" ..	13,001.94
"Site, Long Branch Life-Saving Station"	13,070.92
"Rebuilding and improving life-saving stations (proceeds of sales)" ...	8,318.77

The foregoing statement of the net expenditures for the maintenance of the Life-Saving Service for the fiscal year ending June 30, 1900, differs from the expenditures by warrants in the following particulars:

Net expenditures by warrants	\$1,542,832.04
To which should be added the following amount, as shown on page 341 of the report for 1899:	
In hands of George A. Bartlett, disbursing clerk, June 30, 1899:	
"Life-Saving Service, 1899"	1,659.13
	<hr/>
	1,544,491.17

Less the following amounts:

In the hands of the disbursing clerk June 30, 1900:	
"Life-Saving Service, 1900"	\$7,713.55
"Life-Saving Service, 1899"	44.63
Amounts reappropriated and expended by warrants, not included in the foregoing statement	796.44
	<hr/>
	8,554.62

Net expenditures from appropriations for the year..... 1,535,936.55

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, 1900" \$39,580.00

EXPENDITURES.

Compensation of officers and employees in office of Life-Saving Service	\$39,577.23	
Amount unexpended	2.77	
	<hr/>	39,580.00

INSTRUCTIONS TO MARINERS IN CASE
OF SHIPWRECK.

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

Prepared by Lieutenant C. H. McLELLAN, U. S. R. C. S., Assistant Inspector Life-Saving Stations, under the Direction of the General Superintendent.

GENERAL INFORMATION.

Life-saving stations and houses of refuge are located upon the Atlantic and Pacific seaboard of the United States, the Gulf of Mexico, and the lake coasts, as shown in the list in the latter part of this book, the latitude and longitude being given as far as determined.

Houses of refuge are located exclusively upon the Florida coast, where the requirements of relief are widely different from those of any other portion of the seaboard.

All life-saving stations on the Atlantic and Gulf coasts are manned annually by crews of experienced surfmen from the 1st of August to the 31st of May following, inclusive.

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

All life-saving stations are fully supplied with boats, wreck guns, beach apparatus, restoratives, etc.

Houses of refuge are supplied with boats, provisions, and restoratives, but not manned by crews. A keeper, however, resides in each throughout the year, who, after every storm, is required to make extended excursions along the coast, with a view of ascertaining whether any shipwreck has occurred and finding and succoring any persons that may have been cast ashore.

All stations are provided with the International Code of Signals, and vessels can, by opening communication, be reported; obtain the latitude and longitude of the station, where determined; information as to the weather probabilities in most cases; or, if crippled or disabled, a steam tug or revenue cutter will, if requested, be telegraphed for to the nearest port, where facilities for telegraphing exist.

All services are performed by the life-saving crews without other compensation than their wages from the Government, and *they are strictly forbidden to solicit or receive rewards.*

Destitute seafarers are provided with food and lodgings at the nearest station by the Government as long as necessarily detained by the circumstances of shipwreck.

The station crews patrol the beach from two to four miles each side of their stations four times between sunset and sunrise, and if the weather is foggy the patrol is continued through the day.

Each patrolman carries Coston signals. Upon discovering a vessel standing into danger he ignites one of them, which emits a brilliant red flame of about two minutes' duration, to warn her off, or, should the vessel be ashore, to let the crew know that they are discovered and assistance is at hand.

If the vessel is not discovered by the patrol immediately after striking, rockets or flare-up lights should be burned on board, or, if the weather be foggy, guns should be fired to attract attention, as the patrolman may be some distance away on the other part of his beat.

Masters are particularly cautioned, if they should be driven ashore anywhere in the neighborhood of the stations, especially on any of the sandy coasts, where there is not much danger of vessels breaking up immediately, to remain on board until assistance arrives, and under no circumstances should they attempt to land through the surf in their own boats until the last hope of assistance from the shore has vanished. Often when comparatively smooth at sea a dangerous surf is running, which is not perceptible three or four hundred yards offshore, and the surf, when viewed from a vessel, never appears so dangerous as it is. Many lives have unnecessarily been lost by the crews of stranded vessels being thus deceived and attempting to land in the 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 discovering your vessel ashore and burning a Coston signal, hastens to his station for assistance. If the use of a boat is practicable, either the large lifeboat is launched from its ways in the station and proceeds to the wreck by water or the lighter surfboat is hauled overland to a point opposite the wreck and launched, as circumstances may require.

Upon the boat reaching your vessel the directions and orders of the keeper (who always commands and steers the boat) should be implicitly obeyed. Any headlong rushing and crowding should be prevented, and the captain of the vessel should remain on board to preserve order until every other person has left.

Women, children, helpless persons, and passengers should be passed into the boat first.

Goods or baggage will not be taken into the boat under any circumstances until all persons are landed. If any be passed in against the keeper's remonstrance he is fully authorized to throw it overboard.

RESCUE WITH THE BREECHES BUOY OR LIFE CAR.

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

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

Get hold of the line as soon as possible and haul on board until you get a tail block with a whip or endless line rove through it. This tail block should be hauled on board as quickly as possible to prevent the whip drifting off with the set of the current or fouling with wreckage, etc. Therefore, if you have been driven into the rigging, where but one or two men can work to advantage, cut the shot line and run it through some available block, such as the throat or peak 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 fig. 1.

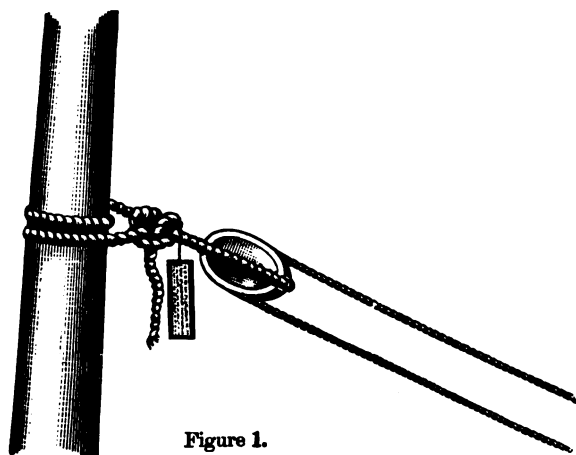


Figure 1.

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.”

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

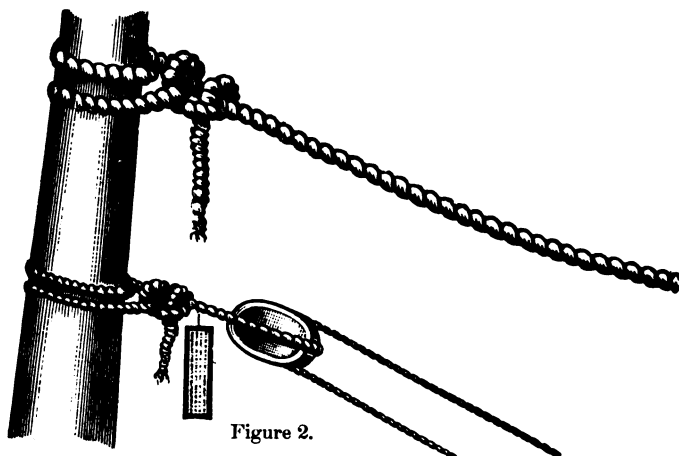


Figure 2.

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.

Fig. 3 represents the apparatus rigged, with the breeches buoy hauled off to the ship.

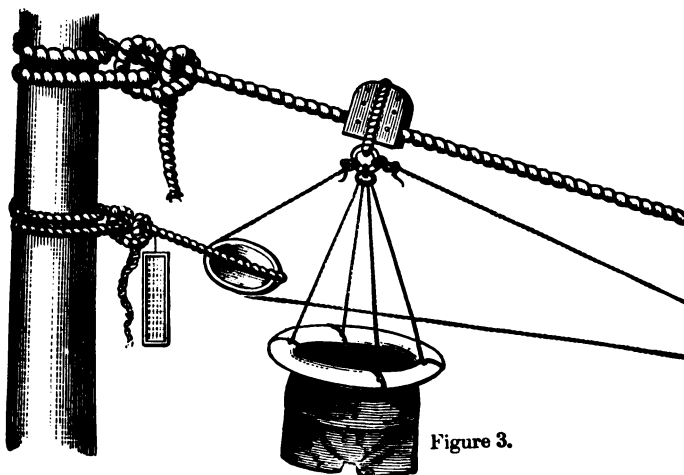


Figure 3.

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 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 long-shore current, or the danger of the wreck breaking up immediately, when it would be impossible to send off the hawser. In such a case a breeches buoy or life car will be hauled off by the whip, or sent off to you by the shot line, and you will be hauled ashore through the surf.

If your vessel is stranded through the night and discovered by the patrolman, which you will know by his burning a brilliant red light, keep a bright lookout for signs of the arrival of the life-saving crew abreast of your vessel.

From one to four hours may intervene between the burning of the light and their arrival, as the patrolman may have to return to his station, perhaps three or four miles distant, and the life-saving crew draw the apparatus or surfboat through the sand or over bad roads to the place where your vessel is stranded.

Lights on the beach will indicate their arrival, and the sound of cannon firing from the shore may be taken as evidence that a line has been fired across your vessel. Therefore, upon hearing the cannon, make strict search aloft, fore and aft, for the shot line, for it is almost certain to be there. Though the movements of the life-saving crew may not be perceptible to you, owing to the darkness, your ship will be a good mark for the men experienced in the use of the wreck gun, and the first shot seldom fails.

RECAPITULATION.

Remain by the wreck until assistance arrives from the shore, unless your vessel shows signs of immediately breaking up.

If not discovered immediately by the patrol, burn rockets, flare-up or other lights, or, if the weather be foggy, fire guns.

Take particular care that there are no turns of the whip line round the hawser before making the hawser fast.

Send the women, children, helpless persons, and passengers ashore first.

Make yourself thoroughly familiar with these instructions, and remember that on your coolness and strict attention to them will greatly depend the chances of bringing you and your people safely to land.

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

LIFE-SAVING DISTRICTS AND STATIONS.

FIRST DISTRICT.—COASTS OF MAINE AND NEW HAMPSHIRE.

Name of station.	State.	Locality.	Approximate position. ¹	
			Latitude, north.	Longitude, west.
Quoddy Head.....	Me.....	Carrying Point Cove.....	44 48 40	66 58 50
Cross Island.....	Me.....	Off Machiasport.....	44 36 45	67 16 30
Crumple Island.....	Me.....	Off Jonesport.....	44 26 40	67 36 10
Cranberry Isles.....	Me.....	Little Cranberry Island, off Mount Desert.....	44 15 30	68 12 40
White Head.....	Me.....	On southwest end White Head Island.....	43 58 40	69 08 00
Burnt Island.....	Me.....	Off mouth St. Georges River.....	43 52 20	69 17 40
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, 2½ miles from south end.....	42 44 00	70 47 15
Gap Cove.....	Mass.....	One-half mile west of Straitsmouth light.....	42 39 30	70 36 00
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	79 09 50
High Head.....	Mass.....	Three and one-half miles northwest of Cape Cod light.....	42 03 55	70 06 50
Highland.....	Mass.....	Seven-eighths of a mile northwest of Cape Cod light.....	42 02 55	70 04 20
Pamet River.....	Mass.....	Three and one-half miles south of Cape Cod light.....	42 00 00	70 01 15
Cahoons Hollow.....	Mass.....	Two and one-half miles east of Wellfleet.....	41 56 45	69 59 05
Nauset.....	Mass.....	One and one-quarter miles south of Nauset lights.....	41 50 40	69 56 45
Orleans.....	Mass.....	Abreast of Ponchet Island.....	41 45 35	69 55 55
Old Harbor.....	Mass.....	One-half mile north of Chatham Inlet.....	41 41 45	69 56 00
Chatham.....	Mass.....	One and one-quarter miles south-southwest of Chatham lights.....	41 39 10	69 57 10
Monomoy.....	Mass.....	Two and one-quarter miles north of Monomoy light.....	41 35 25	69 59 10
Coakata.....	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

¹ Obtained from latest Coast Survey charts.

² Formerly Davis Neck.

THIRD DISTRICT.—COASTS OF RHODE ISLAND AND LONG ISLAND.

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
Brenton Point.....	R. I.....	On Prices Neck.....	41 26 58	71 20 10
Narragansett Pier.....	R. I.....	Northern part of the town.....	41 25 45	71 27 20
Point Judith.....	R. I.....	Near light.....	41 21 40	71 29 00
Quonochontaug.....	R. I.....	Seven and one-half miles east of Watch Hill light.	41 19 50	71 43 10
Watch Hill.....	R. I.....	Near light.....	41 18 20	71 51 30
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 ¹	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 80	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 ²	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 ³	N. Y.....	Manhattan Beach.....	40 34 20	73 55 30
Eatons Neck.....	N. Y.....	East side entrance to Huntington Bay, Long Island Sound.	40 57 10	73 24 00
Rocky Point.....	N. Y.....	Near Rocky Point, Long Island Sound, about four miles northerly from Greenport.	41 08 20	72 21 10

FOURTH DISTRICT.—COAST OF NEW JERSEY.

Sandy Hook.....	N. J.....	On bay side, one-half mile south of point of Hook.	40 27 51	74 00 27
Spermaceti Cove.....	N. J.....	Two and one-half miles south of Sandy Hook light.	40 25 40	73 59 00
Seabright.....	N. J.....	About a mile south of Navesink light.....	40 22 50	73 58 30
Monmouth Beach.....	N. J.....	About a mile south of Seabright.....	40 20 30	73 58 30
Long Branch.....	N. J.....	Greens Pond.....	40 16 40	73 59 00
Deal.....	N. J.....	Asbury Park.....	40 13 50	73 59 50
Shark River.....	N. J.....	Near the mouth of Shark River.....	40 11 30	74 00 40
Spring Lake.....	N. J.....	Two and one-half miles south of Shark River.....	40 09 20	74 01 20
Squan Beach.....	N. J.....	One mile southeast of Squan village.....	40 07 00	74 02 00
Bayhead.....	N. J.....	At the head of Barnegat Bay.....	40 04 00	74 02 40
Mantoloking.....	N. J.....	Two and one-half miles south of head of Barnegat Bay.	40 01 40	74 03 10
Chadwick.....	N. J.....	Five miles south of head of Barnegat Bay.....	39 59 10	74 04 00
Toms River.....	N. J.....	On the beach abreast mouth Toms River.....	39 56 10	74 04 30
Island Beach.....	N. J.....	One and one-quarter miles south of Seaside Park.	39 53 40	74 05 00

¹ In charge of keeper of Ditch Plain Station. No crew employed.² Station destroyed by sudden gale while being moved across the water to new site.³ Not in operation.

FOURTH DISTRICT.—COAST OF NEW JERSEY—Continued.

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
Cedar Creek	N. J.	Five and three-eighths miles north of Barnegat Inlet.	39 51 10	74 05 10
Forked River	N. J.	Two miles north of Barnegat Inlet	39 48 10	74 05 40
Barnegat	N. J.	South side of Barnegat Inlet	39 45 30	74 06 10
Loveladies Island	N. J.	Two and one-half miles south of Barnegat Inlet.	39 43 50	74 07 20
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 ¹	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

¹ In charge of keeper of Cape May Station. No crew employed.

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
Caffey's Inlet.....	N.C.....	Ten and three-quarters miles south of Currituck Beach light.	36 13 40	75 46 20
Paul Gamels Hill.....	N.C.....	Five miles north of Kitty Hawk.....	36 08 00	75 43 50
Kitty Hawk.....	N.C.....	On the beach abreast of north end of Kitty Hawk Bay.	36 03 50	75 41 30
Kill Devil Hills.....	N.C.....	Four and one-half miles south of Kitty Hawk.	36 00 10	75 39 40
Nags Head.....	N.C.....	Nine miles north of Oregon Inlet.....	35 56 00	75 36 40
Bodie Island.....	N.C.....	Seven-eighths of a mile northeast of Bodie Island light.	35 49 40	75 33 20
Oregon Inlet.....	N.C.....	One-half mile south of Oregon Inlet.....	35 47 30	75 32 10
Pea Island.....	N.C.....	Two miles north of New Inlet.....	35 43 15	75 29 30
New Inlet.....	N.C.....	One-half mile south of New Inlet.....	35 40 40	75 29 00
Chicamacomico.....	N.C.....	Five miles south of New Inlet.....	35 36 40	75 27 50
Gull Shoal.....	N.C.....	Eleven and three-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, Sullivan's Island, at north end of harbor jetty.	32 45 30	79 51 05
Smiths Creek ¹	Fla.....	Twenty miles south of Matanzas Inlet.....	29 26 10	81 06 15
Mosquito Lagoon ¹	Fla.....	On beach outside the lagoon.....	28 51 30	80 46 20
Chester Shoal ¹	Fla.....	Eleven miles north of Cape Canaveral.....	28 36 40	80 35 50
Cape Malabar ²	Fla.....	.....	.....	.....
Bethel Creek ¹	Fla.....	Sixteen miles north of Indian River Inlet.....	27 40 00	80 21 20
Indian River Inlet ¹	Fla.....	South side of inlet.....	27 29 45	80 17 50
Gilberts Bar ¹	Fla.....	At Saint Lucie Rocks, 2 miles north of Gilberts Bar Inlet.	27 12 00	80 09 50
Jupiter Inlet ³	Fla.....	One mile south of inlet.....	26 55 40	80 04 00
Orange Grove ⁴	Fla.....	Five and one-half miles south of Lake Worth, 27 miles south of Lake Worth Inlet, and 87 miles south of Jupiter.	26 27 30	80 03 20
Fort Lauderdale ¹	Fla.....	Four miles north of New River Inlet.....	26 08 00	80 06 00
Biscayne Bay ¹	Fla.....	Six miles north of Norris Cut.....	25 54 10	80 08 00

¹ House of refuge. No crew employed.² Discontinued March 30, 1891.³ Discontinued January 21, 1899.⁴ Discontinued October 1, 1896.

EIGHTH DISTRICT.—GULF COAST OF UNITED STATES.

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
Santa Rosa.....	Fla.....	Santa Rosa Island, 3 miles east of Fort Pickens.	30 19 00	87 14 30
Sabine Pass.....	Tex.....	West side of pass.....	29 43 55	93 52 15
Galveston.....	Tex.....	East end Galveston Island.....	29 20 10	94 46 10
San Luis.....	Tex.....	West end Galveston Island.....	29 07 00	95 04 00
Velasco.....	Tex.....	Two and one-quarter miles northeast of mouth of Brazos River.	28 57 45	95 16 30
Saluria.....	Tex.....	Northeast end Matagorda Island.....	28 23 00	96 24 00
Aransas.....	Tex.....	Northeast end Mustang Island.....	27 51 00	97 03 00
Brazos.....	Tex.....	North end Brazos Island, entrance to Brazos Santiago.	26 04 00	97 08 00

NINTH DISTRICT.—LAKES ERIE AND ONTARIO.

Big Sandy.....	N. Y.....	North side mouth of Big Sandy Creek, Lake Ontario.		
Salmon Creek ¹				
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.....		
Grand Marais.....	Mich.....	West of harbor entrance.....		
Marquette.....	Mich.....	Near light, Lake Superior.....		
Ship Canal.....	Mich.....	Old Portage Lake Ship Canal, $\frac{1}{2}$ mile from north end, on east bank.		
Duluth.....	Minn.....	On Minnesota Point, Upper Duluth.....		

¹ Destroyed by fire.

ELEVENTH DISTRICT.—LAKE MICHIGAN.

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
Beaver Island ¹	Mich	Near light.....	° ' "	° ' "
Charlevoix.....	Mich	South side of harbor entrance.....		
North Manitou Island.	Mich	Near Pickards Wharf.....		
Point Betsie.....	Mich	Near light.....		
Frankfort.....	Mich	South side entrance of harbor.....		
Manistee.....	Mich	North side entrance of harbor.....		
Grande Pointe au Sable.	Mich	One mile south of light.....		
Ludington.....	Mich	North side entrance of harbor.....		
Pentwater.....	Mich	North side entrance of harbor.....		
White River.....	Mich	North side entrance of White Lake.....		
Muskegon.....	Mich	North side entrance of harbor, Port Sherman.....		
Grand Haven.....	Mich	North side entrance of harbor.....		
Holland.....	Mich	In the harbor, south side.....		
South Haven.....	Mich	North side entrance of harbor.....		
Saint Joseph.....	Mich	In the harbor, north side.....		
Michigan City.....	Ind	East side entrance of harbor.....		
South Chicago.....	Ill	North side entrance of Calumet Harbor.....		
Chicago.....	Ill	About 7 miles S. by E. of Chicago River light.....		
Old Chicago.....	Ill	In the harbor.....		
Evanston.....	Ill	On the Northwestern University grounds.....		
Kenosha.....	Wis	In the harbor, on Washington Island.....		
Racine.....	Wis	In the harbor.....		
Milwaukee.....	Wis	Near entrance of harbor, south side.....		
Sheboygan.....	Wis	Entrance to harbor, north side.....		
Two Rivers.....	Wis	North side entrance of harbor.....		
Kewaunee.....	Wis	North side entrance of harbor.....		
Sturgeon Bay Canal.....	Wis	Eastern entrance of canal, north side.....		
Baileys Harbor.....	Wis	On easterly side of harbor.....		
Plum Island.....	Wis	Near northeast point of island, 2 miles north-west of Pilot Island light.....		

TWELFTH DISTRICT.—PACIFIC COAST.

Neah Bay ²	Wash	Just south of Grays Harbor light.....	46 53 15	124 07 15
Petersons Point.....	Wash	Near lighthouse boat landing.....	46 43 00	124 03 00
Shoalwater Bay.....	Wash	Thirteen miles north of Cape Disappointment.....	46 27 50	124 03 25
Ilwaco Beach.....	Wash	Bakers Bay, one-half mile northeast of light.....	46 16 40	124 03 00
Cape Disappointment.	Wash	Three-quarters mile southeast of Fort Stevens.....	46 12 00	123 57 00
Point Adams.....	Oreg	About 1 mile south of harbor entrance.....	44 35 30	124 03 54
Yaquina Bay.....	Oreg	Near entrance of river, north side.....	43 42 00	124 10 30
Umpqua River.....	Oreg	Coos Bay, north side.....	43 22 50	124 18 00
Cape Arago.....	Oreg	In town of Bandon.....	43 07 00	124 25 00
Coquille River.....	Cal	Near light.....	40 46 00	124 13 00
Humboldt Bay.....	Cal	Three and one-half miles north of light.....	38 02 20	122 59 30
Point Reyes.....	Cal	Three-quarters mile east of light.....	37 48 10	122 27 50
Bolinas Bay ³	Cal	On beach in Golden Gate Park, San Francisco, 1/4 mile south Point Lobos.....	37 46 10	122 30 30
Fort Point.....	Cal	Three and three-eighths miles south of Golden Gate Park Life-Saving Station.....	37 43 18	122 30 18
Golden Gate Park.....	Cal			
Southside.....	Cal			

¹ No crew employed.² Discontinued December 17, 1890.³ Destroyed by fire.

DIRECTIONS FOR RESTORING THE
APPARENTLY DROWNED.

DIRECTIONS FOR RESTORING THE APPARENTLY DROWNED.

NOTE.—These directions differ from those given prior to 1899 by the addition of means for securing deeper inspiration. The method theretofore 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



FIG. I.

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

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

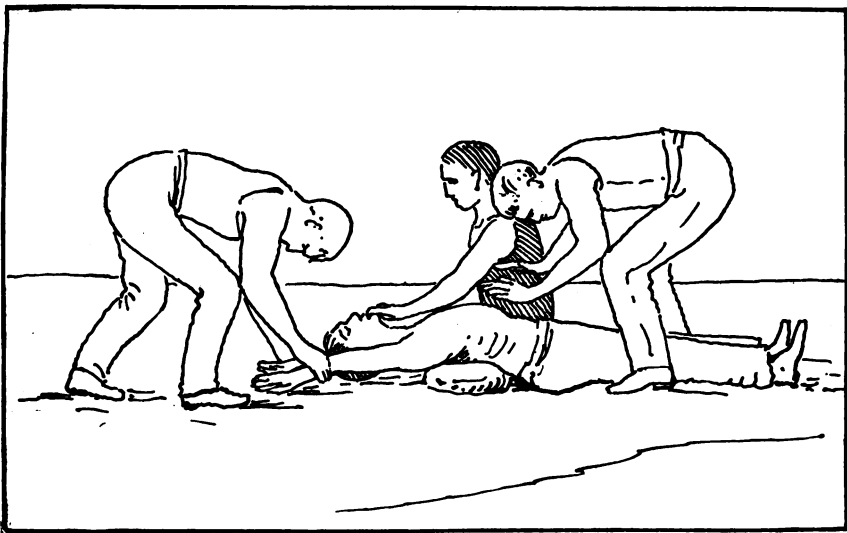


FIG. II.

(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 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 necessary¹ 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 upward out of the mouth; he will deepen the

¹ Changing hands will be found unnecessary after some practice; the tongue, however, must not be released.

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.¹ This completes expiration. (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 pur-

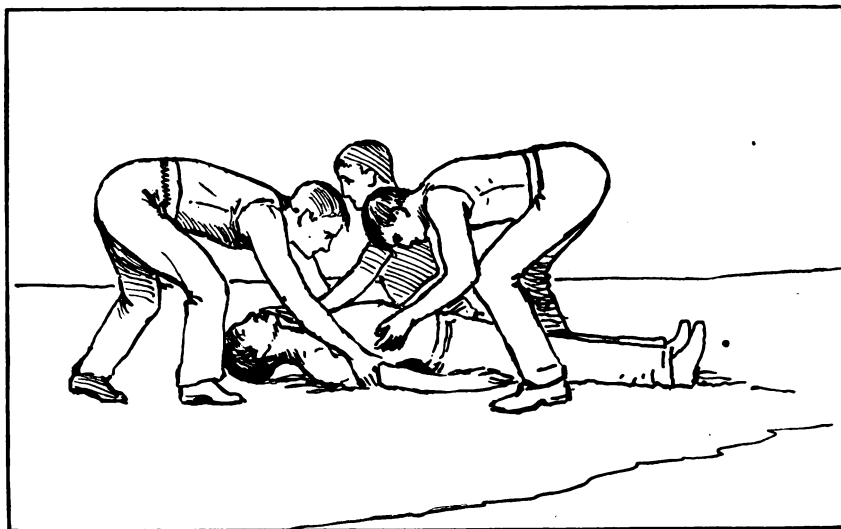


FIG. III.

pose 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.

¹ A child or very delicate patient must, of course, be more gently handled.

RULE IV. AFTER-TREATMENT.—*Externally:* As soon as breathing is established let the patient be stripped of all wet clothing, wrapped in blankets only, put to bed comfortably warm, but with a free circulation of fresh air, and left to perfect rest. *Internally:* Give whisky or brandy and hot water in doses of a teaspoonful to a tablespoonful, according to the weight of the patient, or other stimulant at hand, every ten or fifteen minutes for the first hour, and as often thereafter as may seem expedient. *Later manifestations:* After reaction is fully established there is great danger of congestion of the lungs, and if perfect rest is not maintained for at least forty-eight hours, it sometimes occurs that the patient is seized with great difficulty of breathing, and death is liable to follow unless immediate relief is afforded. In such cases apply a large mustard plaster over the breast. If the patient gasps for breath before the mustard takes effect assist the breathing by carefully repeating the artificial respiration.

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

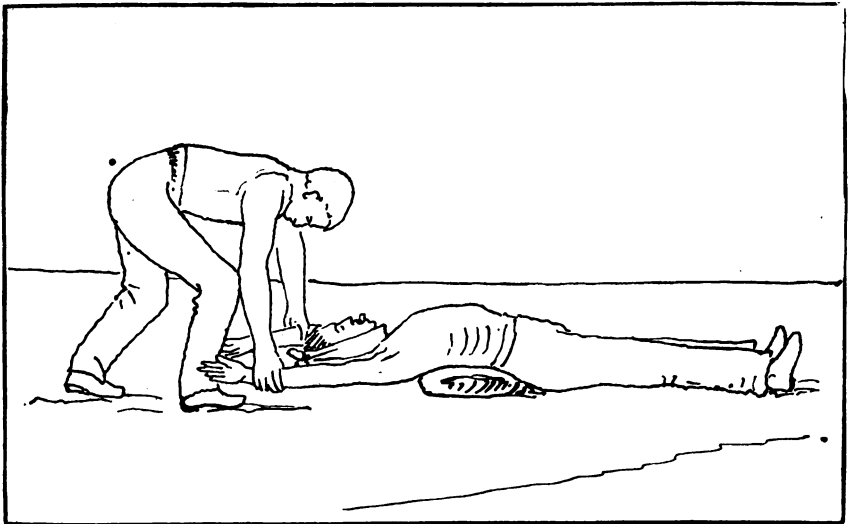


FIG. IV.

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.)

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.)

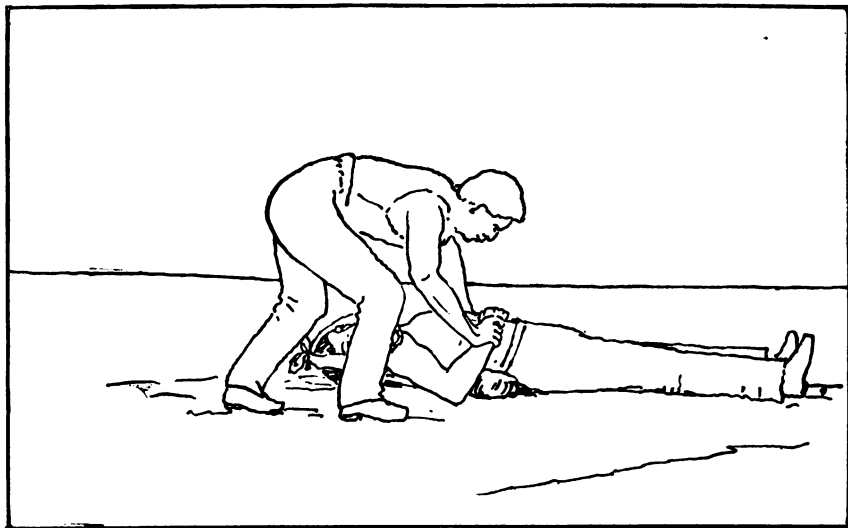


FIG. V.

Repeat these movements twelve to fifteen times every minute, etc.

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, 1900.

REMARKS EXPLANATORY OF THE WRECK STATISTICS FOR THE YEAR 1899-1900.

The following is the twenty-seventh annual statement of wrecks and casualties which have occurred on or near the coasts and on the rivers of the United States, and to American vessels at sea and on the coasts of foreign countries.

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

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

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

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

1. All casualties outside of, but in proximity to, the coast line.
2. All casualties occurring in the bays and harbors adjacent to the coasts named.
3. All casualties occurring in or near the mouths of rivers emptying into the ocean or gulf.

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

III. Disasters occurring on the Great Lakes, embracing—

1. All casualties occurring on Lakes Superior, Michigan, Huron, St. Clair, Erie, or Ontario, reported by officers of the customs, whether in waters under the jurisdiction of the United States or of Great Britain.
2. All casualties occurring in rivers, straits, etc., connecting the several lakes named.
3. All casualties occurring in the harbors of any of said lakes, or in or near the mouths of rivers emptying into them, within the United States.

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

V. Disasters occurring to American shipping at sea and in foreign waters.

The disasters embraced in the foregoing divisions are classified as follows, viz:

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

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

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

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

Fire, irrespective of results; scuttling or any intentional damage to vessels; collisions with fields or quantities of ice, although vessels may be sunk thereby; striking on sunken wrecks, anchors, buoys, piers, or bridges; leakage (except when vessel foundered or went ashore for safety); loss of masts, sails, boats, or any portion of vessels' equipments; capsizing, when vessels did not sink; damage to machinery; fouling of anchors; striking of lightning; explosion of boilers; breakage of wheels; also water-logged, missing, and abandoned vessels.

ADDITIONAL STATISTICS FOR THE FISCAL YEAR ENDING JUNE 30, 1899.

Since the publication of the annual statement for the fiscal year ending June 30, 1899, information has been received of the occurrence of disasters during the year to 58 American vessels, involving the loss of 13 lives; also the loss of 17 lives on 16 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.
Founderingings:						
Vessels.....	3	.....	1	5	1	10
Tonnage.....	110	.....	69	576	639	1,394
Passengers.....	.....	.....	.....	.....	.....	.....
Crews.....	6	.....	2	612	9	629
Lives lost.....	.....	.....	1	.....	.....	1
Strandings:						
Vessels.....	5	4	3	.....	2	14
Tonnage.....	2,915	574	6,335	.....	11,284	21,108
Passengers.....	.....	38	.....	.....	393	431
Crews.....	47	26	47	.....	372	492
Lives lost.....	.....	.....	.....	.....	.....	.....
Collisions:						
Vessels.....	4	.....	2	2	2	10
Tonnage.....	244	.....	3,827	1,155	5,080	10,306
Passengers.....	.....	.....	.....	12	414	426
Crews.....	29	.....	29	9	129	196
Lives lost.....	1	.....	.....	.....	.....	1
Other causes:						
Vessels.....	5	4	4	5	6	24
Tonnage.....	1,191	3,883	3,552	1,724	6,069	16,419
Passengers.....	.....	509	.....	11	42	562
Crews.....	39	172	85	70	122	438
Lives lost.....	.....	.....	.....	.....	11	11

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

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total
Totals:						
Vessels.....	17	8	10	12	11	58
Tonnage.....	4,460	4,457	13,783	3,455	23,072	49,227
Passengers.....		547		23	849	1,419
Crews.....	121	198	113	91	632	1,155
Lives lost.....	1		1		11	13
Vessels totally lost:						
Vessels.....	7	2	1	8	3	21
Tonnage.....	1,202	53	34	1,296	1,918	4,503
Passengers.....		12				12
Crews.....	42	5	3	27	26	103
Lives lost.....					10	10
Vessels damaged:						
Vessels.....	10	6	9	4	8	37
Tonnage.....	3,258	4,404	13,749	2,159	21,154	44,724
Passengers.....		535		23	849	1,407
Crews.....	79	193	110	64	606	1,052
Lives lost.....	1		1		1	3
Vessels not damaged:						
Vessels.....			2	5	9	16
Tonnage.....			988	1,053	5,255	7,296
Passengers.....				30		30
Crews.....			18	88	166	272
Lives lost.....			2	5	10	17
Aggregate:						
Vessels.....	17	8	12	17	20	74
Tonnage.....	4,460	4,457	14,771	4,508	28,327	56,523
Passengers.....		547		53	849	1,449
Crews.....	121	198	131	179	798	1,427
Lives lost.....	1		3	5	21	30

Of the lives lost, reported above, 10 were from the barkentine *Anita Berwind*, of Philadelphia, Pennsylvania, which cleared from her home port on February 28, 1899, for San Juan, Porto Rico, since which time she has not been heard from; 1 was lost from the schooner *Pride*, of Milwaukee, Wisconsin, which capsized and sunk in a gale while lying at anchor in Egg Harbor, Wisconsin, August 22, 1898; 1 died from injuries received while on board a steamer in collision; 1 died from injuries received while on board a ship damaged in a gale, and 17 were lost from 16 vessels sustaining no damage, as follows: Nine fell overboard, 2 were lost by the capsizing of dories while attending trawls, 1 fell overboard from staging while painting vessel, 1 was fatally scalded while working on boilers, 1 was washed overboard, 1 fell into hold, 1 was frightened by escaping steam and jumped overboard, and 1 descended to the bottom of ship's boiler to make an inspection and was suffocated by foul air before rescue could be effected.

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

Summary of disasters to vessels which occurred on and near the coasts and on the rivers of the United States, and to American vessels at sea and on the coasts of foreign countries, during the year ending June 30, 1899.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
<i>Foundering.</i>						
Number of vessels	63	1	15	23	29	131
Tonnage of vessels totally lost	18,937	215	6,634	1,721	12,376	39,883
Tonnage of vessels damaged	2,604	.....	91	394	.....	3,089
Value of vessels.....dollars	914,075	20,000	218,000	74,750	478,200	1,705,025
Value of cargoes.....do.	159,630	5,000	59,815	3,700	199,745	427,890
Loss to vessels.....do.	701,595	20,000	216,350	50,750	478,200	1,466,895
Loss to cargoes.....do.	148,770	5,000	59,815	3,700	199,745	417,080
Insurance on vessels.....do.	547,700	10,000	127,000	6,750	199,690	891,140
Insurance on cargoes.....do.	116,825	.....	58,900	540	12,965	184,230
Laden.....do.	36	1	9	7	19	72
In ballast.....do.	27	.....	5	16	10	58
Unknown whether laden or not.....do.	1	.....	1	.....	.....	1
Wrecks involving total loss	43	1	13	16	29	102
Casualties involving partial and unknown damage	20	.....	2	7	.....	29
Number of passengers	138	6	5	.....	1	150
Number in crews	335	14	98	129	274	850
Total on board	473	20	103	129	275	1,000
Number of lives lost	206	11	50	6	57	330
<i>Strandings.</i>						
Number of vessels	358	30	81	14	47	530
Tonnage of vessels totally lost	49,458	5,154	18,662	136	16,291	89,701
Tonnage of vessels damaged	61,850	8,083	71,386	9,472	22,772	173,563
Value of vessels.....dollars	3,880,015	787,900	3,976,950	438,700	2,410,900	11,494,465
Value of cargoes.....do.	1,202,270	191,200	1,003,165	39,560	584,545	3,020,740
Loss to vessels.....do.	1,654,935	280,875	1,149,210	38,350	1,510,980	4,634,350
Loss to cargoes.....do.	560,065	104,765	369,555	6,480	183,815	1,224,670
Insurance on vessels.....do.	1,645,300	301,000	2,877,840	161,800	1,686,720	6,672,660
Insurance on cargoes.....do.	572,650	41,910	413,695	23,600	415,540	1,467,395
Laden.....do.	205	21	69	11	31	337
In ballast.....do.	147	9	12	3	14	185
Unknown whether laden or not.....do.	6	.....	.....	.....	2	8
Wrecks involving total loss	193	15	28	3	31	270
Casualties involving partial and unknown damage	165	15	53	11	16	260
Number of passengers	302	493	.....	255	531	1,581
Number in crews	2,359	431	1,004	172	1,083	5,049
Total on board	2,661	924	1,004	427	1,614	6,630
Number of lives lost	95	24	1	6	13	139
<i>Collisions.</i>						
Number of vessels	276	26	104	32	18	456
Tonnage of vessels totally lost	1,899	1,998	794	552	113	5,356
Tonnage of vessels damaged	160,671	17,221	129,519	12,863	28,416	348,690
Value of vessels.....dollars	8,412,230	928,000	7,259,200	355,900	2,395,000	19,350,330
Value of cargoes.....do.	2,079,435	296,600	957,900	10,170	210,875	3,554,980
Loss to vessels.....do.	284,515	204,890	163,830	71,010	33,595	757,840
Loss to cargoes.....do.	27,400	21,650	29,050	620	150	78,870
Insurance on vessels.....do.	3,753,215	345,500	4,545,500	152,250	489,985	9,286,450
Insurance on cargoes.....do.	1,106,950	50,000	540,720	.....	6,310	1,703,980
Laden.....do.	117	15	63	10	8	213
In ballast.....do.	92	9	32	11	3	147
Unknown whether laden or not.....do.	67	2	9	11	7	96
Wrecks involving total loss	18	2	4	2	1	27
Casualties involving partial and unknown damage	258	24	100	30	17	429
Number of passengers	3,805	364	520	350	492	5,531
Number in crews	2,392	511	1,428	273	700	5,304
Total on board	6,197	875	1,948	623	1,192	10,835
Number of lives lost	15	6	2	.....	.....	23
<i>Other causes.</i>						
Number of vessels	162	16	105	106	126	515
Tonnage of vessels totally lost	7,198	192	6,711	7,488	30,294	51,883
Tonnage of vessels damaged	79,430	13,163	63,665	20,138	82,409	258,805
Value of vessels.....dollars	7,726,670	586,540	3,758,900	1,464,550	6,041,900	19,578,560
Value of cargoes.....do.	2,051,220	27,690	958,865	351,660	3,788,815	7,178,250
Loss to vessels.....do.	719,850	64,940	487,030	454,195	1,244,970	2,970,985
Loss to cargoes.....do.	163,920	2,200	224,910	143,000	527,935	1,061,965
Insurance on vessels.....do.	3,808,475	194,600	2,299,500	730,535	4,421,560	11,454,670
Insurance on cargoes.....do.	850,845	.....	397,850	218,400	838,445	2,305,540
Laden.....do.	89	10	69	46	103	317

Summary of disasters to vessels which occurred on and near the coasts, etc.—Continued.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
<i>Other causes—Continued.</i>						
In ballast	73	6	36	59	23	197
Unknown whether laden or not.....				1		1
Wrecks involving total loss.....	39	2	20	50	49	160
Casualties involving partial and unknown damage	123	14	85	56	77	355
Number of passengers	2,042	1,473	858	930	618	5,921
Number in crews	2,154	388	1,287	1,900	2,399	8,128
Total on board.....	4,196	1,861	2,145	2,830	3,017	14,049
Number of lives lost	18	1	4	29	211	263
<i>Recapitulation.</i>						
Number of vessels	859	73	305	175	220	1,632
Laden	447	47	210	74	161	939
In ballast	339	24	85	89	50	587
Unknown whether laden or not.....	73	2	10	12	9	106
Wrecks involving total loss.....	293	20	65	71	110	559
Casualties involving partial and unknown damage	566	53	240	104	110	1,073
Number of passengers	6,287	2,336	1,383	1,535	1,642	13,183
Number in crews	7,240	1,344	3,817	2,474	4,456	19,331
Total on board.....	13,527	3,680	5,200	4,009	6,098	32,514
Number of lives lost	334	42	57	41	281	1,755
Total tonnage vessels totally lost.....	77,492	7,559	32,801	9,897	59,074	186,823
Total tonnage vessels damaged.....	304,555	38,467	264,661	42,867	133,597	784,147
Aggregate	382,047	46,026	297,462	52,764	192,671	970,970
Total value of vessels.....dollars..	20,932,990	2,322,440	15,213,050	2,333,900	11,326,000	52,128,380
Total value of cargoes.....do.....	5,492,555	520,490	2,979,745	405,090	4,783,980	14,181,860
Aggregate	26,425,545	2,842,930	18,192,795	2,738,990	16,109,980	66,310,240
Total losses to vessels	3,360,895	570,705	2,016,420	614,305	3,267,745	9,830,070
Total losses to cargoes.....do.....	900,145	133,615	683,330	153,800	911,645	2,782,535
Aggregate	4,261,040	704,320	2,699,750	768,105	4,179,390	12,612,605
Total insurance on vessels	9,754,690	851,100	9,849,840	1,051,335	6,797,955	28,304,920
Total insurance on cargoes.....do.....	2,647,270	91,910	1,406,165	242,540	1,273,260	5,661,145
Aggregate	12,401,960	943,010	11,256,005	1,293,875	8,071,215	33,966,065

¹In addition to the number of lives lost here reported, 266 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 1,021.

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 1898-99 and 1899-1900, with the percentage of increase or decrease of the latter compared with the former:

	1898-99.	1899-1900.	Increase (+) or de- crease (-).
Number of vessels involved:			<i>Per cent.</i>
Atlantic and Gulf coasts	842	569	-32.42
Pacific coast	65	85	+30.77
Great Lakes	295	255	-13.55
Rivers	163	143	-12.27
At sea and in foreign waters	209	182	-12.92
Aggregate	1,574	1,234	-21.60
Value of vessels and cargoes:			
Atlantic and Gulf coasts	\$25,944,620	\$31,156,595	+20.09
Pacific coast	2,533,330	3,858,345	+52.30
Great Lakes	17,217,510	20,342,125	+18.15
Rivers	2,690,990	3,622,750	+34.63
At sea and in foreign waters	13,318,220	9,594,730	-27.95
Aggregate	61,704,670	68,574,545	+11.14
Losses to vessels and cargoes:			
Atlantic and Gulf coasts	\$3,919,215	\$5,805,440	+48.13
Pacific coast	677,920	678,450	+ .08
Great Lakes	2,671,615	985,065	-63.12
Rivers	736,755	685,815	-6.91
At sea and in foreign waters	3,379,235	2,382,720	-29.40
Aggregate	11,384,740	10,537,490	-7.44
Tonnage of vessels involved:			
Atlantic and Gulf coasts	377,587	329,827	-12.65
Pacific coast	41,569	51,287	+23.38
Great Lakes	283,679	311,994	+9.98
Rivers	49,309	49,845	+1.09
At sea and in foreign waters	169,599	148,731	-12.30
Aggregate	921,743	891,684	-3.26
Tonnage of vessels totally lost:			
Atlantic and Gulf coasts	76,290	51,865	-32.01
Pacific coast	7,506	7,490	-.21
Great Lakes	32,767	7,816	-76.14
Rivers	8,601	5,408	-37.12
At sea and in foreign waters	57,156	36,308	-36.48
Aggregate	182,320	108,887	-40.28

On the 30th of June, 1900, the total number of registered, enrolled, and licensed vessels belonging to the United States was 22,686, with a total tonnage of 5,091,456. Of this number 1,183 vessels, having a total tonnage of 822,210, met with casualties during the year, being 5.21 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, 1900, 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.....	7,053	589	1 to 11.97
Sailing vessels.....	13,271	534	1 to 24.85
Barges.....	2,362	60	1 to 39.36
Total	22,686	1,183	1 to 19.17

During the year 417 vessels were reported as having met with collisions, but as two vessels were engaged in each collision (though in a few instances three or more collided with each other in gales, etc.) the actual number of casualties of this nature was a little less than one-half that number.

Forty-five foreign vessels, having an aggregate tonnage of 64,362, met with disasters in American waters during the year. The nationalities, values involved, etc., of these vessels are given in certain of the accompanying tables.

Besides the foreign vessels above reported, six others collided with American vessels at sea, involving a tonnage of 5,112.

In addition to the lives lost in the disasters to vessels which are embraced in the tables, 216 persons perished by drowning or by accident on board out of crews employed on 184 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, tacklings, 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-five fiscal years:

Fiscal year.	Number of casualties.	Number of persons on board.	Number of lives lost. ¹	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875-76.....	1,553	18,134	878	1 to 20.65	1 to 1.77
1876-77.....	1,547	22,307	826	1 to 27.00	1 to 1.87
1877-78.....	1,483	21,531	644	1 to 33.43	1 to 2.30
1878-79.....	1,545	23,353	730	1 to 31.99	1 to 2.12
1879-80.....	1,624	26,491	469	1 to 56.48	1 to 3.46
1880-81.....	1,528	24,286	623	1 to 38.98	1 to 2.45
1881-82.....	1,514	25,712	502	1 to 51.22	1 to 3.02
1882-83.....	1,416	25,197	539	1 to 46.75	1 to 2.63
1883-84.....	1,647	26,561	807	1 to 32.91	1 to 2.04
1884-85.....	1,407	29,584	335	1 to 88.31	1 to 4.20
1885-86.....	1,650	25,680	576	1 to 44.58	1 to 2.86
1886-87.....	1,494	23,992	529	1 to 45.35	1 to 2.82
1887-88.....	1,461	22,717	538	1 to 42.22	1 to 2.72
1888-89.....	1,468	25,097	638	1 to 39.34	1 to 2.30
1889-90.....	1,419	28,331	548	1 to 51.70	1 to 2.59
1890-91.....	1,431	33,734	447	1 to 75.64	1 to 3.20
1891-92.....	1,496	23,924	646	1 to 37.03	1 to 2.32
1892-93.....	1,421	26,059	397	1 to 65.64	1 to 3.58
1893-94.....	1,551	31,687	664	1 to 47.72	1 to 2.33
1894-95.....	1,437	27,233	689	1 to 39.53	1 to 2.09
1895-96.....	1,311	25,454	322	1 to 79.05	1 to 4.07
1896-97.....	1,149	20,712	299	1 to 69.27	1 to 3.84
1897-98.....	1,191	28,562	743	1 to 38.44	1 to 1.60
1898-99.....	1,574	29,940	742	1 to 40.35	1 to 2.12
1899-1900.....	1,234	26,978	252	1 to 107.05	1 to 4.90

¹ This number is exclusive of lives lost where vessels suffered no damage.

The following table is the same as the foregoing, except that it is confined to our own domain, the disasters occurring at sea and in foreign waters being excluded:

Fiscal year.	Number of casualties.	Number of persons on board.	Number of lives lost. ¹	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875-76.....	1,139	13,487	501	1 to 26.92	1 to 2.27
1876-77.....	1,023	15,977	278	1 to 57.47	1 to 3.68
1877-78.....	1,083	16,785	403	1 to 41.65	1 to 2.69
1878-79.....	1,044	16,245	222	1 to 73.18	1 to 4.70
1879-80.....	1,265	21,691	170	1 to 127.59	1 to 7.44
1880-81.....	1,171	19,713	272	1 to 72.47	1 to 4.31
1881-82.....	1,203	20,495	241	1 to 85.04	1 to 4.99
1882-83.....	1,090	20,623	328	1 to 62.88	1 to 3.32
1883-84.....	1,246	20,364	327	1 to 62.28	1 to 3.81
1884-85.....	1,066	24,302	107	1 to 227.12	1 to 9.96
1885-86.....	1,269	21,076	266	1 to 79.23	1 to 4.77
1886-87.....	1,196	20,538	302	1 to 68.00	1 to 3.96
1887-88.....	1,175	18,635	235	1 to 79.30	1 to 5.00
1888-89.....	1,158	19,792	253	1 to 78.23	1 to 4.58
1889-90.....	1,176	25,261	269	1 to 93.91	1 to 4.37
1890-91.....	1,205	30,181	343	1 to 88.25	1 to 3.51
1891-92.....	1,231	19,676	197	1 to 99.88	1 to 6.25
1892-93.....	1,177	21,653	203	1 to 106.67	1 to 5.80
1893-94.....	1,271	27,152	379	1 to 71.64	1 to 3.35
1894-95.....	1,150	21,787	197	1 to 110.59	1 to 5.84
1895-96.....	1,076	21,439	145	1 to 147.86	1 to 7.42
1896-97.....	943	17,005	120	1 to 141.71	1 to 7.86
1897-98.....	1,000	24,285	227	1 to 106.98	1 to 4.40
1898-99.....	1,365	25,323	472	1 to 53.65	1 to 2.89
1899-1900.....	1,052	21,735	151	1 to 143.94	1 to 6.96

¹ This number is exclusive of lives lost where vessels suffered no damage.

STATISTICAL TABLES FOR THE FISCAL YEAR ENDING JUNE 30, 1900.

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, 1900, showing the number and value of vessels and cargoes and amount of loss to same where known.

Month.	Total value of vessels.		Vessels, value un- known.	Total value of cargoes.		Cargoes, value un- known.	Un- known whether laden or not.
	Number.	Amount.		Number.	Amount.		
July.....	38	\$2, 236, 960	4	18	\$301, 650	.....	4
August.....	61	1, 349, 715	12	35	557, 285	4	4
September.....	40	1, 585, 250	3	19	220, 390	1	3
October.....	74	4, 191, 610	3	34	804, 020	3	3
November.....	34	1, 385, 590	1	26	517, 750	3	1
December.....	47	2, 311, 600	3	22	1, 824, 675	1	3
January.....	40	2, 684, 500	4	27	652, 105	.....	4
February.....	53	1, 839, 950	4	26	532, 190	1	3
March.....	32	1, 897, 300	2	17	437, 500	1	2
April.....	42	2, 937, 845	1	26	619, 535	.....	1
May.....	28	808, 650	1	18	67, 285	.....	1
June.....	39	912, 100	3	24	481, 150	1	3
Total.....	528	24, 141, 060	41	292	7, 015, 535	15	32

Month.	Loss to vessels.		Vessels totally lost, amount un- known.	Vessels damaged, amount un- known. ¹	Loss to cargoes.		Cargoes totally lost, amount un- known.	Cargoes not damaged, or damage un- known.
	Num- ber.	Amount.			Num- ber.	Amount.		
July.....	36	\$73, 555	.....	6	10	\$11, 720	.....	12
August.....	58	346, 795	7	8	25	73, 720	1	17
September.....	39	208, 325	.....	4	11	18, 465	.....	12
October.....	72	481, 065	.....	5	20	93, 010	1	19
November.....	32	78, 015	.....	3	16	31, 560	1	13
December.....	42	300, 175	.....	8	10	1, 544, 810	.....	16
January.....	36	876, 030	.....	8	13	42, 105	.....	18
February.....	50	363, 460	.....	7	16	249, 125	.....	14
March.....	27	154, 515	.....	7	7	13, 490	.....	13
April.....	37	119, 760	.....	6	13	35, 595	.....	14
May.....	28	411, 695	.....	1	10	43, 975	.....	9
June.....	34	150, 525	.....	8	15	83, 960	.....	13
Total.....	491	3, 563, 915	7	71	166	2, 241, 525	3	170

¹ In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 2.

TABLE 2.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1900, showing the number of vessels totally lost, the number damaged and their tonnage, the number of persons on board, and number of lives lost.

Month.	Disasters resulting in total loss to vessels.	Disasters resulting in partial damage to vessels.	Total or partial loss unknown.	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.....	13	23	3	3	42	1,430	25,618	993	526	.....
August.....	34	32	5	2	73	10,631	30,107	589	582	23
September.....	15	24	2	2	43	1,704	18,224	344	449	1
October.....	21	51	3	2	77	4,963	43,145	1,599	1,042	21
November.....	13	19	1	2	35	2,460	14,252	155	317	1
December.....	11	31	4	4	50	5,908	23,757	889	631	28
January.....	10	26	4	4	44	3,454	25,563	123	518	17
February.....	11	39	3	4	57	5,702	29,648	201	554	10
March.....	9	18	2	5	34	2,239	23,909	95	441	1
April.....	18	19	1	5	43	2,389	26,900	839	664	.....
May.....	9	19	1	.....	29	8,025	6,226	550	262	9
June.....	13	21	3	5	42	2,960	10,613	263	281	4
Total.....	177	322	32	38	569	51,865	277,962	6,640	6,267	115

TABLE 3.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1900, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.

Month.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown, whether insured or not.		Vessels in ballast.
	Num-ber.	Amount.	Num-ber.	Amount.		Ves-sels.	Car-goes.	Ves-sels.	Car-goes.	
July.....	17	\$907,600	7	\$248,845	\$1,156,445	17	4	8	11	20
August.....	19	308,800	9	173,585	482,385	31	13	23	21	30
September.....	21	600,500	11	80,630	681,130	17	4	5	8	20
October.....	43	2,516,250	11	259,390	2,775,640	20	13	14	16	37
November.....	8	237,200	9	180,495	447,695	18	7	9	14	6
December.....	26	1,250,125	6	131,775	1,381,900	17	6	7	14	24
January.....	21	976,550	11	399,860	1,376,410	12	8	11	12	13
February.....	29	891,900	13	440,540	1,332,440	20	3	5	9	27
March.....	19	1,088,200	8	138,195	1,226,395	10	3	8	14	14
April.....	20	1,674,100	9	397,550	2,071,650	19	7	4	11	16
May.....	20	95,000	2	2,150	97,150	16	9	4	8	10
June.....	20	692,600	12	527,045	1,219,645	17	6	5	10	14
Total.....	252	11,268,825	108	2,980,060	14,248,885	214	83	108	148	230

TABLE 4.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1900, distinguishing the nature of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered.....	7	5	4	3	6	2	4	9	2	3	3	3	51
Stranded.....	9	37	15	26	9	12	8	13	8	10	12	6	165
Collided.....	22	18	18	36	16	25	23	22	16	16	4	22	238
Capsized.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Damage to hull, masts, rigging, etc.....	1	.....	2	1	2	.....	1	.....	.....	.....	.....	1	14
Damage to machinery.....	1	4	1	1	.....	1	.....	3	1	5	2	1	20
Explosion of boilers.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Fire.....	1	2	3	7	1	7	5	2	4	2	4	8	46
Ice.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Sprung a leak.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Struck bridge, wreck, wharf, etc.....	.....	7	.....	1	1	2	1	5	1	7	2	.....	27
Miscellaneous.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Total.....	42	73	43	77	35	50	44	57	34	43	29	42	569

TABLE 5.—*Abstract of returns of disasters (excluding collisions) to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1900, distinguishing the cause of each disaster.*

Class and cause of disaster.	Found- der- ings.	Strand- ings.	Other causes.	Missing vessels.	Total.
Class 1. —Causes connected with the weather:					
Calms, currents, and tides		10	1		11
Darkness		4			4
Fog		28			28
Gales, hurricanes, etc.	17	59	10		86
Heavy sea	3	5	6		14
Snowstorms		3			3
Total	20	109	17		146
Class 2. —Causes connected with vessels, equipments, or stowage:					
Defective chart		1			1
Defective compass		2			2
Defective hull, masts, rigging, etc			2		2
Total		3	2		5
Class 3. —Causes connected with navigation and seaman- ship:					
Error of masters, officers, and crews	1	19			20
Error of pilots		7			7
Total	1	26			27
Class 4. —Causes connected with machinery or boilers:					
Damage to machinery			20		20
Explosion of boiler			1		1
Total			21		21
Class 5. —Other causes:					
Absence of lights or buoys		3			3
Capsized	5				5
Fire			45		45
Ice		1	2		3
Missed stays		2			2
Spontaneous combustion			1		1
Sprung a leak	23	8	1		32
Struck bridge, rock, wreck, wharf, etc.		2	25		27
Waterlogged		1			1
Miscellaneous	2	8	1		11
Unknown		2			2
Total	30	27	75		132
Aggregate	51	165	115		331

TABLE 6.—*Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1900, showing the number of vessels collided and distinguishing the cause of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental	3	2	4	6	2	8	5	3	4	4	...	6	47
Bad management	1	...	2	4	...	...	...	...	...	3	...	1	11
Carelessness .....	...	...	1	...	1	...	...	1	...	...	...	...	3
Darkness .....	...	...	...	...	...	...	3	1	...	...	...	...	4
Error of masters, officers, and crews .....	...	...	...	...	...	...	...	...	1	...	...	...	1
"Fault of other vessel"	7	3	6	3	6	3	3	2	3	4	...	4	51
Fog .....	...	4	...	6	2	2	4	2	...	...	...	5	25
High and baffling winds .....	...	2	...	2	...	2	2	6	...	2	...	...	14
Missed stays .....	...	...	...	...	...	2	2	...	...	...	...	...	2
Misunderstanding signals .....	...	...	...	...	...	2	2	...	...	...	...	2	17
Tides and currents	3	2	2	4	2	2	2	4	2	...	...	2	17
Unavoidable	2	...	...	...	...	3	...	2	...	...	...	...	7
Want of proper lights .....	...	...	...	...	...	...	...	...	3	...	...	...	3
Miscellaneous .....	...	...	...	...	...	1	...	...	...	...	...	...	1
Unknown	3	3	3	6	3	4	4	1	3	1	2	2	35
Total	22	18	18	36	16	25	23	22	16	16	4	22	238

TABLE 7.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1900, showing the number of vessels and distinguishing their description.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges.....	3	...	...	4	5	3	5	7	1	3	2	5	38
Barks.....	...	6	...	1	...	1	...	...	...	...	...	...	8
Barkentines.....	...	2	...	1	...	...	...	...	...	...	...	...	3
Brigs.....	1	...	...	...	...	1	...	...	...	...	...	...	2
Ferryboats.....	2	2	1	5	1	3	...	3	...	1	2	1	21
Schooners.....	15	35	18	30	20	20	18	29	16	20	14	21	256
Scows.....	...	...	1	...	...	...	...	...	...	1	...	1	4
Ship.....	...	...	...	...	...	...	...	...	...	...	1	...	1
Sloops.....	2	2	4	1	...	...	1	...	...	2	...	...	12
Steamers.....	12	15	11	27	6	18	12	12	13	14	7	10	157
Steam barge.....	...	...	1	...	...	...	...	...	...	...	...	...	1
Steamships.....	2	7	5	6	3	4	7	6	4	2	3	4	53
Steam yachts.....	3	...	1	2	...	...	...	...	...	...	...	...	6
Yachts.....	1	2	1	...	...	...	...	...	...	...	...	...	4
Unknown.....	1	2	...	...	...	...	...	...	...	...	...	...	3
Total.....	42	73	43	77	35	50	44	57	34	43	29	42	569

TABLE 8.—Abstract of returns of disasters to foreign vessels on the Atlantic and Gulf coasts during the year ending June 30, 1900, showing nationality and description and distinguishing those totally lost and those partially damaged.

Nationality and rig.	July.		August.		Septem-ber.		Octo-ber.		Novem-ber.		Decem-ber.		Janu-ary.	
	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 brig.....	...	...	...	...	...	...	...	...	1	...	...	...	...	...
British schooners.....	...	...	...	...	...	1	...	1	...	...	...	...	...	...
British steamships.....	1	...	1	...	1	...	2	...	1	...	1	...	1	1
Cuban schooners.....	...	...	...	1	...	...	...	...	...	...	...	...	...	...
German steamship.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Italian barks.....	...	1	...	...	...	...	...	...	...	1	...	...	...	...
Norwegian barks.....	...	4	...	...	...	...	1	...	...	...	...	...	...	...
Norwegian steamships.....	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Russian bark.....	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Total.....	1	7	2	1	1	1	3	1	1	2	...	1	1	1
Aggregate.....	1	9	2	4	2	2	2	2	2	2	2	2	2	2

Nationality and rig.	February.		March.		May.		June.		Total.		Aggre-gate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British brig.....	...	...	...	...	...	...	...	...	...	1	1
British schooners.....	...	...	...	...	1	...	...	2	2	2	4
British steamships.....	2	...	1	2	...	2	...	4	11	4	15
Cuban schooners.....	...	...	...	...	...	...	1	...	1	...	1
German steamship.....	...	...	...	...	...	...	...	...	1	...	1
Italian barks.....	...	...	...	...	...	...	...	2	...	2	2
Norwegian barks.....	...	...	...	...	...	...	...	4	1	5	5
Norwegian steamships.....	...	1	...	...	...	...	1	1	1	2	2
Russian bark.....	...	...	...	...	...	...	1	...	1	...	1
Total.....	2	2	2	1	...	3	15	17	...	...	32
Aggregate.....	2	2	3	3	32	...	...	...	...	...	...

TABLE 9.—*Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1900, showing the tonnage and distinguishing the number of those totally lost and those partially damaged.*

Burden of vessels.	July.		August.		Septem-ber.		Octo-ber.		Novem-ber.		Decem-ber.		Janu-ary.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
Not exceeding 50 tons.....	7	2	13	8	8	6	9	4	2	3	3	5	4	3
Over 50 and not exceeding 100 tons.....	2	6	2	5	1	3	2	10	5	2	...	5	2	6
Over 100 and not exceeding 200 tons.....	1	4	2	4	3	5	2	9	2	3	1	5	...	5
Over 200 and not exceeding 300 tons.....	2	1	...	2	1	1	2	2	3	4	2	2	...	2
Over 300 and not exceeding 400 tons.....	...	2	4	2	1	...	2	3	...	1	1	2	3	2
Over 400 and not exceeding 500 tons.....	1	...	2	1	...	1	4	...	1	1	1	...	...	1
Over 500 and not exceeding 600 tons.....	...	...	6	3	1	...	2	...	...	...	3	...	...	...
Over 600 and not exceeding 700 tons.....	...	1	2	3	...	1	2	...	...	1	2	...	2	...
Over 700 and not exceeding 800 tons.....	...	1	1	1	...	...	...	2	1	...	...	...	...	...
Over 800 and not exceeding 900 tons.....	...	2	1	1	...	...	3	1	1	1	1	...	...	...
Over 900 and not exceeding 1,000 tons.....	...	...	...	1	...	...	2	...	...	...	3	...	1	...
Over 1,000 and not exceeding 1,100 tons.....	...	1	...	1	...	2	2	...	...	...	2	...	...	...
Over 1,100 and not exceeding 1,200 tons.....	...	...	...	...	...	3	1	...	...	...	...	...	...	...
Over 1,200 and not exceeding 1,300 tons.....	...	...	1	...	...	2	2	...	2	...	...	...	...	...
Over 1,300 and not exceeding 1,400 tons.....	...	1	...	...	...	...	...	...	...	...	1	...	1	...
Over 1,400 tons.....	...	6	...	5	...	3	11	...	3	1	3	1	8	...
Unknown.....	...	2	...	2	...	1	1	...	1	...	3	...	3	...
Total.....	13	29	34	39	15	28	21	56	13	22	11	39	10	34
Aggregate	42		73		43		77		35		50		44	

Burden of vessels.	Febru-ary.		March.		April.		May.		June.		Total.		Aggre-gate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 50 tons.....	4	6	2	6	9	3	1	2	2	5	64	53	117
Over 50 and not exceeding 100 tons.....	...	8	1	2	2	2	3	4	3	3	23	56	79
Over 100 and not exceeding 200 tons.....	2	3	4	1	3	2	1	3	4	9	25	53	78
Over 200 and not exceeding 300 tons.....	1	6	...	1	1	1	...	4	2	3	14	29	43
Over 300 and not exceeding 400 tons.....	...	2	...	2	1	1	...	4	...	...	12	21	33
Over 400 and not exceeding 500 tons.....	...	2	...	2	1	3	...	1	...	2	5	20	25
Over 500 and not exceeding 600 tons.....	...	2	1	...	1	...	1	...	1	...	13	8	21
Over 600 and not exceeding 700 tons.....	1	3	...	...	...	...	...	...	2	4	16	...	20
Over 700 and not exceeding 800 tons.....	...	2	...	...	2	...	...	...	2	1	11	...	12
Over 800 and not exceeding 900 tons.....	1	1	...	...	2	...	...	...	...	4	11	...	15
Over 900 and not exceeding 1,000 tons.....	...	2	1	1	...	...	...	1	...	2	10	...	12
Over 1,000 and not exceeding 1,100 tons.....	...	2	...	...	...	...	1	...	...	2	9	...	11
Over 1,100 and not exceeding 1,200 tons.....	...	1	...	...	...	...	...	...	...	...	5	...	5
Over 1,200 and not exceeding 1,300 tons.....	...	...	...	1	...	...	...	...	1	1	8	...	9
Over 1,300 and not exceeding 1,400 tons.....	...	...	...	...	...	...	...	...	...	...	3	...	3
Over 1,400 tons.....	2	5	...	8	...	8	3	1	...	1	7	62	69
Unknown.....	...	1	...	1	...	1	...	...	1	...	17	...	17
Total.....	11	46	9	25	18	25	9	20	13	29	177	392	569
Aggregate	57		34		43		29		42		569		

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

TABLE 10.—*Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1900, 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.....	3	10	1	9	4	7	5	7	6	5	2	8	67
Over 5 and not exceeding 10 years.....	6	9	6	12	6	12	22	11	8	5	4	3	84
Over 10 and not exceeding 15 years.....	4	12	6	11	2	4	7	5	2	4	4	4	65
Over 15 and not exceeding 20 years.....	4	11	6	17	5	7	10	13	7	8	5	13	106
Over 20 and not exceeding 25 years.....	4	9	...	7	2	5	3	3	...	4	2	...	39
Over 25 and not exceeding 30 years.....	6	3	8	7	3	5	5	11	6	9	3	7	73
Over 30 and not exceeding 35 years.....	8	7	3	5	4	3	4	3	1	3	2	2	45
Over 35 and not exceeding 40 years.....	2	2	5	1	5	...	4	2	3	2	4	2	32
Over 40 and not exceeding 45 years.....	1	...	1	3	...	1	...	...	...	1	1	1	8
Over 45 and not exceeding 50 years.....	1	3	2	2	2	1	...	1	...	1	1	1	15
Over 50 years.....	1	2	3	1	1	2	1	...	...	...	1	...	12
Unknown.....	2	5	2	2	1	3	3	1	1	2	...	1	23
Total.....	42	73	43	77	35	50	44	57	34	43	29	42	569

TABLE 11.—*Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1900, showing the number of vessels and distinguishing their cargoes.*

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	20	30	20	37	5	24	13	27	14	16	10	14	230
Coal.....	7	4	5	11	8	6	4	15	4	5	3	4	76
Coal tar.....	...	...	...	...	...	...	...	...	...	...	1	...	1
Cotton, cotton seed, etc.....	...	1	1	...	...	1	...	1	...	...	1	2	7
Fertilizers.....	...	2	1	...	...	1	...	1	...	3	...	1	10
Fish, oysters, etc.....	...	2	2	3	2	2	2	1	2	4	1	1	22
Fruit, coffee, nuts, etc.....	...	1	...	...	...	...	...	1	1	...	...	...	2
Grain.....	...	...	...	...	...	...	1	...	...	...	...	1	3
Iron, iron ore, etc.....	2	...	...	...	...	...	1	...	...	1	2	...	6
Lime.....	1	...	1	...	2	2	1	...	...	1	...	...	8
Lumber, timber, etc.....	1	14	3	6	8	1	5	3	2	2	2	5	52
Merchandise (general).....	2	5	4	10	4	3	5	4	5	4	2	5	53
Petroleum.....	...	...	...	1	...	1	2	...	...	...	...	...	4
Provisions.....	...	1	...	...	...	...	...	1	...	1	...	1	4
Salt.....	...	...	...	...	...	...	...	...	...	...	2	...	2
Sand, plaster, etc.....	2	...	1	...	2	...	1	...	...	2	1	1	10
Stone, brick, etc.....	2	2	1	...	1	...	...	...	1	...	1	1	9
Sugar, molasses, etc.....	...	...	...	...	...	...	1	...	...	...	...	2	3
Tar, pitch, turpentine, etc.....	...	1	...	...	...	...	...	...	...	...	...	...	1
Wood.....	...	1	...	1	...	...	...	1	...	...	1	...	5
Miscellaneous.....	1	5	1	4	2	5	4	...	1	3	1	1	28
Unknown.....	4	4	3	4	1	3	4	3	2	1	1	3	33
Total.....	42	73	43	77	35	50	44	57	34	43	29	42	569

TABLE 12.—*Summary, Atlantic and Gulf coasts.*

Nature of casualties.	Vessels.	Tonnage of vessels—		Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage. ^a	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
		Totally lost.	Damaged.										
Foundering.....	51	4,682	1,460	6,142	30	21	.....	35	16	10	210	220	37
Strandings.....	165	34,523	45,157	79,680	115	50	.....	97	68	713	1,588	2,301	44
Vessels collided.....	238	5,614	164,944	170,558	95	111	32	18	220	3,980	2,926	6,906	14
Other causes.....	115	7,046	66,401	73,447	67	48	.....	27	88	1,937	1,543	3,480	20
Total.....	569	51,865	277,962	329,827	307	230	32	177	392	6,640	6,267	12,907	115

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

PACIFIC COAST.

TABLE 13.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1900, showing the number and value of vessels and cargoes and amount of loss to same, where known.*

Month.	Total value of vessels.		Number of vessels, value unknown.	Total value of cargoes.		Number of cargoes, value unknown.	Unknown whether laden or not.
	Number.	Amount.		Number.	Amount.		
July.....	15	\$448,840	.....	9	\$55,935	1	.....
August.....	3	31,100	.....	1	500	.....	.....
September.....	8	454,500	.....	4	75,500	2	.....
October.....	8	143,500	.....	4	20,600	2	.....
November.....	12	566,875	1	7	30,640	1	.....
December.....	5	141,000	.....	4	67,250	.....	.....
January.....	6	256,300	2	4	21,555	.....	2
February.....	5	167,000	1	4	17,850	.....	1
March.....	5	208,500	.....	2	60,800	.....	.....
April.....	5	310,000	1	5	98,500	.....	1
May.....	6	117,100	.....	4	23,000	.....	.....
June.....	2	41,500	.....	1	500,000	.....	.....
Total.....	80	2,886,215	5	49	972,130	6	4

Month.	Loss to vessels.		Vessels totally lost (amount unknown).	Vessels damaged (amount unknown). ¹	Loss to cargoes.		Cargoes totally lost (amount unknown).	Cargoes not damaged, or damage unknown.
	Number.	Amount.			Number.	Amount.		
July.....	15	\$42,950	.....	.....	3	\$12,095	.....	7
August.....	3	4,100	.....	.....	1	500	.....	.....
September.....	8	94,275	.....	.....	2	65,000	.....	4
October.....	7	25,875	.....	1	3	14,900	.....	3
November.....	10	40,675	.....	3	3	990	.....	5
December.....	5	53,850	.....	.....	3	6,250	.....	1
January.....	6	105,800	.....	2	2	560	.....	4
February.....	5	21,200	.....	1	1	50	.....	4
March.....	4	25,300	.....	1	1	60,000	.....	1
April.....	5	54,500	.....	1	4	16,500	.....	2
May.....	6	23,250	.....	.....	2	4,330	.....	2
June.....	2	5,500	.....	.....	.....	.....	.....	1
Total.....	76	497,275	.....	9	25	181,175	.....	34

¹ In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 14.

TABLE 14.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1900, showing the number of vessels totally lost, the number damaged and their tonnage, the number of persons on board, and number of lives lost.*

Month.	Disasters resulting in total loss to vessels.	Disasters resulting in partial damage to vessels.	Total or partial loss unknown.	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.....	2	13			15	282	6,792	335	242	.....
August.....	1	2			3	10	237		14	.....
September.....	3	5			8	1,678	4,060	87	190	.....
October.....	3	4		1	8	1,850	1,736	45	98	.....
November.....	4	6	1	2	13	664	5,556	80	132	.....
December.....	2	3			5	584	4,270	7	59	3
January.....	4	2	2		8	740	4,344	53	129	.....
February.....	1	4	1		6	26	4,277		61	.....
March.....	2	2		1	5	1,233	2,002	53	119	.....
April.....	1	4	1		6	185	7,027	47	114	.....
May.....	1	5			6	233	2,778	15	66	.....
June.....	1	1			2	5	718	205	49	.....
Total.....	25	51	5	4	85	7,490	43,797	927	1,273	3

TABLE 15.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1900, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.*

Month.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Vessels in ballast.
	Num-ber.	Amount.	Num-ber.	Amount.		Ves-sels.	Cargoes.	Ves-sels.	Cargoes.	
July.....	8	\$171,000			\$171,000	6	6	1	4	5
August.....	1	500	1	\$500	1,000	2				2
September.....	5	322,500	1	40,000	362,500		1	3	4	2
October.....	2	71,000	1	4,000	75,000	5	4	1	1	2
November.....	8	453,000			453,000	3	6	2	2	5
December.....	4	47,750	3	38,000	85,750	1	1			1
January.....	2	162,500	1	13,320	175,820	4	2	2	3	2
February.....	3	149,000	1	1,000	150,000	1	2	2	2	1
March.....	2	17,250			17,250			3	2	3
April.....	4	244,500			244,500		2	2	4	
May.....	2	54,000	2	15,500	69,500	2		2	2	2
June.....	1	1,000			1,000			1	1	1
Total.....	42	1,694,000	10	112,320	1,806,320	24	24	19	25	26

TABLE 16.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1900, 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		4	2	3	1	3	1			3
Stranded.....	8	2	2	2	4	2	3	2	3				33
Collided.....	2	4	4	4	5		4	2	2	2			25
Damage to hull, masts, rigging, etc.....				1							1		2
Damage to machinery.....	1				1		1					1	4
Explosion of boilers.....						1		1					2
Fire.....	3		1	1	1	2				2		1	11
Ice.....					1					1			2
Struck pile, wreck, etc.....		1									1		2
Miscellaneous.....					1								1
Total.....	15	3	8	8	13	5	8	6	5	6	6	2	85

TABLE 17.—*Abstract of returns of disasters (excluding collisions) to vessels on the Pacific coast during the year ending June 30, 1900, distinguishing the cause of each disaster.*

Class and cause of disaster.	Found- derings.	Stand- ings.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Calms, currents, and tides		5			5
Darkness		1			1
Fog		3			3
Gales, hurricanes, etc	1	8	2		11
Ice		1	2		3
Total	1	18	4		23
Class 3.—Causes connected with navigation and seaman- ship:					
Defective chart		1			1
Error in compass		1			1
Total		2			2
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery			5		5
Explosion of boiler			1		1
Total			6		6
Class 5.—Other causes:					
Capsized	1				1
Fire			11		11
Heavy sea		4			4
Sprung a leak	1	1			2
Struck rock, pile, snag, etc		2	2		4
Missed stays		1			1
Miscellaneous		5	1		6
Total	2	13	14		29
Aggregate	3	33	24		60

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

TABLE 18.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1900, 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		2						6
Bad management				1					1				2
Darkness			2	2	1			1	1				6
"Fault of other vessel"	1												2
Fog			2				2						2
High and baffling winds													2
Misunderstanding signals										1			1
Unknown	1			1				1		1			4
Total	2		4	4	5		4	2	2	2			25

TABLE 19.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1900, showing the number of vessels and distinguishing their description.*

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges.....	3	...	1	1	...	...	...	...	...	...	...	...	5
Barks.....	...	...	...	1	...	...	1	1	...	1	...	1	6
Brigantines.....	...	...	...	...	...	...	...	...	...	...	...	...	1
Schooners.....	1	1	1	3	6	1	3	3	1	...	1	...	21
Scows.....	...	1	...	...	...	...	1	1	...	...	...	...	3
Ships.....	...	...	...	1	...	...	...	...	...	...	...	...	4
Steamers.....	11	1	6	3	6	3	2	2	1	5	2	1	45
Total.....	15	3	8	8	13	5	8	6	5	6	6	2	85

TABLE 20.—*Abstract of returns of disasters to foreign vessels on the Pacific coast during the year ending June 30, 1900, showing nationality and description and distinguishing those totally lost and those partially damaged.*

Nationality and rig.	January.		February.		March.		April.		Total.		Aggregate.
	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
British ships.....	1	...	...	1	...	1	1
British steamers.....	1	...	...	1	...	...	2	2
Chilian barks.....	1	...	...	...	...	...	1	1
Total.....	...	1	...	2	1	...	1	1	4	...	5
Aggregate.....	1	...	2	...	1	...	1	...	5	...	...

TABLE 21.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1900, 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.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
Not exceeding 50 tons.....	1	...	1	...	1	...	1	...	2	2	1	1	2	...
Over 50 and not exceeding 100 tons.....	...	3	...	...	...	...	1	...	...	...	...	...	...	...
Over 100 and not exceeding 200 tons.....	...	...	...	2	...	1	...	...	...	3	...	...	...	...
Over 200 and not exceeding 300 tons.....	1	2	...	...	1	1	...	2	1	1	...	...	1	...
Over 300 and not exceeding 400 tons.....	...	...	...	...	1	...	1	...	...	...	...	...	...	...
Over 400 and not exceeding 500 tons.....	...	...	...	...	...	1	...	...	1	...	...	...	1	...
Over 500 and not exceeding 600 tons.....	...	2	...	...	...	...	2	...	...	...	1	...	...	...
Over 600 and not exceeding 700 tons.....	...	...	...	...	...	...	...	...	1	...	...	...	...	...
Over 700 and not exceeding 800 tons.....	...	2	...	...	...	...	...	...	...	1	...	...	...	...
Over 800 and not exceeding 900 tons.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Over 900 and not exceeding 1,000 tons.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Over 1,000 and not exceeding 1,100 tons.....	...	...	...	...	...	...	...	...	1	...	...	...	...	...
Over 1,100 and not exceeding 1,200 tons.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Over 1,200 and not exceeding 1,300 tons.....	...	1	...	...	1	1	...	...	...	...	...	...	...	...
Over 1,300 and not exceeding 1,400 tons.....	...	...	...	...	...	...	1	...	...	...	...	2	...	...
Over 1,400 tons.....	...	1	...	...	...	1	1	...	...	1	...	...	...	3
Unknown.....	...	...	...	...	...	...	...	...	...	...	...	...	...	1
Total.....	2	13	1	2	3	5	3	5	4	9	2	3	4	4
Aggregate.....	15	...	3	...	8	...	8	...	13	...	5	...	8	...

TABLE 21.—Abstract of returns of disasters to vessels on the Pacific coast, etc.—Cont'd.

Burden of vessels.	Febru- ary.		March.		April.		May.		June.		Total.		Aggre- gate.
	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	..	11	3	14
Over 50 and not exceeding 100 tons	2	..	..	..	..	..	..	..	..	..	6	6
Over 100 and not exceeding 200 tons	1	1	1	..	..	2	..	..	2	9	11
Over 200 and not exceeding 300 tons	1	..	..	..	1	1	..	..	..	..	2	12
Over 300 and not exceeding 400 tons	1	..	..	..	..	..	..	3	3	6
Over 400 and not exceeding 500 tons	1	1	5	8
Over 500 and not exceeding 600 tons	1	..	..	..	..	1	1	1	6
Over 600 and not exceeding 700 tons	1	3	1
Over 700 and not exceeding 800 tons	1	..	..	1	2	3
Over 800 and not exceeding 900 tons	1	..	..	..	1	..	1	2	2
Over 900 and not exceeding 1,000 tons	1	..	..	..	..	1	..	..	..	..	1	1
Over 1,000 and not exceeding 1,100 tons	1	..	..	..	..	..	..	1	1	..	1
Over 1,100 and not exceeding 1,200 tons	1	..	..	1
Over 1,200 and not exceeding 1,300 tons	1	..	..	1	3	1	4
Over 1,300 and not exceeding 1,400 tons	1	..	..	..	..	..	1	1	1
Over 1,400 tons	1	..	1	2	..	..	..	..	1	12	1	13
Unknown	1	..	1
Total	1	5	2	3	1	5	1	5	1	1	25	60	85
Aggregate	6	..	5	..	6	..	6	..	2	..	85	..	..

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

TABLE 22.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1900, 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	8	1	1	3	4	1	..	..	1	..	1	1	21
Over 5 and not exceeding 10 years	3	1	1	1	2	2	..	..	1	..	1	1	18
Over 10 and not exceeding 15 years	3	1	4	1	2	1	1	..	1	..	..	..	19
Over 15 and not exceeding 20 years .....	..	..	1	1	4	2	..	..	..	1	..	..	11
Over 20 and not exceeding 25 years	1	..	..	1	..	..	1	1	1	..	..	..	4
Over 25 and not exceeding 30 years .....	..	..	..	..	..	..	2	1	..	1	..	..	4
Over 30 and not exceeding 35 years .....	..	..	1	..	..	1	1	1	..	1	..	..	4
Over 35 and not exceeding 40 years .....	..	..	..	..	1	..	..	..	..	..	1	..	1
Over 40 and not exceeding 45 years .....	..	..	..	..	..	..	..	..	..	1	1	..	1
Over 45 and not exceeding 50 years .....	..	..	..	..	..	..	..	..	..	..	1	1	1
Over 50 years .....	..	..	..	..	..	..	1	..	..	..	..	..	1
Unknown .....	..	..	..	..	..	..	..	..	..	..	..	..	1
Total	15	3	8	8	13	5	8	6	5	6	6	2	85

TABLE 23.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1900, 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	2	2	2	5	1	2	1	3	..	2	1	26
Chemicals .....	..	..	..	..	..	..	2	1	1	..	..	..	1
Coal	1	..	..	..	2	3	2	1	..	1	1	..	11
Fish .....	..	1	..	..	1	..	..	..	..	..	..	..	2
Gold dust .....	..	..	..	..	..	..	1	..	..	..	..	1	2
Lumber, timber, etc	1	..	1	2	2	..	1	..	1	..	3	..	14
Merchandise (general)	6	3	2	1	1	..	2	..	1	2	..	..	16
Provisions .....	..	..	..	..	1	..	..	..	..	..	..	..	1
Salt	1	..	..	..	..	..	..	..	..	..	..	..	1
Miscellaneous	1	..	2	1	1	1	..	..	1	1	..	..	7
Unknown .....	..	..	..	..	..	..	2	1	..	..	..	..	4
Total	15	3	8	8	13	5	8	6	5	6	6	2	85

TABLE 24.—*Summary—PACIFIC COAST.*

Nature of casualties.	Vessels.	Tonnage of vessels—		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.
		Totally lost.	Damaged.										
Founderingings	3	409	91	500	3	.....	.....	2	.....	.....	13	13	.....
Strandings	33	5,482	9,962	15,444	26	7	.....	17	16	101	443	544	2
Vessels collided	25	35	18,131	18,166	12	9	4	1	24	235	392	627	.....
Other causes	24	1,564	15,613	17,177	14	10	.....	5	19	591	425	1,016	1
Total	85	7,490	43,797	51,287	55	26	4	25	60	927	1,273	2,200	3

¹ In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 14.

GREAT LAKES.

TABLE 25.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1900, showing the number and value of vessels and cargoes and amount of loss to same where known.*

Month.	Total value of vessels.		Vessels, value unknown.	Total value of cargoes.		Cargoes, value unknown.	Unknown whether laden or not.
	Number.	Amount.		Number.	Amount.		
July	20	\$1,144,000	.....	9	\$63,895	.....	.....
August	32	2,850,500	5	24	430,055	1	5
September	50	2,783,800	2	26	321,980	1	2
October	23	1,027,900	.....	9	419,485	.....	.....
November	26	1,493,700	.....	19	469,155	.....	.....
December	12	721,000	.....	9	377,745	.....	.....
January	1	4,000	.....	.....	.....	.....	.....
February	12	2,000,000	.....	2	146,000	.....	.....
March	2	31,500	.....	1	650	.....	.....
April	14	1,657,000	.....	11	362,225	1	.....
May	22	1,212,200	.....	15	230,265	1	.....
June	31	2,330,500	3	17	264,570	.....	4
Total	245	17,256,100	10	142	3,086,025	4	11

Month.	Loss to vessels.		Vessels totally lost, amount unknown.	Vessels damaged, amount unknown. ¹	Loss to cargoes.		Cargoes totally lost, amount unknown.	Cargoes not damaged or damaged amount unknown.
	Number.	Amount.			Number.	Amount.		
July	18	\$58,945	.....	2	4	\$6,095	.....	5
August	30	213,000	.....	7	10	7,900	.....	20
September	44	170,820	.....	8	7	32,230	.....	22
October	18	27,260	.....	5	4	2,725	.....	5
November	24	73,445	.....	2	10	34,750	.....	9
December	12	105,650	.....	.....	7	8,725	.....	2
January	1	4,000	.....	.....	.....	.....	.....	.....
February	11	50,000	.....	1	1	10,000	.....	1
March	2	2,325	.....	.....	1	650	.....	.....
April	12	34,350	.....	2	3	6,375	.....	9
May	21	67,015	.....	1	7	9,570	.....	9
June	27	51,135	.....	7	3	8,100	.....	18
Total	220	857,945	.....	35	57	127,120	.....	100

¹ In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 26.

TABLE 26.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1900, 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.	Disasters resulting in total loss to vessels.	Disasters resulting in partial damage to vessels.	Total or partial loss unknown.	Casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Total number of lives lost.
July.....	3	15	.....	2	20	160	19,490	202	237	1
August.....	5	25	5	2	37	1,499	49,642	331	479	5
September.....	8	36	2	6	52	1,515	50,864	126	716	.....
October.....	5	13	.....	5	23	591	26,146	.....	205	5
November.....	4	20	.....	2	26	626	28,714	.....	307	.....
December.....	5	7	.....	.....	12	1,871	9,298	8	119	.....
January.....	1	.....	.....	.....	1	36	.....	.....	4	.....
February.....	.....	11	.....	1	12	.....	27,815	.....	65	.....
March.....	1	1	.....	.....	2	22	535	.....	7	.....
April.....	.....	13	.....	1	14	.....	29,165	5	251	.....
May.....	4	17	.....	1	22	1,247	20,239	4	258	1
June.....	2	25	3	4	34	249	42,270	28	457	3
Total.....	38	183	10	24	255	7,816	304,178	704	3,105	15

TABLE 27.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1900, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.

Month.	Vessels.		Cargoes.		Total amount of insurance.	Reported not insured.		Unknown, whether insured or not.		Vessels in ballast.
	Num-ber.	Amount.	Num-ber.	Amount.		Ves-sels.	Cargoes.	Ves-sels.	Cargoes.	
July.....	12	824,500	5	44,795	869,295	6	1	2	3	11
August.....	17	1,632,800	8	136,800	1,769,600	11	7	9	5	7
September.....	21	1,177,500	15	215,325	1,392,825	24	5	7	9	23
October.....	7	519,800	3	400,000	919,800	12	3	4	2	14
November.....	17	890,855	13	354,545	1,245,400	9	3	.....	2	7
December.....	5	524,200	3	100,300	624,500	6	4	1	2	1
January.....	1	2,500	.....	.....	2,500	.....	.....	.....	.....	3
February.....	7	1,295,000	1	50,000	1,345,000	5	.....	.....	1	10
March.....	1	18,000	.....	.....	18,000	.....	1	.....	.....	.....
April.....	8	965,000	2	54,800	1,019,800	3	1	3	9	2
May.....	12	678,500	5	76,000	754,500	7	3	3	8	6
June.....	8	674,700	9	192,070	866,770	16	1	10	11	13
Total.....	116	9,203,355	64	1,624,635	10,827,990	100	29	39	64	98

TABLE 28.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1900, distinguishing the nature of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered.....	1	2	5	7	.....	2	.....	.....	1	.....	2	1	14
Stranded.....	7	8	10	7	6	6	.....	.....	.....	7	6	10	67
Collided.....	4	17	18	13	11	.....	.....	7	.....	4	6	20	100
Bursting of steam pipes.....	.....	1	2	.....	1	1	.....	.....	.....	.....	.....	1	7
Damage to hull, masts, rigging, etc.....	.....	2	5	1	1	.....	1	.....	.....	.....	1	.....	1
Damage to machinery.....	4	2	5	1	.....	.....	.....	.....	.....	.....	1	.....	13
Fire.....	3	5	5	1	4	2	1	.....	1	.....	4	1	27
Ice.....	.....	.....	.....	.....	.....	.....	.....	4	.....	1	2	.....	7
Sprung a leak.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Struck bridge, pier, wreck, etc.....	.....	2	6	1	4	.....	.....	.....	.....	1	1	.....	15
Water-logged.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Miscellaneous.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	2
Total.....	20	37	52	23	26	12	1	12	2	14	22	34	255

TABLE 29.—*Abstract of returns of disasters (excluding collisions) to vessels on the Great Lakes during the year ending June 30, 1900, distinguishing the cause of each disaster.*

Class and cause of disaster.	Found- derings.	Strand- ings.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Darkness		10	.....	.....	10
Fog		21	2	.....	23
Gales, hurricanes, etc	4	11	7	.....	22
Heavy sea			5	.....	5
Total	4	42	14	.....	60
Class 2.—Causes connected with vessels, equipments, or stowage:					
Defective rigging			1	.....	1
Error in compass		1	.....	.....	1
Total		1	1	.....	2
Class 3.—Causes connected with navigation and seaman- ship:					
Errors of masters, officers, and crews		5	.....	.....	5
Errors of pilots		1	.....	.....	1
Total		6	.....	.....	6
Class 4.—Causes connected with machinery or boilers:					
Bursting of steam pipes			1	.....	1
Damage to machinery		1	12	.....	13
Total		1	13	.....	14
Class 5.—Other causes:					
Fire			27	.....	27
Ice		1	7	.....	8
Sprung a leak	9		1	.....	10
Struck bridge, pier, rock, wreck, etc		2	11	.....	13
Miscellaneous	1	14	.....	.....	15
Total	10	17	46	.....	73
Aggregate	14	67	74	.....	155

TABLE 30.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1900, 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 .....	...	5	10	2	5	.....	.....	.....	.....	2	2	.....	26
Bad management	1	2	.....	6	.....	.....	.....	.....	.....	.....	.....	.....	9
Carelessness .....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Darkness .....	.....	.....	2	.....	2	.....	.....	.....	.....	.....	.....	.....	6
Error of pilot .....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
"Fault of other vessel"	1	2	3	3	1	.....	.....	.....	.....	.....	.....	.....	14
Fog .....	.....	.....	.....	.....	2	.....	.....	.....	.....	2	4	.....	14
High and baffling winds .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Ice .....	.....	.....	.....	.....	.....	.....	.....	7	.....	.....	.....	2	7
Misunderstanding signals .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Unavoidable .....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	1	3
Miscellaneous .....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Unknown	2	5	2	.....	1	.....	.....	.....	.....	.....	.....	3	13
Total	4	17	18	13	11	.....	.....	7	.....	4	6	20	100

TABLE 31.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1900, showing the number of vessels and distinguishing their description.*

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges.....	3	1	1	1	1	2	1	1	1	1	1	1	10
Ferryboats.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Schooners.....	2	9	14	6	7	4	1	1	2	6	12	1	62
Sloops.....	16	22	35	16	18	7	1	10	2	11	15	19	172
Steamers.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Steamships.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Steam barges.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Steam yachts.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Yachts.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Unknown.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Total.....	20	37	52	23	26	12	1	12	2	14	22	34	255

TABLE 32.—*Abstract of returns of disasters to foreign vessels on the Great Lakes during the year ending June 30, 1900, showing nationality and description and distinguishing those totally lost and those partially damaged.*

Nationality and rig.	August.		September.		December.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British barges.....	1	1	1	1	1	1	1	1	1	1	1
British ferryboats.....	1	1	1	1	1	1	1	1	1	1	1
British schooners.....	1	2	1	1	1	1	1	2	1	1	3
British steamers.....	1	2	1	1	1	1	1	1	1	2	3
Total.....	1	4	1	1	1	1	1	3	5	5	8
Aggregate.....	5	1	1	1	1	1	8	1	1	1	

TABLE 33.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1900, showing the tonnage and distinguishing the number of those totally lost and those partially damaged.*

Burden of vessels.	July.		August.		Septem-ber.		Octo-ber.		Novem-ber.		Decem-ber.		Janu-ary.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
Not exceeding 50 tons.....	2	2	...	...	3	3	2	4	1	2	1	1	1	...
Over 50 and not exceeding 100 tons.....	1	1	1	2	1	1	2	2	...	...	1	1	...	...
Over 100 and not exceeding 200 tons.....	1	1	1	1	2	2	2	2	1	...	1	...	...	...
Over 200 and not exceeding 300 tons.....	...	...	2	1	1	4	...	...	2	...	2	1	...	...
Over 300 and not exceeding 400 tons.....	...	1	...	3	...	5	1	1	2	...	2	2	...	...
Over 400 and not exceeding 500 tons.....	...	...	...	...	...	3	...	...	1	...	...	...	...	...
Over 500 and not exceeding 600 tons.....	...	2	...	2	...	2	...	...	1	...	...	...	...	...
Over 600 and not exceeding 700 tons.....	...	2	...	...	...	...	...	...	1	...	...	...	...	...
Over 700 and not exceeding 800 tons.....	...	3	1	1	1	2	...	...	1	...	...	...	...	...
Over 800 and not exceeding 900 tons.....	...	...	...	...	...	1	...	...	1	...	...	...	...	...
Over 900 and not exceeding 1,000 tons.....	...	...	...	...	...	...	1	...	1	...	...	...	...	...
Over 1,000 and not exceeding 1,100 tons.....	...	...	...	...	...	3	...	1	...	...	1	...	...	...
Over 1,100 and not exceeding 1,200 tons.....	...	...	...	...	...	...	1	...	2	...	...	...	...	...
Over 1,200 and not exceeding 1,300 tons.....	...	...	1	...	...	...	1	...	2	...	...	...	...	...
Over 1,300 and not exceeding 1,400 tons.....	...	...	2	...	...	2	1	...	2	...	...	...	...	...
Over 1,400 tons.....	5	...	15	...	13	...	5	...	9	...	3	...	...	...
Unknown.....	...	...	4	...	2	...	...	...	...	...	...	...	...	...
Total.....	3	17	5	32	8	44	5	18	4	22	5	7	1	...
Aggregate.....	20		37		52		23		26		12		1	

Burden of vessels.	Febru-ary.		March.		April.		May.		June.		Total.		Aggre-gate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 50 tons.....	...	1	1	...	...	...	1	1	...	2	12	16	28
Over 50 and not exceeding 100 tons.....	1	1	1	...	5	9	14
Over 100 and not exceeding 200 tons.....	1	...	1	3	8	8	16
Over 200 and not exceeding 300 tons.....	3	...	2	7	11	18	18
Over 300 and not exceeding 400 tons.....	1	...	1	...	3	1	17	18	18
Over 400 and not exceeding 500 tons.....	1	1	...	2	1	9	10	10
Over 500 and not exceeding 600 tons.....	1	...	...	...	1	...	2	...	9	9	9
Over 600 and not exceeding 700 tons.....	1	1	...	...	1	4	5	5
Over 700 and not exceeding 800 tons.....	1	...	2	8	10	10	10
Over 800 and not exceeding 900 tons.....	1	...	1	4	4	4	4
Over 900 and not exceeding 1,000 tons.....	1	...	1	...	...	3	3	3	3
Over 1,000 and not exceeding 1,100 tons.....	1	1	1
Over 1,100 and not exceeding 1,200 tons.....	1	...	...	1	1	6	7	7	7
Over 1,200 and not exceeding 1,300 tons.....	1	...	...	1	1	6	6	6	6
Over 1,300 and not exceeding 1,400 tons.....	2	...	...	...	...	...	1	...	1	11	11	11	11
Over 1,400 tons.....	9	...	...	...	10	...	6	...	12	87	87	87	87
Unknown.....	2	...	8	8	8	8
Total.....	...	12	1	1	...	14	4	18	2	32	38	217	255
Aggregate.....	12		2		14		22		34		255		

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessel sustained no damage, for the number of which see appropriate column in Table 26.

TABLE 34.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1900, 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	10	8	3	5	2	....	4	....	4	3	4	48
Over 5 and not exceeding 10 years.....	3	6	12	5	7	2	....	5	1	4	4	8	57
Over 10 and not exceeding 15 years.....	3	3	7	5	3	....	....	....	1	....	3	2	27
Over 15 and not exceeding 20 years.....	3	6	5	3	3	2	....	3	....	3	6	7	41
Over 20 and not exceeding 25 years.....	2	2	2	2	2	....	....	....	....	....	1	1	9
Over 25 and not exceeding 30 years.....	2	2	2	1	3	2	1	....	....	1	....	5	26
Over 30 and not exceeding 35 years.....	2	2	5	1	1	1	....	....	....	....	1	2	17
Over 35 and not exceeding 40 years.....	1	2	3	1	....	2	....	....	....	....	2	1	12
Over 40 and not exceeding 45 years.....	....	1	....	....	3	....	....	....	....	....	....	3	7
Over 45 and not exceeding 50 years.....	....	....	1	....	....	....	....	....	....	....	....	1	2
Over 50 years.....	....	....	....	....	....	....	....	....	....	....	....	....	....
Unknown.....	....	5	2	....	....	1	....	....	....	....	....	1	9
Total.....	20	37	52	23	26	12	1	12	2	14	22	34	255

TABLE 35.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1900, 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	23	14	7	3	1	10	1	2	6	13	98
Coal.....	2	4	5	3	4	2	....	....	....	1	6	3	30
Copper ore.....	....	....	1	....	....	....	....	....	....	....	....	....	1
Fish.....	....	....	1	....	....	....	....	....	1	....	....	....	2
Grain.....	....	2	2	1	5	1	....	1	....	7	1	2	22
Iron ore.....	3	9	5	1	3	1	....	....	....	2	2	5	31
Lime.....	....	1	1	....	....	....	....	....	....	....	....	....	2
Lumber.....	3	4	6	1	4	2	....	....	1	1	6	....	28
Merchandise (general).....	1	3	5	1	1	1	....	1	....	1	2	....	16
Provisions.....	....	....	....	....	....	....	....	....	....	1	....	....	1
Salt.....	....	1	1	....	....	....	....	....	....	....	....	....	2
Stone, brick, etc.....	....	1	1	....	....	1	....	....	....	....	1	....	4
Wood.....	....	....	1	....	....	....	....	....	....	....	1	1	3
Miscellaneous.....	....	....	....	....	2	1	....	....	....	....	1	....	4
Unknown.....	....	5	2	....	....	....	....	....	....	....	....	4	11
Total.....	20	37	52	23	26	12	1	12	2	14	22	34	255

TABLE 36.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1900, 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.....	7	12	10	7	9	3	....	10	1	2	3	11	75
Lake Huron.....	1	3	6	5	1	1	....	....	2	2	4	4	27
Lake Michigan.....	4	5	15	4	6	4	....	2	1	5	9	5	60
Lake Ontario.....	....	1	....	1	....	....	....	....	....	....	....	....	3
Lake Superior.....	5	4	6	3	2	1	1	....	....	3	3	7	35
Lake St. Clair.....	....	....	4	....	....	....	....	....	....	1	....	....	9
Straits of Mackinac.....	2	....	2	....	....	....	....	....	....	....	....	1	5
Detroit River.....	....	9	5	3	3	1	....	....	....	1	2	1	25
St. Clair River.....	....	3	1	....	2	....	....	....	....	....	....	1	7
St. Marys River.....	1	....	3	....	3	1	....	....	....	....	1	....	9
Total.....	20	37	52	23	26	12	1	12	2	14	22	34	255

TABLE 37.—*Summary—GREAT LAKES.*

Nature of casualties.	Vessels.	Tonnage of vessels.		Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage. ¹	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
		Totally lost.	Damaged.										
Foundering.....	14	2,054	626	2,680	8	6	.....	11	3	3	72	75	9
Strandings.....	67	2,743	88,581	91,324	55	12	.....	12	55	237	896	1,133	....
Vessels collided.....	100	1,573	146,628	148,201	48	41	11	5	95	122	1,320	1,442	6
Other causes.....	74	1,446	68,343	69,789	35	39	.....	10	64	342	817	1,159	....
Total.....	255	7,816	304,178	311,994	146	98	11	38	217	704	3,105	3,809	15

¹ In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 26.

RIVERS.

TABLE 38.—*Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1900, showing the number and value of vessels and cargoes and amount of loss to same where known.*

Month.	Total value of ves-		Vessels, value un-	Total value of car-		Cargoes, value un-	Un-
	Number.	Amount.		Number.	Amount.		
July.....	9	\$244,800	.....	2	\$2,200	1	.....
August.....	15	52,950	1	5	58,350	1	1
September.....	9	154,500	1	3	7,200	.....	1
October.....	13	302,400	.....	4	313,200	1	.....
November.....	7	170,680	.....	3	29,645	1	.....
December.....	10	108,700	1	3	67,000	.....	1
January.....	13	225,000	1	6	14,150	1	1
February.....	19	415,600	.....	9	117,200	.....	.....
March.....	13	261,000	1	4	7,700	2	1
April.....	17	336,500	.....	2	606,000	.....	.....
May.....	6	58,000	1	1	60	1	1
June.....	6	57,330	.....	5	12,585	.....	.....
Total.....	137	2,387,460	6	47	1,235,290	8	6

Month.	Loss to vessels.		Vessels totally lost, amount un-	Vessels damaged, amount un-	Loss to cargoes.		Cargoes totally lost, amount un-	Cargoes not damaged, or damage un-
	Num-	Amount.			ber.	Amount.		
July.....	9	\$52,650	.....	.....	1	\$200	.....	2
August.....	15	30,660	.....	1	4	7,650	.....	3
September.....	8	13,225	.....	2	2	550	.....	2
October.....	11	19,050	.....	2	3	6,700	.....	2
November.....	6	10,975	.....	1	1	150	.....	3
December.....	10	52,800	.....	1	3	43,000	.....	1
January.....	13	25,100	.....	1	1	850	.....	7
February.....	18	50,790	.....	1	5	6,080	.....	4
March.....	13	32,630	.....	1	3	500	.....	4
April.....	15	68,800	.....	2	2	180,500	.....	.....
May.....	6	18,100	.....	1	1	60	.....	2
June.....	6	54,295	.....	.....	5	10,500	.....	.....
Total.....	130	429,075	.....	13	31	256,740	.....	30

¹ In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 39.

TABLE 39.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1900, showing the number of vessels totally lost, the number damaged and their tonnage, the number of persons on board, and number of lives lost.

Month.	Disasters resulting in total loss to vessels.	Disasters resulting in partial damage to vessels.	Total or partial loss unknown.	Casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Number of passengers.	Number in crews, including master, etc.	Total number of lives lost.
July	3	6			9	159	3,418	91	138	.....
August	7	8	1		16	589	1,167	254	123	.....
September		8	1	1	10		5,332	28	129	.....
October	3	8		2	13	327	4,483	90	223	.....
November	1	5		1	7	55	3,245	72	80	4
December	6	4	1		11	1,515	787	25	173	6
January	1	12	1		14	40	5,466	91	267	.....
February	5	13		1	19	313	6,531	71	340	3
March	2	11	1		14	462	8,089	31	174	.....
April	8	7		2	17	1,139	4,737	7	187	.....
May	2	4	1		7	144	913	22	38	3
June	3	3			6	665	269	32	133	1
Total	41	89	6	7	143	5,408	44,437	814	2,005	17

TABLE 40.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1900, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.

Month.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Vessels in ballast.
	Num-ber.	Amount.	Num-ber.	Amount.		Vessels.	Cargoes.	Vessels.	Cargoes.	
July	6	\$158,000			\$158,000	3	2			6
August	5	14,400	3	\$1,700	16,100	9	2	2		9
September	4	41,000			41,000	4		2		6
October	7	43,600	1	1,100	44,700	5		1		8
November	3	83,000	1	50,000	133,000	3	1	1		3
December	6	35,600	1	6,200	41,800	4	1	1		7
January	10	133,500			133,500	1	3	3		6
February	12	304,250	5	74,940	379,190	7	2			10
March	7	205,500	2	5,000	210,500	6	3	1		7
April	10	98,750	1	600,000	698,750	6	1	1		15
May	3	8,500			8,500	3	2	1		4
June	2	36,000	1	5,500	41,500	4	3			1
Total	75	1,162,100	15	744,440	1,906,540	55	20	13	26	82

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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, 1900, distinguishing the nature of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered		3				1		5	1	2	1	2	15
Stranded	1		1	1	1		1	2	2	1			10
Collided		2	4	4	2	4	2	2	2	2	2		26
Capsized			1										1
Damage to hull, masts, rigging, etc			1										1
Damage to machinery	1			1			2	1	1		1		7
Explosion of steam pipe										1			1
Fire	4	3	1	2		5	2	5	1	9	1	1	34
Ice						1	3						4
Lightning		1											1
Struck bridge, snag, wharf, etc	3	5	2	5	4		4	4	7	2	2	3	41
Miscellaneous		2											2
Total	9	16	10	13	7	11	14	19	14	17	7	6	143

TABLE 42.—Abstract of returns of disasters (excluding collisions) to vessels on the rivers of the United States during the year ending June 30, 1900, distinguishing the cause of each disaster.

Class and cause of disaster.	Founders.	Strandings.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Darkness		2			2
Fog			2		2
Gales, hurricanes, etc	6	3	2		11
Lightning			1		1
Snowstorm		1			1
Total	6	6	5		17
Class 2.—Causes connected with vessels, equipments, or stowage:					
Error of pilot		1			1
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery			7		7
Explosion of steam pipe			1		1
Total			8		8
Class 5.—Other causes:					
Capsized	1		1		2
Fire			34		34
Ice			4		4
Sprung a leak	7				7
Struck rock, snag, wharf, etc		2	38		40
Miscellaneous	1	1	2		4
Total	9	3	79		91
Aggregate	15	10	92		117

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

TABLE 43.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1900, showing the number of vessels collided, and distinguishing the cause of each disaster.

Cause of disaster.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	Total.
Accidental			2		2			1			5
Bad management			1		2						3
Error in judgment						1			1		2
"Fault of other vessel"			1						1		2
Fog		2		2							4
Misunderstanding signals		2					2				2
Unavoidable											2
Want of proper lights	2							1			2
Unknown						1				2	4
Total	2	4	4	2	4	2	2	2	2	2	26

TABLE 44.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1900, showing the number of vessels and distinguishing their description.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges		1				1	1			3	1		7
Ferry boats	1		1								1		3
Schooners		5	1	1	1	1		2	2				13
Scows		1											1
Sloops		1											1
Steam canal boats			1										1
Steamers	8	8	7	10	5	9	13	15	11	13	5	6	110
Steamships			1	1	1			2	1	1			7
Total	9	16	10	13	7	11	14	19	14	17	7	6	143

TABLE 45.—Abstract of returns of disasters to foreign vessels on the rivers of the United States during the year ending June 30, 1900, showing nationality and description, and distinguishing those totally lost and those partially damaged.

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

TABLE 46.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1900, showing the tonnage and distinguishing the number of those totally lost and those partially damaged.

Burden of vessels.	July.		August.		Septem-ber.		Octo-ber.		Novem-ber.		Decem-ber.		Janu-ary.	
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.
Not exceeding 50 tons	2	1	4	3	2	1	2	3	1	1	3	2	1	1
Over 50 and not exceeding 100 tons	1	1	1	3	1	1	2	3	1	1	1	1	1	4
Over 100 and not exceeding 200 tons	1	1	1	1	1	1	2	3	1	1	1	1	1	1
Over 200 and not exceeding 300 tons	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 300 and not exceeding 400 tons	1	1	1	2	1	1	1	1	1	1	1	1	1	1
Over 400 and not exceeding 500 tons	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 500 and not exceeding 600 tons	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 600 and not exceeding 700 tons	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 700 and not exceeding 800 tons	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 800 and not exceeding 900 tons	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 900 and not exceeding 1,000 tons	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 1,000 and not exceeding 1,100 tons	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 1,100 and not exceeding 1,200 tons	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 1,200 and not exceeding 1,300 tons	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 1,300 and not exceeding 1,400 tons	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 1,400 tons	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Unknown	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Total	3	6	7	9	10	10	3	10	1	6	6	5	1	13
Aggregate	9	16	10	13	7	11	14							

Burden of vessels.	Febru-ary.		March.		April.		May.		June.		Total.		Aggre-gate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 50 tons	2	5	4	2	1	1	1	2	15	22	37		37
Over 50 and not exceeding 100 tons	1	1	2	4	1	1	1	11	11	17	28		28
Over 100 and not exceeding 200 tons	2	1	1	3	1	1	1	9	10	19	19		19
Over 200 and not exceeding 300 tons	4	1	1	3	1	1	1	1	14	15	15		15
Over 300 and not exceeding 400 tons	1	1	2	1	1	2	1	3	7	10	10		10
Over 400 and not exceeding 500 tons	1	1	2	1	1	1	1	9	9	9	9		9
Over 500 and not exceeding 600 tons	1	1	1	1	1	1	1	3	4	4	4		4
Over 600 and not exceeding 700 tons	1	1	1	1	1	1	1	1	1	1	1		1
Over 700 and not exceeding 800 tons	1	1	1	1	1	1	1	1	1	1	1		1
Over 800 and not exceeding 900 tons	1	1	1	1	1	1	1	1	1	1	1		1
Over 900 and not exceeding 1,000 tons	1	1	1	1	1	1	1	1	1	1	1		1
Over 1,000 and not exceeding 1,100 tons	2	2	2	2	2	2	2	2	2	2	2		2
Over 1,100 and not exceeding 1,200 tons	2	2	2	2	2	2	2	2	2	2	2		2
Over 1,200 and not exceeding 1,300 tons	1	1	1	1	1	1	1	1	1	1	1		1
Over 1,300 and not exceeding 1,400 tons	1	1	1	1	1	1	1	1	1	1	1		1
Over 1,400 tons	1	1	1	1	1	1	1	1	1	1	1		1
Unknown	1	1	1	1	1	1	1	1	1	1	1		1
Total	5	14	2	12	8	9	2	5	3	3	41	102	143
Aggregate	19	14	17	7	6	143							

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 39.

TABLE 47.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1900, 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	4	3	3	2	3	2	5	1	7	1	2	37
Over 5 and not exceeding 10 years.....	3	1	3	1	1	2	3	3	4	3	1	3	25
Over 10 and not exceeding 15 years.....		2	1	2	1	2	3	1	5	2	2	1	23
Over 15 and not exceeding 20 years.....		3	2	4	1	2	2	5		3			23
Over 20 and not exceeding 25 years.....					2	1	2	2			1		8
Over 25 and not exceeding 30 years.....		3				1	1	1	2	1			9
Over 30 and not exceeding 35 years.....		1	1	3				1	2				7
Over 35 and not exceeding 40 years.....	2					1				1			5
Over 40 and not exceeding 45 years.....								1					1
Over 45 and not exceeding 50 years.....													
Over 50 years.....													
Unknown.....		2				1	1				1		5
Total.....	9	16	10	13	7	11	14	19	14	17	7	6	143

TABLE 48.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1900, showing the number of vessels and distinguishing their cargoes.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	6	9	6	8	3	7	6	10	7	15	4	1	82
Coal.....					1			2			1		4
Cotton, cotton seed, etc.....				3		3		2	1	1		2	12
Fruit, coffee, nuts, etc.....								1					1
Grain.....		1											1
Ice.....			1										1
Lumber, timber, etc.....		1	1				1		2				5
Merchandise (general).....	2	2	1		1		1	3	1	1			12
Provisions.....							1						1
Sand, plaster, etc.....				1	1								2
Miscellaneous.....	1	1		1	1		4	1	2		1	2	14
Unknown.....		2	1			1	1		1		1	1	8
Total.....	9	16	10	13	7	11	14	19	14	17	7	6	143

TABLE 49.—*Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1900, distinguishing the rivers on which they occurred.*

	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Bayou Macon, Louisiana.....							1			1			1
Cape Fear, North Carolina.....		3											4
Coldwater, Mississippi.....							1		1				1
Columbia.....	1				1		1	2					5
Cooper, South Carolina.....		1											1
Cumberland.....											1		1
Delaware.....	2	2	3		2		2	4	4	1			20
Hudson.....			1	2		1			3	1			8
James.....			1	1	1								3
Kanawha, Great.....	1						1						2
Kennebec.....					1								1
Mississippi.....	1	3	5	5	1	3	2	6	4	7	2	3	42
Missouri.....		1									1		2
Monongahela.....				2									2
Neuse.....								1					1
Ohio.....	1	4		2	1	4	4	3		4	3	1	27
Okanogan, Washington.....										1			1
Ouachita.....								1					1
Penobscot.....		1											1
Potomac.....	1							1					2
Red, Louisiana.....						2							2
Sacramento.....								1					1
St. Croix.....										1			1
St. Lawrence.....	2												2
San Jacinto.....									1				1
San Joaquin.....						1							1
Snohomish.....									1				1
Wabash.....										1			1
Willamette, Oregon.....							2					1	3
Yazoo, Mississippi.....				1								1	2
York, Virginia.....							1						1
Yukon, Alaska.....		1											1
Total.....	9	16	10	13	7	11	14	19	14	17	7	6	143

TABLE 50.—*Summary—RIVERS of the United States.*

Nature of casualties.	Vessels.	Tonnage of vessels.		Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage ¹ .	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
		Totally lost.	Damaged.										
Foundering.....	15	426	366	792	3	12	.....	7	8	19	107	126	4
Strandings.....	10	44	5,986	6,030	4	6	.....	1	9	41	216	257	.....
Vessels collided.....	26	267	16,583	16,850	7	13	6	2	24	93	235	328	4
Other causes.....	92	4,671	21,502	26,173	41	51	.....	31	61	661	1,447	2,108	10
Total.....	143	5,408	44,437	49,845	55	82	6	41	102	814	2,005	2,819	18

¹ In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 39.

AT SEA AND IN FOREIGN WATERS.

TABLE 51.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1900, showing the number and value of vessels and cargoes and amount of loss to same where known.

Month.	Total value of vessels.		Vessels, value un-known.	Total value of cargoes.		Cargoes, value un-known.	Un-known whether laden or not.
	Number.	Amount.		Number.	Amount.		
July	6	\$289,000	.....	5	\$112,000	.....	.....
August	32	622,600	2	25	661,700	.....	2
September	12	613,500	.....	8	149,600	2	.....
October	27	1,032,500	.....	24	409,596	.....	.....
November	23	411,600	.....	19	126,890	2	.....
December	14	434,000	.....	11	104,750	1	.....
January	13	687,500	1	11	223,335	.....	1
February	14	1,027,600	2	11	158,930	2	1
March	7	110,000	.....	7	143,150	.....	.....
April	4	199,600	.....	3	121,800	.....	.....
May	14	1,167,100	1	7	167,550	1	1
June	9	472,500	1	4	158,530	.....	1
Total	175	7,057,500	7	135	2,537,230	10	6

Month.	Loss to vessels.		Vessels totally lost, amount un-known.	Vessels damaged, amount un-known. ¹	Loss to cargoes.		Cargoes totally lost, amount un-known.	Cargoes not damaged, or damage un-known.
	Number.	Amount.			Number.	Amount.		
July	6	\$121,450	.....	.....	3	\$31,500	.....	2
August	32	223,375	.....	2	12	50,050	.....	16
September	12	137,755	.....	.....	2	7,000	1	7
October	27	229,155	.....	.....	13	32,795	.....	.....
November	23	92,400	.....	.....	14	29,550	1	11
December	14	178,830	.....	.....	4	18,750	.....	6
January	11	309,300	.....	.....	8	58,745	.....	4
February	14	162,200	1	3	6	78,370	1	7
March	7	38,850	.....	1	3	4,350	.....	4
April	4	12,800	.....	.....	1	1,800	.....	2
May	14	130,165	.....	1	4	151,900	.....	5
June	9	152,500	.....	1	3	83,530	.....	2
Total	173	1,838,780	1	8	73	543,940	4	74

¹ In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 52.

TABLE 52.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1900, showing the number of vessels totally lost, the number damaged and their tonnage, the number of persons on board, and number of lives lost.

Month.	Disasters resulting in total loss to vessels.	Disasters resulting in partial damage to vessels.	Total or partial loss unknown.	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	5	.....	.....	6	117	5,011	.....	211	.....
August	12	22	.....	.....	34	5,350	15,499	.....	394	50
September	3	9	.....	.....	12	2,553	8,591	1,292	306	.....
October	11	16	.....	.....	27	4,767	18,124	42	394	37
November	7	16	.....	.....	23	1,527	10,822	1	228	4
December	5	9	.....	.....	14	2,961	7,050	156	205	1
January	5	9	.....	.....	14	5,215	9,584	4	171	3
February	6	10	.....	.....	16	4,262	10,934	60	273	6
March	3	4	.....	.....	7	1,386	3,021	12	86	.....
April .....	.....	4	.....	.....	4	.....	3,637	20	104	.....
May	5	10	.....	.....	15	3,242	14,788	596	527	.....
June	7	3	.....	.....	10	4,928	5,362	32	129	.....
Total	65	117	.....	.....	182	36,308	112,423	2,215	3,028	101

TABLE 53.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1900, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known.

Month.	Vessels reported insured.		Cargoes reported insured.		Total amount of insurance.	Reported not insured.		Unknown whether insured or not.		Vessels in ballast.
	Num-ber.	Amount.	Num-ber.	Amount.		Ves-sels.	Car-goes.	Ves-sels.	Car-goes.	
July.....	4	\$28,300	.....	.....	\$28,300	2	3	.....	2	1
August.....	19	276,780	12	\$267,840	544,620	9	4	6	13	5
September.....	6	279,800	2	9,000	288,800	3	1	3	7	2
October.....	16	659,600	11	149,350	808,950	4	3	7	10	3
November.....	17	207,200	12	85,710	292,910	3	2	3	7	2
December.....	9	118,225	4	20,100	138,325	2	3	3	5	2
January.....	6	201,850	3	22,200	224,050	4	3	4	6	2
February.....	9	681,650	4	76,510	758,160	3	5	4	5	2
March.....	3	8,200	2	101,500	109,700	3	1	1	4	1
April.....	2	10,300	.....	.....	10,300	2	1	.....	2	1
May.....	8	1,060,800	3	158,000	1,218,800	4	3	3	3	6
June.....	5	243,500	2	37,530	281,030	1	.....	4	3	5
Total.....	104	3,776,205	55	927,740	4,703,945	40	29	38	67	31

TABLE 54.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1900, distinguishing the nature of each casualty.

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered.....	.....	.....	.....	3	2	.....	.....	2	1	.....	1	.....	9
Stranded.....	1	5	2	5	3	3	3	4	1	1	4	5	37
Collided.....	.....	6	4	.....	.....	.....	.....	2	.....	.....	.....	.....	28
Abandoned.....	.....	1	1	2	1	1	3	1	.....	.....	4	4	11
Damage to hull, masts, rigging, etc.....	2	11	3	13	8	1	3	4	3	1	4	.....	53
Damage to machinery.....	1	2	.....	1	.....	1	.....	2	1	2	1	.....	11
Fire.....	1	.....	1	.....	2	1	.....	1	.....	.....	.....	.....	6
Ice.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	2
Never heard from.....	.....	6	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	7
Sprung a leak.....	1	2	1	1	3	3	2	.....	.....	.....	.....	.....	13
Waterlogged.....	.....	.....	.....	1	1	.....	1	.....	.....	.....	1	.....	4
Miscellaneous.....	.....	.....	.....	1	1	.....	14	.....	.....	.....	.....	.....	1
Total.....	6	34	12	27	23	14	14	16	7	4	15	10	182

TABLE 55.—Abstract of returns of disasters (excluding collisions) to American vessels at sea and in foreign waters during the year ending June 30, 1900, distinguishing the cause of each disaster.

Class and cause of disaster.	Found-er-ings.	Strand-ings.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Calms, currents, and tides.....	.....	6	.....	.....	6
Darkness.....	.....	2	.....	.....	2
Fog.....	.....	6	.....	.....	6
Gales, hurricanes, etc.....	7	7	59	.....	73
Heavy sea.....	.....	.....	8	.....	8
Total.....	7	21	67	.....	95
Class 2.—Causes connected with vessels, equipments, or stowage:					
Defective rigging.....	.....	.....	1	.....	1
Error in chronometer.....	.....	1	.....	.....	1
Error in compass.....	.....	2	.....	.....	2
Total.....	.....	3	1	.....	4

TABLE 55.—Abstract of returns of disasters (excluding collisions) to American vessels, etc.—Continued.

Class and cause of disaster.	Found- der- ings.	Strand- ings.	Other causes.	Missing vessels.	Total.
Class 3.—Causes connected with navigation and seaman- ship:					
Errors of masters, officers, and crews.....		4			4
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery.....			11		11
Class 5.—Other causes:					
Absence of lights or buoys.....		3			3
Fire.....			5		5
Ice.....			2		2
Missed stays.....		1			1
Spontaneous combustion.....			1		1
Sprung a leak.....	2	1	3		6
Struck rock.....		1			1
Waterlogged.....			11		11
Unknown.....		3		7	10
Total.....	2	9	22	7	40
Aggregate.....	9	37	101	7	154

TABLE 56.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1900, showing the number of vessels collided, and distinguishing the cause of each disaster.

Cause of disaster.	August.	September.	October.	November.	December.	January.	February.	May.	June.	Total.
Accidental.....					1					1
Bad management.....				1						1
Carelessness.....		1								1
Darkness.....						2				2
"Fault of other vessel".....	1	1		1	3					6
Fault of tug towing.....						2				2
Fog.....	4	2					2	4		12
High and baffling winds.....							2			2
Unknown.....	1									1
Total.....	6	4		2	4	2	2	4	4	28

TABLE 57.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1900, showing the number of vessels and distinguishing their description.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges.....							1						1
Barks.....		2		3	1	2	1		1		3	3	16
Barkentines.....		2	2	2	1	1							10
Brigs.....		2	1				1				1	1	6
Brigantines.....											1		1
Schooners.....	2	2	5	18	20	8	8	8	5	2	7	4	109
Ships.....	2	2	1	1		1	1	1			1		10
Steamers.....	1	1	1		2	1	2	1			1		11
Steamships.....	1	1	2	3	1		2	4		2	1	1	18
Total.....	6	34	12	27	23	14	14	16	7	4	15	10	182

TABLE 58.—*Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1900, showing the tonnage and distinguishing the number of those totally lost and those partially damaged.*

Burden of vessels.	July.		August.		Sep-tember.		Octo-ber.		Novem-ber.		Decem-ber.		Janu-ary.	
	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	
Over 50 and not exceeding 100 tons	1	1	2	2	1	1			1					1
Over 100 and not exceeding 200 tons	1	1	2	2	1	3	3	2	2	1	3		1	1
Over 200 and not exceeding 300 tons			1	2		2	1	1	1	1	1			
Over 300 and not exceeding 400 tons			3	3		1	2	1	2	2	2		1	1
Over 400 and not exceeding 500 tons			3	3		1	1	1	1	1				2
Over 500 and not exceeding 600 tons			1	4	1	1	1	2			1	1	1	
Over 600 and not exceeding 700 tons			1	1	1	1			3					
Over 700 and not exceeding 800 tons			1	1	1	1	2	2	3					
Over 800 and not exceeding 900 tons			1	1			2		1	1			1	
Over 900 and not exceeding 1,000 tons							1	1	1					1
Over 1,000 and not exceeding 1,100 tons							1				1			
Over 1,100 and not exceeding 1,200 tons			1										1	
Over 1,200 and not exceeding 1,300 tons			1						1			1		
Over 1,300 and not exceeding 1,400 tons		3	3	1	3		4		1		2	1	2	
Over 1,400 tons		3	3	1	3		4		1		2	1	2	
Unknown			1											
Total	1	5	12	22	3	9	11	16	7	16	5	9	5	9
Aggregate	6		34		12		27		23		14		14	

Burden of vessels.	Febru-ary.		March.		April.		May.		June.		Total.		Aggre-gate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 50 tons							2	1			2	3	5
Over 50 and not exceeding 100 tons		1	1			1	1				5	7	12
Over 100 and not exceeding 200 tons	1	1			2	1	1				12	13	25
Over 200 and not exceeding 300 tons			1	1				1			5	8	13
Over 300 and not exceeding 400 tons				1			1				9	7	16
Over 400 and not exceeding 500 tons	1					1	1				6	10	16
Over 500 and not exceeding 600 tons	1				1		1	1			6	11	17
Over 600 and not exceeding 700 tons		1									1	6	7
Over 700 and not exceeding 800 tons									1	1	1	6	7
Over 800 and not exceeding 900 tons			1	1			1	1			6	6	12
Over 900 and not exceeding 1,000 tons												2	2
Over 1,000 and not exceeding 1,100 tons		2										4	4
Over 1,100 and not exceeding 1,200 tons				1							1	1	2
Over 1,200 and not exceeding 1,300 tons	1										2	1	3
Over 1,300 and not exceeding 1,400 tons			1			2					3	4	7
Over 1,400 tons	1	3			1		2	2	2	5	26	31	31
Unknown	1	1									1	2	3
Total	6	10	3	4	4	5	10	7	3	65	117		182
Aggregate	16		7		4		15		10		182		

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 52.

TABLE 59.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1900, 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	3	1	1	1	1	2	...	...	2	1	16
Over 5 and not exceeding 10 years	2	6	1	3	4	4	4	1	1	1	1	1	30
Over 10 and not exceeding 15 years	1	2	...	7	4	2	3	2	1	1	1	...	24
Over 15 and not exceeding 20 years	1	6	3	9	5	2	3	4	...	1	...	2	38
Over 20 and not exceeding 25 years	2	10	5	2	6	2	2	2	2	2	3	4	40
Over 25 and not exceeding 30 years .....	...	1	...	...	2	...	...	1	...	1	3	...	12
Over 30 and not exceeding 35 years .....	...	1	...	2	...	1	1	2	1	...	...	2	10
Over 35 and not exceeding 40 years .....	...	1	2	...	...	...	...	...	...	...	1	...	4
Over 40 and not exceeding 45 years .....	...	...	...	1	1	...	...	...	...	...	...	1	3
Over 45 and not exceeding 50 years .....	...	1	...	...	...	...	...	...	...	...	1	...	1
Over 50 years .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Unknown .....	...	2	...	...	...	...	...	2	...	...	...	...	4
Total	6	34	12	27	23	14	14	16	7	4	15	10	182

TABLE 60.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1900, showing the number of vessels and distinguishing their cargoes.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	1	5	2	3	2	2	2	2	...	1	6	5	31
Asphalt	1	...	...	...	...	...	...	...	...	...	...	1
Chemicals	1	...	...	...	...	1
Coal	1	4	...	2	3	3	1	4	3	...	...	1	22
Cotton, cotton seed, etc.	1	...	...	...	...	...	...	...	2
Fertilizers	5	...	2	...	1	2	...	...	...	...	...	10
Fish, oysters, etc.	2	2	...	1	1	1	...	1	...	1	2	...	11
Fruit, coffee, nuts, etc.	1	1	...	...	...	1	...	...	...	...	3
Grain	1	...	...	...	...	...	1	...	...	...	...	1
Ice	1	...	...	...	...	...	...	...	1
Logwood	1	...	...	...	...	...	...	2
Lumber, timber, etc.	4	3	10	12	2	6	2	1	...	3	1	44
Manganese	1	...	...	...	...	...	...	...	...	...	1
Merchandise (general)	4	1	4	1	2	...	1	...	2	1	2	18
Petroleum	2	1	...	1	...	1	...	1	...	...	...	...	6
Provisions	1	...	...	...	...	...	3
Salt	1	...	1	...	...	...	...	...	...	1	...	3
Sand, plaster, etc.	1	...	2	...	...	...	...	...	...	...	3
Stone, brick, etc.	1	...	...	...	...	...	...	...	...	...	...	1
Sugar, molasses, etc.	1	...	...	...	...	2	...	1	...	4
Sulphur	1	...	...	...	1
Tar, turpentine, etc.	1	...	...	...	...	...	...	...	...	...	1
Whale oil	1
Miscellaneous	2	2	...	...	1	...	1	...	...	...	...	6
Unknown	2	...	...	...	...	1	2	...	...	1	1	7
Total	6	34	12	27	23	14	14	16	7	4	15	10	182

TABLE 61.—*Summary—At sea and in foreign waters.*

Nature of casualties.	Vessels.	Tonnage of vessels—		Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage. ¹	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
		Totally lost.	Damaged.										
Foundering	9	5,387		5,387	8	1		9		1	71	72	25
Strandings	37	11,093	11,279	22,372	26	11		27	10	786	500	1,286	1
Vessels collided	28	4,542	20,782	25,324	20	2	6	7	21	712	434	1,146	2
Other causes	108	15,286	80,362	95,648	91	17		22	86	716	2,023	2,739	73
Total	182	36,308	112,423	148,731	145	31	6	65	117	2,215	3,028	5,243	101

¹In 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, 1900.*

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Aggregate.
Number of vessels	32	5	8	45
Tonnage of vessels totally lost	15,549	1,128	1,223	17,900
Tonnage of vessels damaged	41,143	4,441	878	46,462
Aggregate tonnage	56,692	5,569	2,101	64,362
Laden	14	2	4	20
Ballast	6		1	7
Unknown whether laden or not	12	3	3	18
Wrecks involving total loss	15	1	3	19
Casualties involving partial and unknown damage	17	4	5	26
Number of passengers	26		134	160
Number in crews	318	42	57	417
Total on board	344	42	191	577
Number of lives lost	29			29
Total value vessels involved	\$1,638,500	\$28,000	\$146,500	\$1,813,000
Total value cargoes involved	1,870,910	66,800	3,575	1,941,285
Aggregate	3,509,410	94,800	150,075	3,754,285
Total losses to vessels	1,423,000	19,500	70,300	1,512,800
Total losses to cargoes	1,877,660	60,000	2,075	1,939,735
Aggregate	3,300,660	79,500	72,375	3,452,535
Total insurance on vessels	64,000			64,000
Total insurance on cargoes	293,000		600	293,600
Aggregate	357,000		600	357,600

TABLE 63.—GENERAL SUMMARY.

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Value of vessels.	Value of cargoes.	Losses to vessels.	Losses to cargoes.
Foundering:							
Atlantic and Gulf coasts	51	4,682	1,460	\$145,190	\$35,885	\$95,540	\$31,935
Pacific coast	3	409	91	41,000	15,200	36,200	15,200
Great Lakes	14	2,054	626	55,000	11,725	47,200	8,420
Rivers	15	426	366	52,050	9,300	32,800	8,800
At sea or in foreign waters	9	5,387		142,600	31,745	142,600	31,745
Total	92	12,958	2,543	435,840	103,855	354,340	96,100
Strandings:							
Atlantic and Gulf coasts	165	34,523	45,157	4,764,675	2,693,895	1,594,020	1,988,070
Pacific coast	33	5,482	9,962	745,800	233,580	324,400	139,185
Great Lakes	67	2,743	88,581	4,782,100	1,515,670	313,975	53,890
Rivers	10	44	5,986	397,600	56,100	36,990	580
At sea or in foreign waters	37	11,093	11,279	1,282,700	341,240	572,600	72,880
Total	312	53,885	160,965	11,972,875	4,840,485	2,841,985	2,254,605

TABLE 63.—GENERAL SUMMARY—Continued.

Nature of casualties.	Number of vessels.	Ton-nage of vessels totally lost.	Ton-nage of vessels dam-aged-	Value of vessels.	Value of cargoes.	Losses to vessels.	Losses to cargoes.
Vessels collided:							
Atlantic and Gulf coasts	238	5,614	164,944	\$13,446,205	\$2,975,725	\$1,254,770	\$43,195
Pacific coast.....	25	35	18,131	1,132,375	63,400	16,475	210
Great Lakes	100	1,573	146,628	8,089,300	1,082,870	197,985	11,100
Rivers	26	267	16,583	385,500	86,050	33,600	1,350
At sea or in foreign waters ..	28	4,542	20,782	1,147,200	384,850	223,085	171,050
Total	417	12,031	367,068	24,200,580	4,592,895	1,725,915	226,905
Other causes:							
Atlantic and Gulf coasts	115	7,046	66,401	5,784,990	1,310,030	619,585	178,325
Pacific coast.....	24	1,564	15,613	967,040	659,950	120,200	26,580
Great Lakes	74	1,446	68,343	4,329,700	475,760	298,785	53,710
Rivers	92	4,671	21,502	1,552,310	1,083,840	325,685	246,010
At sea or in foreign waters ..	108	15,286	80,362	4,485,000	1,779,395	900,495	268,265
Total	413	30,013	252,221	17,119,040	5,308,975	2,264,750	772,890
Grand total.....	1,234	108,887	782,797	53,728,335	14,846,210	7,186,990	3,350,500

Nature of casualties.	Insurance on vessels.	Insurance on car-goes.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving to-tal loss.	Casualties involving partial and un-known damage.	Number of passen-gers.	Number in crews.	Total on board.	Number of lives lost.
Foundering:											
Atlantic and Gulf coasts	\$71,950	\$8,735	30	21	.....	35	16	10	210	220	37
Pacific coast.....	5,000	.....	3	.....	.....	2	1	.....	13	13	.....
Great Lakes .....	.....	3,100	8	6	.....	11	3	3	72	75	9
Rivers	8,500	.....	3	12	.....	7	8	19	107	126	4
At sea or in foreign waters ..	41,650	17,700	8	1	.....	9	.....	1	71	72	25
Total	127,100	29,535	52	40	.....	64	28	33	473	506	75
Strandings:											
Atlantic and Gulf coasts	1,592,325	727,035	115	50	.....	97	68	713	1,588	2,301	44
Pacific coast.....	279,625	90,320	26	7	.....	17	16	101	443	544	2
Great Lakes	2,816,000	590,290	55	12	.....	12	55	237	896	1,133	.....
Rivers	341,800	17,440	4	6	.....	1	9	41	216	257	.....
At sea or in foreign waters ..	685,400	105,490	26	11	.....	27	10	786	500	1,286	1
Total	5,715,150	1,530,575	226	86	.....	154	158	1,878	3,643	5,521	47
Vessels collided:											
Atlantic and Gulf coasts	6,683,550	1,627,410	95	111	32	18	220	3,980	2,926	6,906	14
Pacific coast.....	686,000	.....	12	9	4	1	24	235	392	627	.....
Great Lakes	3,611,050	680,865	48	41	11	5	95	122	1,320	1,442	6
Rivers	133,100	54,600	7	13	6	2	24	93	235	328	4
At sea or in foreign waters ..	524,505	166,990	20	2	6	7	21	712	434	1,146	2
Total	11,638,205	2,529,865	182	176	59	33	384	5,142	5,307	10,449	26
Other causes:											
Atlantic and Gulf coasts	2,921,000	616,880	67	48	.....	27	88	1,937	1,543	3,480	20
Pacific coast.....	723,375	22,000	14	10	.....	5	19	591	425	1,016	1
Great Lakes	2,776,305	350,380	35	39	.....	10	64	342	817	1,159	.....
Rivers	678,700	672,400	41	51	.....	31	61	661	1,447	2,108	10
At sea or in foreign waters ..	2,524,650	637,560	91	17	.....	22	86	716	2,023	2,739	73
Total	9,624,030	2,299,220	248	165	.....	95	318	4,247	6,255	10,502	104
Grand total.....	27,104,485	6,389,195	708	467	59	346	888	11,300	15,678	26,978	252

TABLE 63.—GENERAL SUMMARY—Continued.

RECAPITULATION (GENERAL SUMMARY).

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
Number of vessels	569	85	255	143	182	1,234
Tonnage of vessels totally lost	51,865	7,490	7,816	5,408	36,308	108,887
Tonnage of vessels damaged	277,962	43,797	304,178	44,437	112,423	782,797
Aggregate tonnage	329,827	51,287	311,994	49,845	148,731	891,684
Laden	307	55	146	55	145	708
Ballast	230	26	98	82	31	467
Unknown whether laden or not	32	4	11	6	6	59
Wrecks involving total loss	177	25	38	41	65	346
Casualties involving partial and unknown damage	392	60	217	102	117	888
Number of passengers	6,640	927	704	814	2,215	11,300
Number in crews	6,267	1,273	3,105	2,006	3,028	15,678
Total on board	12,907	2,200	3,809	2,819	5,243	26,978
Number of lives lost ¹	115	3	15	18	101	252
Total value vessels involved	\$24,141,060	\$2,886,215	\$17,256,100	\$2,387,460	\$7,057,500	\$53,728,335
Total value cargoes involved	7,015,535	972,130	3,086,025	1,235,290	2,537,230	14,846,210
Aggregate	31,156,595	3,858,345	20,342,125	3,622,750	9,594,730	68,574,545
Total losses to vessels	3,563,915	497,275	857,945	429,075	1,838,780	7,186,990
Total losses to cargoes	2,241,525	181,175	127,120	256,740	543,940	3,350,500
Aggregate	5,805,440	678,450	985,065	685,815	2,382,720	10,537,490
Total insurance on vessels ²	11,268,825	1,694,000	9,203,355	1,162,100	3,776,205	27,104,485
Total insurance on cargoes ²	2,980,060	112,320	1,624,635	744,440	927,740	6,389,195
Aggregate	14,248,885	1,806,320	10,827,990	1,906,540	4,703,945	33,493,680

¹ In addition to the number of lives lost here reported, 216 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 468.

² The amount of insurance is on 589 vessels and on 252 cargoes.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, and to American vessels at sea and in foreign waters, involving loss of life during the year ending June 30, 1900, in four divisions, viz: (1) Foundering, (2) strandings, (3) collisions, and (4) casualties from other causes, showing in each case, when known, the description of the vessel and the cargo, the number of lives lost, and the date and place of disaster, etc.*

(1) FOUNDERINGS.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.
1899.											
July 29	Grace A. Ruelle	American steamer.	13	Detroit, Mich.	Port Austin, Mich.	Total	Ballast		2	1	Lake Huron.
Aug. 3	Lewis A. Edwards	American schooner.	169	Pascagoula, Miss.	Sagua la Grande, Cuba.	do.	Lumber		6	6	Apalachicola, Fla.
Aug. 17	General E. L. F. Hardcastle.	do.	66	Wilkins Point, N. C.	Baltimore, Md.	Partial	do.		5	5	Pamlico Sound, N. C.
Aug. 20	Hunter Savage	do.	152	Sarnia, Ontario	Alpena, Mich.	Total	Ballast	3	7	5	Lake Huron.
Oct. 15	Herald of the Morning.	do.	196	Hamilton, Bermuda	Fernandina, Fla.	do.	Miscellaneous			7	At sea.
Oct. 30	William M. Bird	do.	808	Charleston, S. C.	New London, Conn.	do.	Lumber	8	8	6	Do.
Oct. 30	George L. Colwell	American steamer.	457	Fernandina, Fla.	New York	do.	do.	14	14	13	Do.
Nov. 30	Maggie J. Jory	do.	30	Norfolk, Va.	Lynnhaven, Va.	Partial	Ballast	6	6	3	Hampton Roads, Va.
Dec. 23	Laura Marion	do.	13	Gloucester, Mass.	Newburyport, Mass.	Total	do.	3	3	3	Mouth of the Merrimac River, Mass.
1900.											
Jan. 26	Mary C. Ward	American schooner.	19	Middleton, N. C.	Swan Quarter, N. C.	do.	Oysters		8	5	Pamlico Sound, N. C.
Feb. 13	John Wilson, sr.	American barge.	275	New York	New Haven, Conn.	Partial	Coal		2	2	Huntington Harbor, N. Y.
Feb. 14	Oakland	American schooner.	1,242	Newport News, Va.	Providence, R. I.	Total	do.	4	4	4	At sea.
Feb. 24	Ephraim and Anna.	do.	216	Norfolk, Va.	Washington, D. C.	do.	Lumber		5	3	Chesapeake Bay.
Feb. 25	General Wiley	American barge.	295	Stonington, Conn.	Providence, R. I.	Partial	Coal	4	1	5	Near Point Judith, R. I.
Feb. 27	Golden Sheaf	American schooner.	454	Philadelphia, Pa.	St Croix, West Indies	Total	do.	7	2	3	At sea.
May 3	J. K. Graves	American steamer.	96	Helena, Ark.	Peters, Ark.	do.	Ballast	2	7	8	Mississippi River.
June 23	Dick Brown	do.	149	Cincinnati, Ohio.	Frankfort, Ky.	do.	General merchandise.	17	25	1	Ohio River.
June 29	Marion Teller	do.	33	Port Huron, Mich.	Lake Erie	Partial	Ballast		5	3	Lake St. Clair.

Totals: Vessels, 18; tonnage, 4,665; total losses, 13; partial losses, 5; number of passengers, 26; number in crews, 123; number of lives lost, 75.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.*—Continued.

(2) STRANDINGS.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.
1899. Aug. 16	Aaron Reppard.....	American schooner.	459	Philadelphia, Pa....	Savannah, Ga.....	Total....	Coal.....	1	7	5	Three miles south of Gull Shoal, N. C., Life-Saving Station.
Aug. 16	Lydia A. Willis.....	do.....	18	Washington, N. C....	Ocracoke, N. C.....	do.....	Miscellaneous.	3	3	2	Ocracoke Inlet, N. C.
Aug. 17	Priscilla.....	American barkentine.	643	Baltimore, Md.....	Rio de Janeiro, Brazil.	do.....	General....	3	11	4	Three miles south of Gull Shoal, N. C., Life-Saving Station.
Dec. 1	Robert Ruff.....	American schooner.	218	Mobile, Ala.....	Coatzacoalcas, Mex....	do.....	Coal.....	7	7	1	Coatzacoalcas, Mexico.
Dec. 1	Weott.....	American steamer....	357	San Francisco, Cal....	Eureka, Cal.....	do.....	Coal and general.	7	17	2	Humboldt Bar, Cal.
Dec. 23	Julia Ann.....	American schooner.	27	Bar Harbor, Me.....	Rockland, Me.....	do.....	Fish.....	5	5	2	Egg Rock, Frenchmans Bay, Me.
Dec. 24	Ariosto.....	British steamer.....	2,919	Galveston, Tex.....	Norfolk, Va.....	do.....	Wheat, cotton, etc.	30	30	21	Two miles southwest of Ocracoke, N. C., Life-Saving Station.
1900. Jan. 26	Nausett.....	American schooner.	30	Dighton, Mass.....	Unknown.....	do.....	Ballast.....	4	4	4	Noyes Beach, R. I.
May 2	Virginia.....	British steamer.....	2,314	Dalquiri, Cuba.....	Baltimore, Md.....	do.....	Iron ore....	1	25	6	Outer Diamond Shoal, Cape Hatteras, N. C.

Totals: Vessels, 9; tonnage, 7,185; total losses, 9; number of passengers, 15; number in crews, 109; number of lives lost, 47.

(3) COLLISIONS.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.
1899. July 1	No name ¹	Small boat.....	.....	.....	.....	.....	.....	.....	.....	.....	New York Harbor.
July 18	No name ²	Canoe.....	.....	.....	.....	.....	.....	.....	.....	.....	Elizabeth River, Va.
Aug. 5	Henry H. Grant.....	American schooner.	248	Norfolk, Va.....	New York.....	Partial....	Lumber.....	7	2	1	New York Harbor.
Aug. 18	No name ³	Rowboat.....	.....	.....	.....	.....	.....	.....	.....	.....	Gulf of Georgia, British Columbia.
Oct. 8	Record.....	American steamer....	59	Sandusky, Ohio.....	Racine, Wis.....	Partial....	Ballast.....	5	5	1	Duluth Harbor, Minn.
Oct. 14	Typo.....	American schooner.	335	Fishing trip.....	Boston, Mass.....	Total....	Coal.....	7	7	4	Lake Huron.
Oct. 20	Two Forty.....	Ferryboat.....	41	Jersey City, N. J....	New York.....	Partial....	Fish.....	11	11	4	Boston Harbor.
Oct. 31	Chicago.....	American schooner.	1,006	Fishing trip.....	Philadelphia, Pa.....	Total....	Ballast.....	40	40	11	New York Harbor.
Nov. 25	Sylvester Whalen.....	American schooner.	117	Egg Island Beach, N. J.	.....	do.....	Fish.....	22	22	2	At sea.
Nov. 30	Clara.....	do.....	55	.....	.....	do.....	Sand.....	4	4	3	Delaware River.

Dec. 4	Edward Smith	.....do.....	440	New York	Norfolk, Va.	Partial	Ballast	8	1	At sea.
Dec. 13	Voyager	American steamer.	213	Pittsburg, Pa.	Ohio River.	.....do.....	Coal	11	1	Ohio River.
1900.										
Jan. 3	Resolute	U. S. steamer.					Ballast		1	Boston Harbor, Mass.
Jan. 17	No name ¹	Sloop							1	San Francisco, Cal.
Jan. 20	Hero ²	American steamer.		Towing in harbor			Ballast	3	1	Mobile Harbor, Ala.
Jan. 23	Ardundhu	British steamer	2, 091	New London, Conn.	Halifax, N. S.	No dam- age	Ballast		2	Vineyard Sound, Mass.
May 22	No name ³	Skiff				Total	Hay	30	1	Memphis, Tenn.
May 28	Silver Lake	American schooner	111	Eagle Harbor, Wis.	Racine, Wis.	Total	Lumber	4	1	Lake Michigan.
June 7	De Vaux Powell	American steamer.	61	Brooklyn, N. Y.	New York	No dam- age	Ballast	6	1	New York Harbor.
June 28	Anna	.....do.....	39	Norfolk, Va.	Craney Island Creek, Va.	Partial	.....do.....	1	4	Norfolk Harbor, Va.
June 29	D. Gifford	American schooner.	253	New York	Boston, Mass.	.....do.....	Coal	6	1	Vineyard Sound, Mass.
June 30	No name ⁴	Barge		Pinnars Point	Norfolk, Va.	Unkno'n	Ballast	100	19	Elizabeth River, Va.

Totals: Vessels, 22; tonnage, 5,069; total losses, 6; partial losses, 7; no damage, 9; number of passengers, 41; number in crews, 245; number of lives lost, 54.

¹ Collision with steamer Grand Republic.

² Collision with schooner Levin A. Instey.

³ Collision with steamer North Pacific.

⁴ Collision with steamer San Rafael.

⁵ Collision with steamer Captain Sam.

⁶ Collision with steamer Charles H. Organ.

⁷ Collision with steamer Essex.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.—Continued.*

(4) OTHER CAUSES.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1899.												
July 1	Hiram Emery	Am. bk.	799	Wellington, New Zealand.	Auckland, New Zealand.	No damage.	General	1	12	1	At sea	Fell from aloft to deck.
July 1	State of New York	Am. str.	807	Cleveland, Ohio	Toledo, Ohio	do	Ballast	245	50	1	Lake Erie	Lost overboard.
July 4	Hattie E. Worces-ter.	Am. sc.	117	Canse, Nova Scotia.	Fishing grounds	do	do	18	2	2	At sea	Sinking of overloaded dory.
July 4	Annie R. Hennes	Am. str.	48	Houghton, Mich.	Portage Entry, Mich.	do	do	35	3	1	Portage Entry, Mich.	Fell overboard.
July 7	Commodore	do	2,082	Buffalo, N. Y.	Chicago, Ill.	do	General	22	22	1	Lake Erie	Jumped overboard while delirious.
July 8	J. R. Edwards	Am. sc.	435	Cedar River, Mich.	Tonawanda, N. Y.	do	Limestone	7	1	1	Lake Huron	Struck on the head by the foreboom and killed.
July 9	William Grandy	do	464	Bay Mills, Mich.	Niagara Falls, N. Y.	do	Wood	7	1	1	St. Marys River	Fell overboard.
July 14	Laurinda	Am. str.	1,256	St. Michaels, Alaska	Seattle, Wash.	do	Ballast	210	37	1	Puget Sound, Wash.	Dragged overboard by line.
July 16	Owl	Am. st. y.	8	Cincinnati, Ohio	New Richmond, Ohio	do	do	12	6	3	Cincinnati, Ohio	Fell overboard from lifeboat while attempting to board vessel.
July 16	Sarah and Lucy	Am. sc.	252	York River, Va.	New York	do	Unknown	7	7	1	Near Hog Island, Va.	Thrown overboard by rolling of vessel.
July 19	Joe Wheeler	Am. str.	192	Pleasure excursion.		do	Ballast	1	1	1	Chattanooga, Tenn.	Fell overboard while stepping from barge in tow to vessel.
July 19	J. Frank Seavey	Am. sc.	412	New York	Portland, Me.	do	Unknown	7	7	1	Near Cape Elizabeth, Me.	Fell overboard from barge in tow.
July 19	Samuel Clarke	Am. str.	435	Sardis, Ohio	Pittsburg, Pa.	do	Ballast	30	1	1	Ohio River	Fell overboard from barge in tow.
July 19	Mentor	do	305	Cleveland, Ohio	Cleveland, Ohio	do	do	30	8	1	Cleveland, Ohio	Knocked overboard.
July 19	Seneca	Am. st. y.	157	Providence, R. I.	Canonicut Island, R. I.	do	do	3	14	1	Narragansett Bay	Fell overboard while sitting on the rail.
July 20	Eastern Shore	Am. str.	791	Lying at wharf.		do	do	23	1	1	Old Point Comfort, Va.	Fell overboard while intoxicated.
July 25	Alwilda E. Eaton	Am. sc.	68	Lying in harbor		do	Unknown	3	1	1	Baltimore, Md.	Fell from hold.
July 29	Venezuela	Am. str.	2,125	Buffalo, N. Y.	Duluth, Minn.	do	do	16	1	1	Sandusky, Ohio	Fell from dock while attending to lines.
July 31	Mohawk	do	2,358			do	Ballast	20	1	1	Duluth, Minn.	Lost overboard.
Aug. 1	A. G. Ropes	Am. ship	2,460	New York	San Francisco, Cal.	do	Unknown	1	30	1	At sea	Fell overboard.
Aug. 2	Walter M. Young	Am. sc.	91	Eastport, Me.	New York	do	Fish	4	4	1	Long Island Sound	Fell overboard.

Aug. 2	Carrie C. Miles	do	108	Amboy, N. J.	Salem, Mass.	do	4	1	Salem, Mass.	Do.
Aug. 2	Traveller	do	172	Portland, Conn.	New York	do	4	1	Long Island Sound.	Do.
Aug. 3	J. and C. Helmley	do	43	Amityville, N. Y.	Edgewater, N. J.	do	3	1	Jones Inlet, N. Y.	Fell overboard while hoisting boat on davits.
Aug. 4	Foxhall	Am. str.	843	Belize, British Honduras	New Orleans, La.	do	...	1	At sea	Fell overboard while stretching awning.
Aug. 7	Carrier	do	245	St. Louis, Mo.	Hamburg Bay	do	35	28	Calhoun Landing, Ill.	Washed overboard.
Aug. 7	No. 25.	Am. scow.	186	Employed in harbor	...	do	...	2	Duluth, Minn.	Fell overboard.
Aug. 8	Park City	Am. str.	197	Lying at wharf.	...	do	Unknown	1	Evansville, Ind.	Fell overboard from wheel.
Aug. 12	Lina	do	31	Newark, N. J.	College Point, N. Y.	do	68	4	New York Harbor.	Fell from aloft to deck.
Aug. 12	Sarah D. Fell	Am. sc.	581	...	Bath, Me.	do	...	9	Vineyard Sound.	Washed overboard.
Aug. 14	Methebesce	do	376	Mobile, Ala.	Curacao, West Indies	do	...	7	At sea	Do.
Aug. 14	Levi S. Andrews	Am. bkne.	669	Apalachicola, Fla.	Baltimore, Md.	Partial	...	9	do	Lost overboard.
Aug. 15	S. H. Sawyer	Am. sc.	107	New York	Provincetown, Mass.	Not damaged.	...	4	Near Cape Cod	Washed overboard.
Aug. 15	General McPherson.	do	100	St. Michaels, Alaska	Seattle, Wash.	do	...	8	At sea	Fell overboard.
Aug. 16	G. W. Robertson	do	56	James River, Va.	Wilmington, Del.	do	...	4	Wilmington, Del.	Fell overboard.
Aug. 16	Oscar C. Schmidt	do	540	New York	Savannah, Ga.	Partial	...	7	At sea	Washed overboard.
Aug. 17	Freddie Hencken	do	500	do	do	No damage.	...	8	do	Do.
Aug. 17	Daniel Brown	do	204	do	Virginia	No damage.	...	1	do	Fell overboard.
Aug. 18	Morning Light	Am. sc.	59	Lying in harbor	do	No damage.	...	1	Baltimore Harbor	Swamping of small boat.
Aug. 19	R. Porter Lee	Am. str.	13	Cleveland, Ohio	Toledo, Ohio	do	...	5	Lake Erie	Fell overboard while intoxicated.
Aug. 21	Columbian	Am. sc.	356	Lorain, Ohio	Sandwich, Canada	do	...	5	do	Fell overboard while boarding vessel.
Aug. 22	New South	Am. str.	952	Louisville, Ky.	Cincinnati, Ohio	do	...	50	Ohio River	Fell overboard.
Aug. 23	Maud Gertrude	Am. sc.	15	New Bedford, Mass.	Fishing trip	do	...	6	Buzzards Bay, Mass.	Knocked over by main boom.
Aug. 25	Fashion	Am. str.	48	Washburn, Wis.	Siskiwit Bay, Wis.	do	5	6	Lake Superior	Fell overboard.
Aug. 25	Louise	do	106	do	do	do	...	13	Galveston, Tex.	Killed by the machinery.
Aug. 25	Hercules	Am. sc.	47	San Francisco, Cal.	Miners Slough, Cal.	do	...	3	Sacramento River, Cal.	Fell overboard while making jib sheet fast.
Aug. 27	Brunswick	Am. str.	496	Coos Bay, Ore.	Eureka, Cal.	do	...	17	Coos Bay, Ore.	Fell overboard from deck load.
Aug. 28	Ahira Cobb	Am. sc.	946	Toledo, Ohio	Manitowoc, Wis.	do	...	8	Manitowoc, Wis.	Fell overboard while intoxicated.
Aug. 29	Glenmont	Am. str.	92	La Crosse, Wis.	Stillwater, Minn.	do	...	22	Waucoota, Minn.	Fell overboard.
Aug. 29	William H. Wolf	do	2,266	Buffalo, N. Y.	Milwaukee, Wis.	do	...	18	Milwaukee, Wis.	Fell overboard while intoxicated.
Aug. 30	E. T. Carrington	do	62	Duluth, Minn.	Lake Superior	do	...	1	Lake Superior	Fell overboard.
Aug. —	John C. Haynes	Am. sc.	1,346	Port Tampa, Fla.	Baltimore, Md.	Total	...	9	At sea	Never heard from.
Aug. —	M. B. Millen	do	386	New London, Conn.	Brunswick, Ga.	do	...	7	do	Do.
Aug. —	Albert Schultz	Am. bkne.	496	Baltimore, Md.	Savannah, Ga.	do	...	8	do	Do.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.—Continued.*
(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether result in total or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1899, Aug. 30	Elwood H. Smith.	Am. sc.	439	New York	Jacksonville, Fla.	Total ...	Ballast	.....	7	7	At sea	Never heard from.
Aug. —	Henry B. Cleaves.	Am. bg.	389	Gonaives, Hayti	Stamford, Conn.	do	Logwood	.....	8	8	do	Do.
Aug. —	Chas. M. Patterson	Am. sc.	834	Philadelphia, Pa.	Savannah, Ga.	do	Coal	.....	8	8	do	Do.
Sept. 3	Llewellyn J. Morse	Am. shp. . .	1,392	Chignik Bay, Alaska	San Francisco, Cal. . .	No damage.	Unknown	.....	18	1	Chignik Bay, Alaska	Fell from aloft to deck.
Sept. 4	City of Lawrence.	Am. str.	1,678	Lying at wharf.	.....	do	Ballast	.....	50	60	Hartford, Conn.	Fell overboard while disconnecting hose from supply pipe.
Sept. 4	J. G. Emmons.	.....do	156	College Point, N. Y.	Jersey City, N. J.	do	do	.....	100	6	East River, N. Y.	Fell overboard while intoxicated.
Sept. 4	Thomas L. Worthley.	.....do	263	Baltimore, Md.	Pleasure excursion.	do	do	.....	150	7	Baltimore Harbor, Md.	Fell overboard while sitting on the rail.
Sept. 9	Chas. Wall.	Am. sc.	629	Cleveland, Ohio	Hancock, Mich.	do	Unknown	.....	7	1	Lake Superior.	Fatally injured by falling from triangle.
Sept. 13	Thomas Gawn.	.....do	549	Ashland, Wis.	Cleveland, Ohio	do	Ballast	.....	7	1	Cleveland, Ohio	Fell overboard from dock while running line.
Sept. 19	Wanderer	.....do	97	Lying in harbor	.....	do	do	.....	10	1	New York Harbor.	Fell overboard from small boat.
Sept. 21	Cocoa	Am. str.	1,214	Miami, Fla.	Havana, Cuba	Partial	General	.....	3	29	Near Cape Florida.	Struck by falling topmast and fatally injured.
Sept. 22	Mary S. Wanson.	Am. sc.	59	Cambridgeport, Mass.	Rockport, Me.	No damage.	Ballast	.....	3	1	Boston Harbor, Mass.	Fell overboard.
Sept. 22	Katie D.	Am. str.	12	Lying at pier.	.....	do	do	.....	3	1	New York Harbor.	Do.
Sept. 23	Neva	.....do	71	Buffalo, W. Va.	Gallipolis, Ohio.	do	Produce	.....	11	1	Great Kanawha River.	Fell overboard while handling a spar on deck.
Sept. 23	City of New Baltimore.	.....do	81	Escanaba, Mich.	Garden Bay, Mich.	do	Unknown	.....	6	1	Fayette, Mich.	Went overboard with falling gangway.
Sept. 25	Ruth	.....do	188	Winter Harbor, Me.	Bar Harbor, Me.	do	do	.....	2	8	Bar Harbor, Me.	Fell overboard while taking in lines.
Sept. 25	Alviso	.....do	197	San Francisco, Cal.	Colusa, Cal.	do	do	.....	19	1	Fremont, Cal.	Drawn overboard by falling lines.
Sept. 25	Pascal P. Pratt	.....do	1,927	Lying at dock	Presque Isle, Mich.	do	Ballast	.....	1	1	Presque Isle, Mich.	Fell into hold.
Sept. 28	Samoa	.....do	1,096	.....do	.....	do	Unknown	.....	15	1	Milwaukee, Wis.	Fell between vessel and dock while attempting to land.

Sept. 30	Contest	.....do.....	14	Pullman, Ill.	South Chicago, Ill.	.....do.....	Ballast	.....	3	1	Calumet River, Ill.	Fell overboard.
Sept. 1	Maria Pierson	Am. sc.	286	New York	Richmond, Va.	.....do.....	.....do.....	.....	7	1	At sea	Killed by a fall.
Oct. 1	Hunter	Am. str.	224	Duluth, Minn.	Two Harbors, Minn.	.....do.....	Unknown	21	14	1	Lake Superior	Fell overboard.
Oct. 2	Laura Collins	Am. sp.	9	Norfolk, Va.	James River, Va.	.....do.....	Ballast	.....	6	1	Elizabeth River, Va	Do.
Oct. 3	Adolph Obrig	Am. bk.	1,448	New York	Amoy, China	Partial	Petroleum	.....	22	2	At sea	Lost overboard in a hurricane.
Oct. 4	Carrier	Am. str.	245	St. Louis, Mo.	Hamburg, Ill.	No dam- age.	Unknown	35	36	1	Mississippi River	Walked overboard while intoxicated.
Oct. 9	George Curtis	Am. shp.	1,337	San Francisco, Cal.	Honolulu, Hawaii	.....do.....	.....do.....	2	21	1	At sea	Fell overboard.
Oct. 10	Choctaw	Am. str.	223	Memphis, Tenn.	Clarendon, Ark.	.....do.....	.....do.....	15	19	1	Mississippi River	Do.
Oct. 12	Wm. K. Kavanaugh	.....do.....	203	Lying at dock	.....	.....do.....	Ballast	.....	15	1	St. Louis, Mo.	Fell overboard while walking on guards.
Oct. 14	Nutmeg State	.....do.....	1,024	Bridgeport, Conn.	New York	Total	General	50	55	6	Long Island Sound.	Vessel destroyed by fire.
Oct. 14	San Juan	.....do.....	2,076	San Francisco, Cal.	Panama, United States of Colombia.	No dam- age.	Unknown	.....	65	2	Panama Bay, United States of Colombia.	Capsize of small boat.
Oct. 15	Ella St. Clair	.....do.....	45	Employed in harbor	.....	.....do.....	Ballast	.....	5	1	St. Louis, Mo.	Fell overboard.
Oct. 15	Warren	.....do.....	316	Lying at wharf	.....	.....do.....	Unknown	.....	.....	1	Simmesport, La.	Do.
Oct. 16	Mary	.....do.....	198	Mobile, Ala.	Selma, Ala.	.....do.....	.....do.....	50	30	1	Mobile River, Ala.	Do.
Oct. 20	Enola	Am. sc.	19	Baltimore, Md.	Chesapeake Bay	.....do.....	.....do.....	.....	9	1	Hoopers Straits	Knocked overboard by main boom.
Oct. 21	Admiral Dewey	Am. str.	1,336	Port Morant, Jamaica.	Boston, Mass	Partial	Fruit	7	52	1	At sea	Washed overboard by heavy sea.
Oct. 24	Hamilton Fish	Am. sc.	1,616	New York	Norfolk, Va	No dam- age.	Ballast	.....	4	1	Elizabeth River, Va.	Fell overboard from stage while painting vessel.
Oct. 24	Helena E. Russell	.....do.....	171	Pascagoula, Miss.	Catbarrien, Cuba	Total	Lumber	.....	6	3	At sea	Vessel abandoned.
Oct. 25	St. Paul	Am. str.	760	Conneaut, Ohio	Dollar Bay, Mich.	No dam- age.	Coke	.....	13	1	Lake Erie	Fell overboard while walking on rail.
Oct. 28	Mermaid	Am. bk.	273	Whaling voyage	.....	Partial	Oil and whalebone	.....	35	1	At sea	Washed overboard with rail to which he was lashed while on lookout.
Oct. 28	W. H. Rounds	Am. sc.	308	Buffalo, N. Y.	Toledo, Ohio	No dam- age.	Coal	.....	7	2	Lake Erie	Thrown overboard while reefing sail from stern boat.
Oct. 30	Carrie A. Lane	.....do.....	802	Beaufort, N. C.	Noank, Conn.	Partial	Timber	.....	6	3	At sea	Two were washed overboard and one died from exposure.
Oct. 30	Chas. L. Davenport	.....do.....	1,082	New Orleans, La.	Boston, Mass.	.....do.....	Molasses	.....	10	1	.....do.....	Washed overboard in a gale.
Oct. 31	Welcome	Am. str.	45	Greenville, Miss.	Australia, Miss.	No dam- age.	Unknown	.....	6	1	Mississippi River	Fell overboard while heaving lead.
Oct. 1	American Girl	Am. sc.	225	San Francisco, Cal.	Port Gamble, Wash.	Total	General	.....	7	7	At sea	Never heard from.
Nov. 1	William H.	.....do.....	10	Cambridge, Md.	Choptank River, Md.	No dam- age.	Oysters	.....	8	1	Choptank River, Md.	Fell overboard.
Nov. 2	Annie Gus.	.....do.....	99	Calais, Me	New York	.....do.....	Unknown	.....	5	1	St. Croix River, Me.	Knocked overboard by mainmast.
Nov. 4	Cyrus Wakefield	Am. shp.	2,118	New York	San Francisco, Cal.	.....do.....	.....do.....	.....	27	1	At sea	Fell overboard from rigging.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.—Continued.*

(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether result- ing in total or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1899, Nov. 9	City of Idaho.....	Am. str.....	116	Fulton, Tenn.....	Memphis, Tenn.....	No dam- age.	Unknown..	4	14	1	Mississippi River...	Fell overboard while intoxicated.
Nov. 12	Effie M. Morrissey..	Am. sc.....	120	Gloucester, Mass....	Grand Banks.....	.....do.....	.....do.....	.....	22	1	At sea.....	Knocked overboard by boom.
Nov. 13	Youghiogheny.....	Am. str.....	115	Gloucester, Mass....	Western Banks.....	.....do.....	Ballast.....	.....	5	1	Ashtabula, Ohio....	Fell overboard.
Nov. 13	Lizzie M. Stan- wood.	Am. sc.....	105	Gloucester, Mass....	.....	.....do.....	Unknown..	.....	16	1	At sea.....	Washed overboard by heavy sea.
Nov. 15	Sam Davis.....	Am. str.....	93	In harbor.....	.....	.....do.....	.....do.....	.....	.....	1	Bridgeport, Ala....	Walked overboard.
Nov. 17	William K. Kava- naugh.	.....do.....	203	.....	.....	Partial.	Ballast.....	.....	7	1	St. Louis, Mo.....	Vessel struck bridge and he fell over- board.
Nov. 17	William Carson....	Am. bkn....	890	Newcastle, New South Wales.	Honolulu, Hawaii..	No dam- age.	Unknown..	1	13	1	At sea.....	Fell overboard from jib boom while fur- ling sail.
Nov. 18	Lizzie Griffin.....	Am. sc.....	107	Gloucester, Mass....	Grand Banks.....	Partial.	Ballast.....	.....	18	2	.....do.....	Washed overboard by heavy sea.
Nov. 27	Ira H. Owen.....	Am. str.....	1,753	Escanaba, Mich.....	Erie, Pa.....	No dam- age.	Iron ore.....	.....	17	1	Lake Erie.....	While painting fore- mast fell from aloft to deck.
Nov. 27	Messenger.....	.....do.....	37	Wappinger Falls, N. Y.	Newburgh, N. Y....	.....do.....	Unknown..	.....	.....	1	Hudson River.....	Killed while oiling machinery.
Nov. 28	F. and P. M. No. 3.	.....do.....	924	Ludington, Mich....	Milwaukee, Wis....	.....do.....	.....do.....	32	25	1	Lake Michigan.....	Fell overboard (sup- posed).
Nov. 30	Susie M. Plummer	Am. sc.....	920	New Orleans, La....	New York.....	.....do.....	.....do.....	.....	9	1	At sea.....	Jumped overboard while insane.
Dec. 1	E. G. Ragon.....	Am. str.....	309	Louisville, Ky.....	Evansville, Ind....	.....do.....	.....do.....	20	46	1	New Albany, Ind....	Fell overboard.
Dec. 2	Eclipse.....	Am. ship.....	1,394	Sydney, New South Wales.	Honolulu, Hawaii..	.....do.....	.....do.....	.....	18	1	At sea.....	While furling sail in a gale, was carried overboard with masts and rigging.
Dec. 5	Senator.....	Am. str.....	4,048	Ashtabula, Ohio....	Chicago, Ill.....	.....do.....	Ballast.....	.....	.....	1	Ashtabula, Ohio....	Fell into hold.
Dec. 6	Willie Williams.....	Am. sc.....	96	Pearlington, Miss....	Campeche, Mexico..	.....do.....	Lumber.....	.....	6	1	At sea.....	Fell overboard.
Dec. 7	Red Cloud.....	Am. str.....	81	U.S.A., Wash.....	Newport, Cal.....	.....do.....	Ballast.....	8	8	1	Columbia River....	Fell overboard.
Dec. 15	W. T. Scovell.....	.....do.....	244	Lying at landing.....	.....	.....do.....	.....do.....	.....	.....	1	Alexandria, La....	Fell overboard from berge alongside.
Dec. 16	Athalia.....	Am. sc.....	70	Croton, N. Y.....	Newark, N. J.....	.....do.....	Brick.....	.....	4	1	Hudson River.....	Fell overboard from yaw!

Dec. 17	Arctic	Am. str	94	Ogdensburg, N. Y. ...	Sacketts Harbor, N. Y. ...	.....do	Government buoys.	8	1	Lake Ontario	Thrown overboard by breaking of boom and spar. Fall scalded by bursting of steam pipe.
Dec. 20	Governor Fenton. ....	.....do	23	Employed in harbor.	.....do .....	.....do	Ballast	3	1	New York Harbor.	Last from burning vessel.
Dec. 21	Harvest Queen	Am. bge	276	Coeymans, N. Y.	New York.	Partial	Hay and straw.	3	1	.....do	Fell overboard while boarding vessel.
Dec. 23	Lizzie Griffin	Am. sc	107	Gloucester, Mass. ...	Grand Banks.	No damage.	Ballast	18	2	Hallifax, Nova Scotia	Explosion of boiler, causing vessel to sink; one man missing.
Dec. 26	Carita	Am. str	18	Lying at dock .....	.....do	Partial .....	.....do	4	1	Everett, Wash.	Vessel destroyed by fire.
Dec. 29	Linda .....	.....do	40	Thompsons Landing.	Shreveport, La.	Total	Cotton and seed.	25	5	Shady Grove Landing, La.	Lost in small boat while attending trawls.
1900.											
Jan. 1	Edith S. Walen.	Am. sc	82	Sheet Harbor, Nova Scotia.	Fishing grounds.	No damage.	Ballast	16	2	Near Sheet Harbor, Nova Scotia.	Slipped overboard from icy deck.
Jan. 2	Star	Am. slip	13	West River, Md.	Baltimore, Md. ....	.....do	Unknown	8	1	Chesapeake Bay.	Fell overboard from barge in tow.
Jan. 5	Electra	Am. str	372	New Orleans, La.	Shreveport, La. ....	.....do .....	.....do .....	.....	1	Red River.	Fell overboard from bowsprit.
Jan. 10	Columbia	Am. sc	59	Brooklyn, N. Y.	Fishing banks. ....	.....do	Ballast	9	1	Near Sandy Hook.	Struck by hawser and knocked overboard.
Jan. 12	C. W. Morse	Am. str	509	Hamilton, Bermuda.	New York. ....	.....do	Unknown	19	1	At sea	Capsizing of dory while attending trawls.
Jan. 14	W. C. Bradley .....	.....do	175	Apalachicola, Fla. ..	Columbus, Ga. ....	.....do .....	.....do	10	25	Chattahoochee River.	Washed overboard.
Jan. 14	Alva	Am. sc	102	Gloucester, Mass.	Fishing grounds. ....	.....do	Ballast	18	1	At sea	Capsizing of small boat.
Jan. 21	B. W. Morse .....	.....do	538	Jacksonville, Fla.	San Juan, Porto Rico	Total	Lumber	2	8	.....do	Washed overboard.
Jan. 26	Carrie and Belle. ....	.....do	104	Baltimore, Md.	Elkton, Md.	No damage.	Wood	4	2	Rhode River, Md.	Capsizing of small boat.
Jan. 27	Quickstep .....	.....do	104	Gloucester, Mass.	Fishing banks. ....	.....do	Ballast	18	1	At sea	Washed overboard.
Jan. 27	Overbrook	Am. str	179	Bayonne, N. J.	New York .....	.....do .....	.....do	13	1	New York Harbor.	Lost overboard.
Jan. 27	Rosa Baker	Am. bg	108	Brava, Cape de Verde Islands.	South Atlantic Ocean.	Partial .....	.....do	27	1	At sea	Capsizing of small boat.
Jan. 28	Saccharine	Am. str	218	Morgan City, La.	Bayou Sale, La.	No damage.	Unknown	40	2	Atchafalaya River, La.	Knocked overboard by fore gaff.
Jan. 29	Pythian	Am. sc	69	Boston, Mass.	Georges Bank .....	.....do	Ballast	17	1	Georges Bank	Vessel capsized in a gale.
Jan. 30	J. M. McInnis .....	.....do	56	Galveston, Tex.	Brazos Santiago, Tex.	Total	Produce	2	4	Near Brazos Santiago, Tex.	Fell overboard.
Jan. 31	George W. Clyde.	Am. str	1,849	Boston, Mass.	Charleston, S. C.	No damage.	General	24	1	Near Charleston Bar, S. C.	Do.
Jan. 31	Aurora .....	.....do	406	San Francisco, Cal. ..	Mokelumne River, Cal.	.....do	Coal	19	1	Sacramento River, Cal.	Do.
Feb. 4	Chickasaw .....	.....do	73	Mississippi River.	Mississippi River. ....	.....do	Unknown .....	.....	1	Mississippi River.	Washed overboard by heavy sea.
Feb. 5	Triton	Am. sc	71	Shelburne, Nova Scotia.	Brown's Bank. ....	.....do	Ballast	14	1	At sea	

TABLE 64. — *Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.*—Continued.

(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.	Nature of casualty.
1900.												
Feb. 10	Annie Greenlaw.	Am. sc.	102	Shelburne, Nova Scotia.	Browns Bank.	No damage.	Ballast.	19	1	1	At sea.	Fell overboard from main boom while reefing mainsail.
Feb. 12	Henry M. Stanley.	Am. str.	294	Cincinnati, Ohio.	Vevay, Ind.	Partial.	do.	45	1	1	Cincinnati, Ohio.	Vessel struck pier; man thrown overboard (supposed), at Fell overboard.
Feb. 12	L. S. Thorne.	do.	1,217	Mississippi River.		No damage.	Unknown.		1	1	Near New Orleans, La.	
Feb. 16	Rees Pritchard.	do.	196	Vicksburg, Miss.	Greenwood, Miss.	do.	do.	2	30	1	Mississippi River.	Caught in machinery and died from injuries received.
Feb. 17	New Mattie.	do.	131	Memphis, Tenn.		Total.	Cotton, hay, etc.	2	35	2	do.	Vessel struck hidden obstruction and sank.
Feb. 18	Electa A. Eaton.	Am. sc.	77	Shelburne, Nova Scotia.	Quero Banks.	No damage.	Ballast.	14	2	2	At sea.	Lost in dory while attending trawls.
Feb. 18	John B. Manning.	do.	1,190	Baltimore, Md.	Boston, Mass.	do.	Unknown.	9	1	1	Nantucket Sound.	Washed overboard.
Feb. 24	Virginia.	Am. str.	628	Cincinnati, Ohio.	Pittsburg, Pa.	do.	General.	25	60	1	Ohio River.	Fell overboard from flat in tow.
Feb. 24	Sarah S. Tyler.	Am. sc.	159	Petersburg, Va.	Baltimore, Md.	do.	Unknown.	5	1	1	Chesapeake Bay.	Knocked overboard by main boom.
Feb. 26	George A. Madill.	Am. str.	613	St. Louis Harbor, Mo.		do.	Ballast.	9	1	1	St. Louis, Mo.	Fell overboard while attempting to board vessel.
Feb. 28	Nereid.	Am. sc.	97	Gloucester, Mass.	Georges Bank.	do.	do.	18	1	1	At sea.	Washed overboard by heavy sea.
Mar. 2	Lorna Doone.	do.	73	do.	Fishing trip.	do.	do.	12	1	1	do.	Do.
Mar. 2	Annapolis.	Am. str.	877	Lying at dock.		do.	Unknown.	38	1	1	Baltimore, Md.	Fell overboard.
Mar. 4	Glenora.	Am. sc.	89	Fishing trip.		do.	Ballast.	1	1	1	At sea.	Capazing of dory.
Mar. 4	Hattie E. Heckman.	do.	105	Gloucester, Mass.	Fishing trip.	do.	do.	18	1	1	do.	Fell overboard.
Mar. 11	Hanover.	do.	23	Tappahannock, Va.	Baltimore, Md.	do.	Unknown.	3	1	1	Chesapeake Bay.	Slipped overboard from icy deck.
Mar. 13	John W. Lennell.	do.	994	Lying in harbor.		Partial.	Phosphate rock.	3	1	1	Baltimore, Md.	Vessel on fire.
Mar. 20	W. W. Graham.	Am. str.	29	Yorktown, Va.	Norfolk, Va.	No damage.	Unknown.	4	1	1	Chesapeake Bay.	Fell overboard.

Mar. 31	Courier.....	do	296	Lying at wharf.....	do	do	1	Cincinnati, Ohio.....	Walked overboard while intoxicated.
Apr. 6	Kathryn.....	do	67	Parkersburg, W. Va.....	do	Miscellaneous, Ballast.....	15	Ohio River.....	Walked overboard.
Apr. 6	Niagara.....	Am. sc.	112	St. Lawrence, Newfoundland.....	do	do	18	At sea.....	Lost in dory while attending trawls.
Apr. 6	Electa A. Eaton.....	do	77	Liverpool, Nova Scotia.....	do	do	14	do	Do.
Apr. 7	Reporter.....	Am. str.	26	San Francisco, Cal.....	do	Unknown.....	8	do	Fell overboard while putting up headlight.
Apr. 8	Maud Wilmot.....	do	57	In harbor.....	do	Ballast.....	1	New Orleans, La.....	Fell overboard while stepping from one boat to another.
Apr. 9	Grace Davis.....	Am. sc.	401	New York.....	do	do	7	do	Capsizing of small boat.
Apr. 9	Nereid.....	do	97	Gloucester, Mass.....	do	do	18	Mouth of St. Johns River, Fla.....	Do.
Apr. 10	Annie.....	Am. sp.	9	Sedgie Creek, Va.....	do	Fish.....	2	York Spit Bar, Va.....	Sinking of small boat.
Apr. 14	Efery.....	Am. sc.	22	Lying in harbor.....	do	Unknown.....	2	San Francisco, Cal.....	Fell overboard.
Apr. 18	Sisters.....	do	23	Chesapeake City, Md.....	do	do	3	Chesapeake Bay.....	Do.
Apr. 20	City of Montreal.....	do	1,130	Lying in harbor.....	do	Ballast.....	4	Newport News, Va.....	Do.
Apr. 22	Twilight.....	Am. str.	119	Employed in harbor.....	do	do	14	Pittsburg, Pa.....	Do.
Apr. 23	Charles.....	Am. sc.	39	Charleston, S. C.....	do	do	6	At sea.....	Do.
Apr. 26	Chas. Runyon.....	Am. str.	78	New Haven, Conn.....	do	Unknown.....	8	Long Island Sound.....	Lost overboard.
Apr. 29	L. E. Williams.....	Am. sc.	100	Baltimore, Md.....	do	Ballast.....	5	At sea.....	Fell overboard.
May 1	Equator.....	Am. str.	76	San Francisco, Cal.....	do	Unknown.....	1	do	Do.
May 3	Gen. Joe Wheeler.....	do	87	Whiteburg, Ala.....	do	do	9	Tennessee River.....	Washed overboard by heavy sea.
May 10	Charles Levi Woodbury.....	Am. sc.	103	San Francisco, Cal.....	do	do	1	At sea.....	Lost overboard.
May 12	Maria.....	Am. str.	202	Portland, Ore.....	do	Ballast.....	9	Columbia River.....	Do.
May 17	South Dakota.....	do	96	do	do	Unknown.....	1	Running Water, S. Dak.....	Fell overboard while walking on guards.
May 18	Fred Hartveg.....	do	391	Cairo, Ill.....	do	Ballast.....	24	Mississippi River.....	Fell overboard.
May 19	Big Kanawha.....	do	212	Sandusky, Ohio.....	do	Unknown.....	1	Ohio River.....	Do.
May 22	Dan Connelly.....	do	36	do	do	Ballast.....	6	Lake Erie.....	Do.
May 24	W. D. Rees.....	do	3,760	Conneaut, Ohio.....	do	do	29	do	Fell overboard while sitting on rail.
May 24	N. and W. No. 2.....	Am. sc.	926	New York.....	do	do	4	Near Cape Charles, Va.....	Carried overboard by jibing of mainsail.
May 25	Marina.....	Am. str.	2,431	Lying in harbor.....	do	Iron ore.....	20	Lorain, Ohio.....	Fell overboard from hull of vessel.
May 28	Ambrosio Bolivar.....	do	158	Tortugas, Fla.....	Partial	Ballast.....	13	Key West, Fla.....	Killed by explosion in combustion chamber.
June 6	Ouachita.....	do	98	New Orleans, La.....	No damage.	Unknown.....	1	Mississippi River.....	Fell overboard.
June 8	Vincennes.....	do	87	Vincennes, Ind.....	do	do	12	Wabash River.....	Do.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.*—Continued.

(4) OTHER CAUSES—Continued.

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.
1900.												
June 9	H. F. Frisbie	Am. str.	270	Louisville, Ky.	Calro, Ill.	No damage.	Ballast		26	1	Ohio River	Fell overboard.
June 11	Mount Clare	do	191			do	do			1	Great Kanawha River.	Do.
June 12	J. B. Galloway	do	36	Lying in port.		do	do	1	12	1	Clarendon, Ark.	Do.
June 13	M. A. Knapp	do	60	Employed in harbor		do	do		5	1	Naumee River	Fell overboard while stepping from vessel to scow.
June 16	Pioneer	do	1,123	Lying at dock		do	Iron ore		17	1	Buffalo, N. Y.	Fell overboard while stepping from dock to vessel.
June 20	I. J. Merritt, jr.	Am. sc.	99	Provincetown, Mass.	Fishing trip.	do	Ballast		18	1	At sea	Capitain of small boat.
June 22	Bailey Gatzert	Am. str.	560	Astoria, Oreg.	Portland, Oreg.	do	Unknown		30	1	Columbia River	Loss of truck.
June 23	Josie Sibley	do	46	Big Spring, Miss.	Vicksburg, Miss.	Partial.	Cotton seed and wood.		11	1	Yazoo River	Vessel struck a snag; men jumped over board.
June 26	Ruby	do	61	Shreveport, La.	Sentell Landing, Ark.	No damage.	Unknown			1	Gold Point, Red River	Fell overboard.
June 27	Virginia	do	1,606	Milwaukee, Wis.	Chicago, Ill.	do	Ballast	150	50	1	Chicago Harbor, Ill.	Do.
June 28	Evelyn	do	150	Oshkosh, Wis.	Fond du Lac, Wis.	do	do	275	9	1	Mississippi River	Fell overboard.
June 29	F. Weyerhaeuser	do	216			do	Unknown			1	do	Walked overboard while asleep.
June 30	Emma P. Cook	Am. slip.	14	Baltimore, Md.	Curtis Bay, Md.	do	do	20		1	Curtis Bay, Md.	Walked overboard while asleep.
June 30	Texas	Am. bge.	149	Lying in harbor		Total	Cotton		3	2	Hoboken, N. J.	Vessel destroyed by fire.

Totals: Vessels, 207; tonnage, 97,289; total losses, 14; partial losses, 18; no damage, 176; number of passengers, 2,131; number in crews, 2,652; number of lives lost, 292.

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, 1900, involving loss of life.*

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Foundering:						
Vessels.....	9	-----	3	2	4	18
Tonnage.....	1,271	-----	198	245	2,951	4,665
Passengers.....	4	-----	3	19	-----	26
Crews.....	44	-----	14	32	33	123
Lives lost*.....	37	-----	9	4	25	75
Strandings:						
Vessels.....	7	1	-----	-----	1	9
Tonnage.....	6,410	557	-----	-----	218	7,185
Passengers.....	8	7	-----	-----	-----	15
Crews.....	85	17	-----	-----	7	109
Lives lost*.....	44	2	-----	-----	1	47
Collisions:						
Vessels.....	7	-----	3	2	1	13
Tonnage.....	4,118	-----	505	268	117	5,008
Passengers.....	41	-----	-----	-----	-----	41
Crews.....	77	-----	16	15	22	130
Lives lost*.....	14	-----	6	4	2	26
Other causes:						
Vessels.....	7	1	-----	5	19	32
Tonnage.....	3,871	18	-----	714	11,591	16,194
Passengers.....	55	-----	-----	2	9	66
Crews.....	110	4	-----	123	262	499
Lives lost*.....	20	1	-----	10	73	104
Totals:						
Vessels.....	30	2	6	9	25	72
Tonnage.....	15,670	575	703	1,227	14,877	33,052
Passengers.....	108	7	3	21	9	148
Crews.....	316	21	30	170	324	861
Lives lost*.....	115	3	15	18	101	252
Vessels totally lost:						
Vessels.....	17	1	4	5	15	42
Tonnage.....	11,351	557	611	471	8,062	21,052
Passengers.....	100	7	3	21	2	133
Crews.....	218	17	20	96	130	481
Lives lost*.....	88	2	11	14	87	202
Vessels damaged:						
Vessels.....	13	1	2	4	10	30
Tonnage.....	4,319	18	92	756	6,815	12,000
Passengers.....	8	-----	-----	-----	7	15
Crews.....	98	4	10	74	194	380
Lives lost*.....	27	1	4	4	14	50
Vessels not damaged:						
Vessels.....	49	4	35	55	41	184
Tonnage.....	12,566	1,714	34,027	14,198	18,651	81,156
Passengers.....	344	210	518	922	71	2,065
Crews.....	483	56	426	760	593	2,268
Lives lost.....	69	4	36	58	49	216
Aggregate:						
Vessels.....	79	6	41	64	66	256
Tonnage.....	28,236	2,289	34,780	15,425	33,528	114,208
Passengers.....	452	217	521	943	80	2,213
Crews.....	749	77	456	930	917	3,129
Lives lost.....	184	7	51	76	150	468

* Exclusive of lives lost on vessels not damaged.

NOTE.—Of the 252 lives lost on vessels sustaining material damage, 85 were lost on steamers and 167 on sailing vessels, as follows: Atlantic and Gulf coasts, steamers 48, sailing vessels 67; Pacific coast, steamers 3, sailing vessels, none; lakes, steamers 5, sailing vessels 10; rivers, steamers 15, sailing vessels 3; at sea, steamers 14, sailing vessels 87.

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.¹

Name of place.	Fiscal year ending June 30—										Total
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900	
MAINE.											
Bald Head Cliff.....			1								1
Blue Hill Bay:											
Black Island.....						1					1
Blue Hill Harbor.....					1						1
Ellsworth.....							1				1
Gotts Island.....										1	1
Orono Island.....					1						1
Placentia Island.....									1	1	2
Swans Island.....									1		1
Tinkers Island.....	1										1
York Narrows.....						1				1	2
Blue Hill Bay approaches:											
Great Duck Island.....		1									1
Little Duck Island.....									1		1
Long Island.....				1							1
Boothbay:											
Bantam Rock.....									1		1
Boothbay and Townsend Harbor.....		1		1		1		2	2		7
Damiscove Island.....					1					2	3
Southport Island.....							1				1
Spruce Point.....		1		1							2
Squirrel Island.....					1					1	2
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	2
Cape Neddick:											
Boon Island.....			1					1			2
Boon Island Ledge.....		2									2
Cape Porpoise.....		1				1					2
Folly Island.....		1	1							1	3
Goat Island.....						1		1			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
Dingleys Island.....					1						1
Green Islands and Reef.....											4
Haddock Rock, Broad Sound.....			1	1			2	1			4
Harpwell.....	1				1						2
Horse Is and Harbor.....			1								1
Junk of Pork.....	2										2
Long Island.....											1
Peaks Island.....		1							1		3
Ram Island.....			1						1	1	3
Richmonds Island.....					1			1			2
Cobscook Bay:						1					
West Pembroke.....									1		1
Cranberry Island, Great.....		1	1					1	2	1	6
South Bunkers Ledge.....	1										1
Sperlins Point.....		1		2							3
Thompsons 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.....	1		1				2	1	2		7
Damariscotta River and approaches:											
Fishermans Island.....			1						1		2
Heron Island, outer.....	1										1
Ram Island.....								1			1
Thread of Life Ledge.....									1		1

¹ In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
MAINE—continued.											
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
Englishmans Bay:											
The Brother										1	1
Fishermans Island Passage. (See Moosabec Reach.)											
Fletchers Neck	2			2	8	1		4	3	2	22
Fox Island Thoroughfare:											
Cross Island Ledges									1		1
Frenchmans Bay:											
Crabtree Ledge									1		1
Egg Rock					1					1	2
Grindstone Neck	1										1
Porcupine Island				1							1
Pulpit Ledge		1						1			2
Round Porcupine Island	1										1
Sullivan Harbor									1	1	2
Winter Harbor										1	1
Frenchmans Bay approaches:											
Schoodic Island						1					1
Strouts Island	1										1
Kennebec River (mouth of)	1	2								1	4
Atkins Bay	1							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
Mars Island	1			1							1
Parkers Flats		1									1
Perkins Island and Ledges				1							1
Pond Island			1					1	1		3
Stage Island			1								1
Sugar Loaves, The			1			1		1	2		5
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	2	6
Machias Bay:											
Bare Island		2									2
Cross Island			1					2		1	4
Dogfish Ledges					1		1	1			3
Howards Bay			1		1						2
Libbey Islands	2		1		1	1			2		7
Machias		1									1
Starboard Island	1	1									2
Stone Island Ledge										1	1
Machias Bay, Little			1								1
Cape Wash Island									1		1
Double Headed or Double Shot Island							1	1			2

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
MAINE—continued.											
Moosabec Reach:											
Bar Island.....				1							1
Beals Island.....	1										1
Brig Ledge, Fishermans Is- land Passage.....										1	1
Brownney Island and Ledges, Fishermans Island Pas- sage.....		1	2	1							4
Crumple Island, Fishermans Island Passage.....				1							1
Fessenden Ledge.....										1	1
Fishermans Island.....			1		1						2
Goose Island.....	1										1
Green Island Ledge.....								1			1
Hopkins Point.....	1										1
Kellys Point and ledges near Man Island.....	2		1		2			1			6
Sand Ledge.....			1								1
Sawyers Cove.....				1				1			1
Steel Harbor Island.....							2				2
Stevens Island, Fishermans Island Passage.....										1	1
Western Egg Rock, Fisher- mans 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								2
Seal Harbor.....	1							1			1
Sea Wall.....				1							1
Southwest Harbor.....	2				1	1		1	2		7
Suttons Island (ledges near) Mount Desert Rock.....			1								1
Mount Desert Rock.....				1	2						3
Muscle Ridge Channel:											
Ash Island Ledge.....		1									1
Burnt Island and Ledges.....		2									2
Channel Rock.....										1	1
Clam Ledges.....								2			2
Crescent Island (near).....					1						1
Dix Island.....		1		1	1						3
Ebens Island.....		1									1
Emery Ledge.....			1								1
Grindstone Ledge.....		1	1	2	1					1	6
Halibut Rock.....						1					1
Hay Island Ledge.....					1		1	1		1	4
Howies Rock.....				1							1
Hurricane Ledge.....		1	1			1				1	4
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									2
Otter Island Ledge.....	1		1	2					1		5
Rackliffs Island, Seal Harbor.....			1	1				1			3
Seal Harbor.....	1	1	2			2	1	2			9
Sheep Island and Shoals.....			1	1	1	1		1			5
Spruce Head Island.....		1			4	2	1	2	1		11
Upper Gangway Ledges.....							2	1	1		4
Weskeag River (mouth of) White Head Island.....	1		2	1		1	1		1	1	8
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 ap- proaches:											
Baldwins Head.....									1		1
Bois Bubert Island.....				1			1				2

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
MAINE—continued.											
Narraguagus Bay and approaches—Continued.											
Jerry's Ledge									1		1
Millbridge (ledge near)		1									1
Pond Island		1									1
Penobscot Bay:											
Inner Bay Ledges								1			
Long Island					1						1
Ragged Island		1				1					2
Seal Island								1	1		2
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
Great Spruce Head						1			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						2
Seal Ledge					1				1		2
Seven Hundred Acre Island.		1									1
Southeast Breakers.								2			2
Spragues Ledge								1			1
Sunken Pond Ledges.				1							1
Two-Bush Island and Reef.				2				1			3
Pigeon Hill Bay:											
Green Island					1					1	2
Petit Menan Island and Point			2			2			3	2	9
Pleasant Bay approaches:											
Nash's Island					1						1
Pot Rock			1								1
Portland Harbor:											
Breakwater Point					1						1
House Island.							1				1
Portsmouth Harbor (Maine side):											
Clarks Islands.								1			1
Fishing Islands		1							1		2
Gerrish Island.				1	2		1				4
Hicks Rocks.		1									1
Kittery Point.					1					1	2
Seaveys Island				1							1
West Sister, The		1									1
Wood Island				1	1		1				3
Prospect Harbor.							1				1
Indian Harbor							1				1
Quoddy Roads			1		1				2		4
Crowell's 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
Saco Bay:											
Eagle Island		1									1
Ferry Beach.								1			1
Negro Island		1	2		2	1		2	1		9
Old Orchard Beach.								1			1
Scarboro Beach.					1						1
Stage Island.			3			1					4

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	Total
MAINE—continued.											
Saco Bay—Continued.											
Strattons Island and rocks near.....	1										1
Whales Back, The.....						1					1
Wood Island.....		2				1					3
St. Croix River:											
Robbinston.....									1		1
St. Georges River and approaches:											
Bar Island.....				1							1
Benner Island.....					1						1
Brothers, The.....								1			1
Burnt Island.....			1								1
Caldwells Island.....								1			1
Careys Rock.....			1								1
Georges Islands.....			2			1					3
Griffins Island.....									1		1
Gunning Rocks.....									1		1
Harts Island Bar and Ledges.....		2	1		2	2	1	1	1		10
Herring Gut.....				1	1						2
Hoopers Island.....				2	1	1			1	1	6
Marshall's Point.....								1			1
McGees Island.....			1		1	1					3
Mosquito Island.....	1	2		1							4
Old Cilley Ledge.....	1										1
Old Man Ledge.....										1	1
Otis Cove.....										1	1
Port Clyde.....			1		1	6	1		3	1	13
Stone Island.....										1	1
Thomaston.....										1	1
Sheepscot Bay and River:											
Cuckolds, The.....									1		1
Fire Island.....									1		1
Hardings Ledge.....		1									1
Jewetts Cove.....		1							1		1
Southport Island.....					1						1
Tennants Harbor.....		1							1		2
Harts Neck.....						1					1
Long Cove.....										1	1
Southern Island.....		1					1				2
Wells Beach:											
Fishing Rocks.....					1						1
West Quoddy Head. (See Quoddy Roads.)											
Wheclers Bay.....							1				2
Calf Island.....			1								1
Clarks Island.....							1				1
York River and approaches:											
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:											
Appledore Ledge.....										1	1
Cedar Ledges.....								1	1		2
Duck Island.....										1	1
Eastern Rocks.....						1					1
Portsmouth Harbor (New Hampshire side):											
Fort Point.....	2									1	3
Jerrys Point.....								2	1		3
Odiornes Point.....			1						1		2
Rocks, mouth of harbor.....									1		1
Rye Beach.....						1					1
Stielmans Rocks.....				1							1
Wallis Sands.....		1									1
Rye Ledge.....										1	1
MASSACHUSETTS.											
Beverly Bay.....			1				1				2
Boston Bay and Harbor.....	1	1	1		2	3	2		3	3	16
Black Rock and Channel.....					1				2		3

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
MASSACHUSETTS—continued.											
Boston Bay and Harbor—Cont'd.											
Black Rock Cohasset.....									1		1
Brewsters, The.....			1		2	1		1	3	2	10
Broad Sound.....				1							1
Castle Island.....	1			1			1		1		4
Cohasset Harbor.....									2		2
Commercial Point.....										1	1
Deer Island.....					1						1
Devils Back.....	1		1		1				1		4
Dorchester Bay.....							1		1		2
Fawn Bar.....		1									1
Gallups Island.....							1		4		5
Georges Island.....		3	1		1		2	1	1		9
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
Hunts Ledge.....										1	1
Long Island.....						1					1
Lovells Island.....				1					2	1	4
Middle Ground.....									2	2	4
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
Pleasure Bay.....										1	1
Point Allerton.....				1			2				3
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	1	13
Weir River, entrance to											
Hingham Harbor.....			1		1						2
Weymouth.....					1				1		2
Windmill Point.....	1	1		1							3
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	2
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						1	4
Averys Ledge.....									1		1
Bay View.....									1		1
Braces Cove.....	1									1	2
Dog Bar.....										1	1
Dollivers Neck.....								4			4
Eastern Point.....				2		1		1	1		5
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 Thatch-											
ers Island).....	1				1						2
Normans Woe.....					1						1
Pigeon Cove.....		1						6	6		13
Rockport.....		1	1	1					3	2	8
Salvages, The (off Rockport).....			1								1
Ten-Pound Island.....								2	5		7

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
MASSACHUSETTS—continued.											
Cape Cod:											
Bearses Shoal	2			3		3	1	1			10
Cahoons Hollow						2	2			1	5
Chatham			2				1	2	2	2	9
Chatham Bar	2	2	1	1	1	1					8
Highland Light			1				1				2
Monomoy Point	2				1			3			6
Nauset Beach	2	3	1	1		3	2	2	1	2	17
Orleans Beach	1				2	1	2	1	2	1	10
Pamet River					2						2
Peaked Hill Bar	1		1	2	1	1	2	4	4	1	17
Pollock Rip	5	1	3	4	5	2	1	2	1	2	26
Race Point	3	1	6	2	2	4	2	3	3		26
Shovelful Shoal	5			4	4	2		2	4	3	24
Stone Horse Shoal				1	1	1	1				4
Cape Cod Bay:											
Billingsgate Island and Shoal			1		1						2
Brewster									1		1
Long Point		1								1	2
North Dennis		1									1
Provincetown		3	6	3			2		18		32
Wellfleet	1										1
Wood End	3					1	1	2	3	4	14
Yarmouth Flats	1										1
Fall River					1						1
Gurnet Point		1					2		2	1	6
Ipswich Bay:											
Essex Bar					1						1
Ipswich Bar	1	2	1	1	1	3	2	2	4		17
Lynn Harbor	1			1	1						3
Manchester		1									1
Marblehead					1				4		5
Marshfield										1	1
Marthas Vineyard:											
Cape Poge	1	2					2			1	6
Cedar Tree Neck				1					1		2
Chappaquiddick Point			1						1		2
Chilmark			1		1						2
Cottage City			1								1
East Chop			1								1
Edgartown	3	4	3	1		1			1		13
Gay Head	2			1	1		1	2			7
Gay Head, Devil's Bridge		1									1
Menemsha Bight		1	1	1			2	3	2		10
No Man Land				1							1
Old Man Ledge					1						1
Toms Shoal			1								1
Vineyard Haven		3	3	3	1	1	7	1	22	1	42
West Chop	4		1	1	1						7
Nahant Bay:											
Egg Rock				1							1
Nahant			1		1			1			3
Shag Rock									1		1
Swampscott	1										1
Nantucket:											
Bar and Bay							1		2	1	4
Coskata				1			2		1		4
Great Neck									1		1
Great Point and Great Rip				3		2		2		1	8
Surfside								1			1
Nantucket Shoals		2		1				2	1		6
Nantucket Sound:											
Bishop and Clerks Shoal							1				1
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
Handkerchief Shoal	6	3	6	3	5	1	1	2	1	2	30
Harwichport		2	1								3
Hawes Shoal		1	2								3
Horseshoe Shoal								1			1
Hyannis	1		1	1	1				1		5

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
MASSACHUSETTS—continued.											
Nantucket Sound—Continued.											
Kill Pond Bar.....				1	2						3
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
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.....	4			1		1	1		4	2	13
Plum Island Point.....						1	1		1		3
Salisbury Point.....			1	2						1	5
Plum Island.....	1	1	3	1	4	1		1		2	17
Plymouth Bay:											
Browns Bank, or Browns Island.....			5		2	2	1	4			14
Cow Yard, The.....									1		1
Dicks Flat.....		1	1	1		1					4
Plymouth.....							1	1	9	1	15
Saquin Head.....								1			1
Salem Harbor and approaches:											
Bakers Island and Shoals.....				1	1		2	1			5
Dry Breakers.....				1							1
Endeavor Rocks.....								1			1
Kettlebottom, The.....			1						1		2
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.....	2	1							2		5
First Cliff.....				1							1
Fourth Cliff.....				1							1
North Scituate.....							2				2
Vineyard Sound:									1		
Cuttyhunk Island.....	5	2	2		1		1		1	3	15
Hedge Fence Shoal.....							3	1		1	5
L'Homme dieu Shoal.....	4	1		1		1		1			7
Middle Ground.....							1				2
Nashawena Island.....				1	2		2		1		6
Naushon Island.....		1		3	2		1		1	1	9
Nonamesset Island.....	1										1
Pasque Island.....	2	5				1	4	1			13
Quicks Hole.....								1			1
Robinsons Hole.....		1	1	1	1						4
Sow and Pigs.....	1		1	1		1	1		2	1	8
Squash Meadow Shoals.....				1							1
Suconneset Shoal.....			1								1
Tarpaulin Cove.....	3	1	2		2		1		1		10
Woods Hole.....	1	1	1	1		2		1		3	10
RHODE ISLAND.											
Block Island:											
Block Island Breakwater ...	1	1			5		5	4	2	2	20
East side of.....		2	1		1			3	1		8
New Harbor.....							1			1	2
Northwest shore of.....						1	1	4			6
Sandy Point.....					3		2	2	1	1	9
South and southwest shore.....				1							1
West side of.....			1				3	1	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
Brenton's Point and Reef...	1				1		1				3

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
RHODE ISLAND—continued.											
Narragansett Bay—Continued.											
Butter Ball Rock.....	1										1
Caseys Point.....		1									1
Castle Hill.....							1		1		2
Church Point.....					1						1
Clump Rocks.....				1							1
Coasters Harbor Island.....		1									1
Coddington Point.....									1		1
Conanicut Island.....										1	1
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
Newport.....	4							1	4		9
Newtons Rock.....			1			1					2
Pawtucket River (mouth of).....						1					1
Popasquash Point.....	1										1
Portsmouth.....			1							1	2
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									2	3
Sisters, The.....			2								2
Tiverton.....							1				1
Watsons Pier.....					1						1
Whale Rock.....			1								1
Noyes Beach.....										1	1
Point Judith.....			1	1		4	2	2	2		12
Three miles west of.....			1								1
Quonochontaug Beach.....						2					2
Watch Hill.....	1	2	2	1		1	1				8
Catumb Reef.....	2				1			2			5
Napatree Point.....	2	1		1	2				3	1	10
Sugar Reef.....						1					1
CONNECTICUT.											
Black Rock Harbor.....				1							1
Branford Harbor.....						1					1
Branford Reef.....		1		1							2
Bridgeport.....				1		1		1			3
Connecticut River (mouth of):											
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				3			5
Mystic River (mouth of).....									2	1	3
Noank (near).....		1									1
Quambog Cove.....				1							1
Grants Neck.....			1								1
Greenwich.....	1			2		1					4
Gulford.....			1	1							2
Long Island Sound (near coast of Connecticut):											
Captains Islands.....		1					1				2
Cockenoes Island.....										1	1
Cows, The.....							1				1
Faulkners Island.....		1				1		1		1	4
Goose Island (near Faulkners Island).....			1							1	2
Long Sand Shoal.....	1				2						3
Norwalk Islands.....	2	1	1	1			1		1	1	8
Penfields Reef.....		1	1			1					3
Saugatuck.....								1			1
Thimbles, The.....				1		1			1	1	4

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
CONNECTICUT—continued.											
Millstone Point (near Niantic Bay)		1									1
New Haven Harbor:											
Adams Fall Ledge					1						1
New Haven			1	2							3
New London Harbor and approaches.....									1		1
Black or Southeast Ledge				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
NEW YORK.											
Block Island Sound:											
Fort Pond Bay					3			2	2		7
Gardiners Island		1					1				2
Goffes Point			1								1
Napeague Bay									1		1
Shagwong Reef			1	1					1		3
East River:											
Barretto Point										1	1
Berriens Island			1								1
Blackwells Island	1	3		1	1			1	1		8
College Point			2								2
Governors Island	2	1					1			1	5
Hell Gate	4			1		2	2		1	1	11
Hell Gate, Flood Rock					1					1	2
Hell Gate, Halletts Point					1						1
Hell Gate, Mill Rock		1	1	1				1		1	5
Hell Gate, Negro Head				2					1	1	4
Hell Gate, Rylanders Reef	1								1	1	3
Hell Gate, The Hogs Back	1				1			1	1	1	5
Horns Hook			1								1
Lawrence Point		2						1			3
Man-of-War Rock		2				1	1	1	2		7
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
South Brother										1	1
Sunken Meadows, The			1				2	3	1	1	8
Wards Island		1									1
Gardiners Bay:											
Gardiners Island (see Block Island Sound)								1			2
Long Beach Bar				1							3
Sag Harbor							2		1		3
Shelter Island										1	1
Long Island (outside):											
Amagansett				1			1				2
Coney Island			2	4	1	4	3	2			16
Coney Island (Sheepshead Bay)							1		1	1	3
East Hampton Beach				1							1
Fire Island Beach	1	2	3	2	2	1	2	1	1	1	16
Fire Island Beach (Great South Bay)			3			1		2	7		13
Fire Island Inlet	1	2			5	5	5	5	2	1	26
Gilgo Inlet										1	1
Hempstead Bay										1	1
Hog Island Inlet			1								1
Jamaica Bay		1									1

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
NEW YORK—continued.											
Long Island (outside)—Cont'd.											
Jones Beach.....		1									1
Long Beach.....	1		2	3	2		1	1	3		13
Mecox.....				1				1			2
Montauk Point.....			1	1					2	1	5
Moriches Beach.....				1	1			1	1	2	6
Moriches Beach (Moriches Bay).....								1			1
Napeague.....		1	1	1	1			1	2		7
New, or Jones Inlet.....	3	3	1	2	4		3	3		2	21
Oak Island.....					1						1
Potunk.....			1								1
Quogue.....							1			1	2
Rockaway and Far Rockaway Beach.....	1	1			1	1	1			1	6
Rockaway Inlet and Shoals.....	2	2		1	6	1	3	2	3	1	21
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
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.....									2		2
Eatons Neck.....		1	1		3	1				1	7
Execution Rocks.....				1							1
Fishers Island.....		1	1	1	4	1	2	1	2	1	14
Glen Cove.....		1									1
Glen Island.....							1				1
Great Gull Island.....				1		1		2			4
Hart Island.....	1		1		1		1	1		1	6
Hewletts Point.....		1									1
Hortons Point.....	1						1		1	1	4
Larchmont.....		2									2
Little Gull Island.....	1	1			1						3
Lloyds Neck.....		1	1	1			2			1	6
Luce Landing.....									1		1
Matinicock Point.....					1	1				2	4
Mattituck Beach.....				1							1
Mount Sinai.....			1						3		4
New Rochelle Harbor.....				1	1			1			3
Oak Neck Point.....					1						1
Old Field Point.....					1			1	1		3
Old Silas Reef.....											1
Orient Shoal.....							1	1			2
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		5
Port Jefferson.....									2		2
Prospect Point.....	1				1						2
Race Point (near).....				1							1
Race Rock.....										1	1
Rocky Point.....									1	2	3
Rye Point.....		1	1			1			1		4
Sands Point.....		1		1	1						3
Valiant Rock.....										1	1
Wicopesset Island and Reefs.....		1									1
New York Bay and Harbor.....										1	1
Bath Beach.....		1		1							2
Bay Ridge.....									1		1
Bedloes Island.....						1				1	2
Bedloes Island (rock 1 mile west of).....						1					1
Black Tom Island.....									1		1
Castle Point.....				1							1
Constable Point.....								1		1	2
East Bank.....							1				1
Ellis Island.....				1			1				2
Gedney Channel.....					1						1
Great Kills.....				1							1

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
NEW YORK—continued.											
New York Bay and Harbor—Continued.											
Princess Bay								1	1		2
Robbins Reef					1						1
Romer Shoal	4	3	1	1	6	3	1	2	3	1	25
South Brooklyn										1	1
Staten Island		1		1					1		3
Swash Channel										1	1
Swinburne Island							2				2
West Bank					1	2	1			1	5
NEW JERSEY.											
Absecon Beach	1										1
Absecon Inlet		4	1	5	4	6	2		3	4	29
Atlantic City			3	2			3		1		9
Barnegat Bay	1										1
Barnegat Inlet	1	2	5	1	2	2	1	3	1		18
Brigantine Beach and Shoals		3	2	2	2	2	1	2		2	16
Cape May	2	1			1	2	3	1	2	1	13
Cold Spring Inlet					1	1			1	2	5
Corsons Inlet Bar	2			3				1		2	8
Deal Beach	1	1	1	1		1					5
Delaware Bay (also see Delaware):											
Ben Davis Shoal					1						1
Cross Ledge								1			1
Egg Island Point										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
Great Egg Harbor Inlet		2	2	3	1	3	5	3	10	13	42
Hereford Inlet	6	3		6	2		2	3	1	1	24
Highlands				1	1	3					5
Island Beach		1	1	1		2					5
Little Egg Harbor							1	5			6
Little Egg Harbor Inlet or New Inlet	4	1	3	3	3	1	4	5		5	29
Long Beach			2	1	1	2	2	1	3	1	13
Long Branch	1		1			1					3
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
Raritan Bay:											
Keyport				2					1		3
Perth Amboy									1		1
Point Comfort					1						1
Red Bank					1						1
Sandy Hook	9	2	5	6	1	8	4	3	4	2	44
False Hook			1								1
Flynns Knoll			1						2		3
Horse Shoe					1			1			2
Seabright			2				1				3
Shrewsbury River						1					1
Spring Lake										1	1
Squan Beach		1	2	1	1			1		2	8
Tatham					1	1				1	3
Toms River							1				1
Townsend Inlet						3	2			2	7
Turtle Gut Inlet	1					1	1				3
DELAWARE.											
Cape Henlopen		1	4	1			1	5	2	3	17
Hen and Chicken Shoal	1		1	1				1			4
Delaware Bay (also see New Jersey):											
Bombay Hook Point			1								1

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
DELAWARE—continued.											
Delaware Bay (also see New Jersey)—Continued.											
Brandywine Shoal.....	1	1	.....	.....	.....	.....	.....	.....	1	.....	3
Broadkill River (mouth of).....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	2
Cedar Beach.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	2
Fourteen Foot Bank.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Joe Flogger Shoals.....	1	1	1	.....	.....	1	.....	1	3	.....	8
Mispillion River.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	2
Shears, The.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
Delaware Breakwater.....	.....	2	2	.....	3	.....	1	1	3	.....	14
Indian River Inlet.....	5	5	1	2	.....	.....	2	.....	3	1	19
Lewes.....	2	.....	.....	3	1	1	.....	6	3	2	18
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	.....	.....	.....	.....	3
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
Patapsco River (mouth of).....	1	1	1	.....	.....	.....	1	2	1	1	9
Patuxent River (mouth of).....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Point Lookout.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Point No Point.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....	2
Sandy Point.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Sharps Island Bar.....	.....	1	2	.....	.....	.....	.....	.....	.....	.....	3
Swan 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
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	2	10
Fishing Point.....	.....	.....	.....	.....	2	.....	1	4	2	2	11
Turners Shoals.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	2
Assawaman Inlet.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Cape Charles.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Cape Henry.....	4	4	.....	3	2	3	2	2	2	1	23
Cedar Island.....	.....	1	.....	1	2	.....	.....	.....	.....	.....	4
Cherrystone Inlet.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Chesapeake Bay:											
Back River Shoals.....	1	.....	.....	1	.....	1	.....	.....	.....	.....	3
Bluff Point.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Cape Charles City.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Farnham Creek.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Great Wicomico River (mouth of).....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Gwinns Island.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Horseshoe Shoal.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Middle Ground.....	.....	.....	3	1	.....	.....	.....	1	3	.....	8
New Point Comfort.....	.....	.....	.....	.....	.....	1	1	1	.....	2	5
Ocean View.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
VIRGINIA—continued.											
Chesapeake Bay—continued.											
Piankatank River (mouth of).....	1	1		1						1	4
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			1	3
Wolf Trap Shoal, Mobjack Bay.....					1						1
York Spit.....	1										1
Chincoteague Inlet.....	2	2	3	2	1				2	5	17
Chincoteague Shoals (off Fishing Point).....			1	1	1	2					5
Cobbs Island.....	1	1	1	1			1	1			6
Carters Shoals.....	2	3	1	1	1	2	1	1	1		13
Sand Shoal Inlet.....	7		2	1	1	2	1	4	1	1	20
Dam Neck Mills.....										1	1
Elizabeth River:											
Lamberts Point.....							1			2	3
Middle Ground.....									1		1
False Cape.....			3			1	2			1	7
False Cape, Pebble Shoals.....						2	1		1	3	7
Fishermans Island (near Cape Charles).....		1			1						2
Great Machipongo Inlet.....	1	1	3		2	1	2	2	2	1	15
Hampton Roads:											
Browns Shoals (mouth of James River).....					1						1
Bush Bluff Shoal.....			1								1
Craney Island Flats.....	1									1	2
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	1	1				1		1	6
Little Island.....			1	1			1	1			4
Little Machipongo Inlet.....					1	1					2
Lynn Haven Bay.....						2	1				3
Metomkin Inlet.....	1	1		1			4			1	8
Myrtle Island.....	1										1
Paramore Beach.....	1	1									2
Sand Shoal Inlet.....										1	1
Ship Shoals.....			1	1							2
Smiths Island.....	1								1		2
Isaac Shoals.....	1	1			1	2	1	2	1	1	10
Little Inlet Shoals.....								1			1
Nautilus Shoal.....						1					1
Virginia Beach.....	1	1		2			1				5
Wachapreague Inlet.....		2			2	2				2	8
Dawson Shoals.....	1		2			1	1	2	1		8
Wallops Beach.....	1			2		1		1	1	3	9
NORTH CAROLINA.											
Albemarle Sound:											
Big Island.....							1				1
Bull Bay.....							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
Bacon's Inlet.....				1							1
Beaufort.....		1									1
Big Kinnakeet (also see Pamlico Sound).....					1					1	2

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
NORTH CAROLINA—continued.											
Bodies Island (also see Pamlico Sound).....	1	1	.....	1	1	2	1	1	.....	.....	8
Bogue Island and Inlet.....	.....	2	.....	2	.....	.....	.....	.....	2	.....	6
Cape Fear, Frying Pan Shoals.....	1	.....	2	2	3	1	1	1	.....	.....	11
Cape Fear River (mouth of).....	1	.....	4	.....	3	1	1	3	1	3	17
Cape Hatteras.....	.....	.....	1	.....	.....	.....	.....	.....	.....	2	3
Diamond Shoals (inner and outer).....	.....	.....	1	1	.....	3	1	1	.....	2	9
Cape Lookout.....	1	.....	3	.....	1	.....	2	1	1	1	10
Cape Lookout Shoals.....	.....	1	.....	3	.....	.....	.....	2	.....	.....	6
Chicamacomico.....	1	.....	.....	1	1	.....	.....	3	.....	1	7
Core Beach.....	.....	.....	.....	1	.....	.....	2	.....	1	2	6
Core Sound.....	.....	.....	.....	.....	.....	.....	1	1	4	.....	6
Currituck Beach.....	2	.....	1	2	.....	.....	2	.....	.....	.....	7
Currituck Sound.....	.....	.....	.....	.....	2	.....	.....	1	1	.....	4
Currituck Sound, Long Point.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Drum Inlet.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Durants (also see Pamlico Sound).	.....	.....	.....	.....	1	.....	.....	.....	1	.....	2
Gull Shoal (also see Pamlico Sound).....	1	1	.....	.....	.....	.....	1	.....	1	2	6
Hatteras Inlet (also see Pamlico Sound).....	1	3	2	1	2	1	.....	.....	.....	1	11
Kill Devil Hills.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Kitty Hawk.....	.....	.....	1	.....	.....	.....	1	.....	.....	1	3
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.....	.....	.....	.....	.....	2	.....	1	.....	.....	.....	3
New Inlet.....	1	.....	.....	1	.....	1	.....	.....	.....	1	4
New River Inlet.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Ocracoke Inlet.....	1	.....	.....	1	1	.....	1	1	.....	2	7
Ocracoke Island.....	3	.....	1	.....	8	.....	.....	.....	1	2	15
Oregon Inlet.....	.....	.....	1	.....	1	.....	.....	.....	.....	2	4
Pamlico Sound:	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Big Kinnakeet.....	1	1	.....	.....	2	3	.....	.....	2	2	11
Bodies Island.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Brant Island.....	.....	.....	1	.....	.....	.....	.....	1	.....	.....	2
Cape Hatteras.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Chicamacomico.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Durants.....	.....	1	.....	.....	.....	.....	1	.....	2	.....	4
Gull Island and Shoal.....	1	.....	.....	.....	1	1	.....	.....	1	.....	4
Hatteras Inlet.....	1	.....	2	.....	.....	1	2	.....	.....	.....	6
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	.....	.....	.....	.....	.....	2
Ocracoke Inlet.....	.....	.....	.....	.....	2	.....	.....	.....	2	.....	6
Olivers Reef.....	1	.....	.....	3	1	.....	2	.....	1	.....	6
Oyster Shoal.....	.....	.....	.....	.....	.....	.....	.....	1	1	.....	2
Pamlico Point.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Porpoise Point.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Roanoke Marshes.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Robinson.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Royal Shoals.....	.....	.....	.....	.....	.....	2	.....	.....	1	1	4
Portsmouth Island.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Rich Inlet.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Shallotte Inlet.....	.....	.....	.....	.....	1	.....	.....	.....	.....	3	4
Southport.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	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	.....	.....	.....	.....	1	.....	3
Cape Romain.....	.....	.....	.....	1	.....	.....	.....	.....	1	.....	2
Capers Island.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Charleston.....	1	.....	1	4	.....	.....	1	1	.....	.....	8

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
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
SOUTH CAROLINA—continued.											
Charleston Bar	1	4	1	3	1		2	1	2	1	16
Drunk 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			1	6
Hilton Head Island									2		2
Kiawah Island				1							1
Little River Inlet						1				1	2
Long Island				1		1			1		3
Morris Island	1						1	1		1	4
Page Island				1							1
Pine Island Beach			1								1
Port Royal Bar			1				1		2		4
St. Helena Sound and approaches				1							1
St. Phillips Island							1				1
South Island	1			1							2
Stono Inlet						1				1	2
Sullivan's Island								1		2	3
Winyah Bay					1						1
Youngs Island				1							1
GEORGIA.											
Altamaha Sound			1						1		2
Brunswick							1		3	1	5
Cumberland Island and Shoals			1						1	2	4
Pelican Shoal	1										1
Darien									1		1
Doboy Sound and approaches	2		2		1		1		1		7
Harris Neck									1		1
Jekyll Island									1		1
Little Wassaw Island							1		1		2
Long Island								1			1
Pumpkin Hammock, North River			1								1
St. Catherine's Island	1										1
St. Simons Bar	2	1	2				1				6
St. Simonds Sound, Colonels Island							1				1
Sapelo Sound and approaches			1	1	1				1		4
Savannah River (mouth of)		1		3			1		2		7
Tybee Island						1	1		1	1	4
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					3	4
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
Cape Canaveral			1								1
Cape San Blas							1				1
Chester Shoals				1	2				1		4
Dog Island	1									7	8
Flag Island Shoals	1										1
Fernandina Bar and Harbor	1				1			1	3		6
Florida Reefs:											
Bird Key (near Tortugas)			1						1		2
Conch Reef										1	1
Content Key									1		1
Elbow Reef			1	1	1						3
Fowey Rocks					1						1
French Reef				1							1
Key West					2	1	1			1	5
Looe Key									1		1
Marquesas Key				1				1			2
Maryland Shoal						1					1
Middle Ground					1						1

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
FLORIDA—continued.											
Florida Reefs—Continued.											
Pickle Reef.....				1							1
Pulaski Shoals.....		2		1							3
Quicksands.....							1	1			1
Rebecca Shoals.....			1				1	1			3
Tennessee Reef.....					2		1				3
Tortugas.....	1	1	1	1	2	1	1	1	1	1	11
Virginia Key.....								1			1
Western Dry Docks.....		2									2
Fort Lauderdale.....										2	2
Fort Pickens Point.....			1				1				2
Gull Point Bar.....				1							1
Hillsboro Inlet.....					1						2
Indian River, Eau Gallie.....				2					1		2
Indian River Inlet.....					2						2
Jupiter Inlet.....		2	3	3	2	5	1				16
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
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	2	16
Perdido River (mouth of).....			1						1	1	2
St. Andrews Bay.....						2					2
St. Augustine Bar.....	1				1						2
St. Georges Island.....								1		7	8
St. Johns Bar.....			1	1		1	2		1	1	7
St. Josephs Point.....	1										1
Santa Rosa Island.....	1		1	1	2	1	2		2		10
Fifteen miles east of.....	1										1
Sarasota Pass, Little.....			1							1	2
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							1	3
Fort Morgan.....					1						1
Heron Bay (Mississippi Sound).....				2							2
Mobile Bay.....				2	1					2	5
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	2		6
Pascagoula.....				3							3
Pointe aux Chines.....				1							1
Ship Island.....		1			2	1	1				5
LOUISIANA.											
Calcasieu Bar.....			1	1	1	1	1	1			6
Chandeleur Island.....	1	1		1					2	1	6

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
LOUISIANA—continued.											
Grand Island.....				1							1
Grand Lake.....				1							1
Lake Ponchartrain.....								1		1	2
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				3	7
Boca Chica.....				1							1
Bolivar Beach.....			2								2
Brazos River (mouth of).....			1	2	3		2	1	3	1	13
Brazos Santiago.....	2	2	2			2	1	1		4	14
Galveston Bar.....	2	3	3	2	6	4	3	1	4	5	33
Galveston Bay and Harbor.....			1		1	1	1		1	1	6
Pelican Island and Flats.....		2				1					3
Pelican Spit.....		1						1			2
Galveston Island.....	1	2	2	1	4	2					17
High Island.....					1						1
Matagorda Bay.....		1									1
Matagorda Island.....				1		1				1	3
Matagorda Peninsula.....					1		1				2
Mustang Island.....	1	1						1	1		4
Padre Island.....	1				1	2			1		5
Pass Cavallo.....		2	1		2		2	2	1	1	11
Sabine Pass.....	1		1	1	4	1	1		1		10
East of.....	1					1					2
Saint Joseph Island.....	1		2					1	1		5
San Bernard Bar.....		2	1	1			1	2			7
San Luis Pass.....	1			1	3	6	5		3	2	21

PACIFIC COAST.¹

ALASKA TERRITORY.											
Admiralty Island.....									1		1
Agrepin Bay.....				1							1
Amia Island.....				1							1
Anchor Point, Cooks Inlet.....					1						1
Barren Island.....							1				1
Cape Constantine.....								1			1
Cape Nome.....									1		1
Cape Romanzof.....										1	1
Chamisso, Kotzebue Sound.....										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.....										1	1
Devils Rock.....								1			1
Geese Island, Kadiak Island.....					1			1			2
Juneau.....								1			1
Kadiak Island.....					1					1	2
Karluk, Kadiak Island.....						1					1
Kashevarof Island.....									1		1
Kayak Island.....			1	1							2
Lituya Bay.....			1			1					2
Lynn Canal Shelter Islands.....								1	1		2
Haines Mission.....										1	1
Skagway.....								3			3
Taiya Sahnka.....									1		1
Marosco Bay.....			1								1
Middleton Island.....		1									1

¹ In a few instances the number of stranded vessels in this table does not agree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
ALASKA TERRITORY—continued.											
Midway Island, Stephens Pas- sage.....									1		1
Montague Island.....									1		1
Nakchamik Island.....									1		1
Neva Point.....	1										1
Point Barrow (reef near).....		1									1
Point Hope.....	1						1		1		3
Port Clarence Harbor.....						1					1
Pribilof Islands.....			1								1
Prince of Wales Island.....									1	1	2
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 Michael.....										5	5
Saint Paul Harbor.....				1							1
Sand Point.....			1								1
Sankin Island.....	1										1
Sannakh Islands: Hennings Rock.....			1								1
Seal Rock.....									1		1
Shelikof Strait: Katmai Bay.....							1				1
Shumagin Islands.....	1							2			2
Sitka (near).....						1				1	2
Thin Point.....							1				1
Tigalda Island.....									1		1
Tongass Narrows.....						1		1		1	3
Tugidak Island.....							1				1
Unalaska.....					1			2			3
Unimak Island.....								1			1
Wrangell Narrows.....					1				1	1	3
Yakutat.....				1		1					2
HAWAIIAN ISLANDS (<i>see also At Sea and in Foreign Waters.</i>)											
Kihei.....										1	1
Oahu Island.....										1	1
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
Bear Point.....								1			1
Marrowstone Point.....		1	1					1			3
Ossete River (mouth of).....		1									1
Point No Point.....						1					1
Point Wilson.....	1		1			1	1			2	5
Port Townsend.....		1			1	2	1				6
Rocky Point.....									1		1
Seattle.....				1							1
Skagit River (mouth of).....				1							1
Snohomish River (mouth of).....		1									1
Useless Bay.....				1							1
West Point.....			1			1					2
Whitbey Island.....					1				1		2
Queetschu River (mouth of).....					1						1
Shoalwater Bay.....					2			1	1		4
Straits of Fuca: Neah Bay.....						1					1
New Dungeness.....			1		1			1			3
Pillar Point.....											1
Smiths Island.....				1					1		1

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
WASHINGTON—continued.											
Washington Sound:											
Bellingham Bay.....	2										2
Deception Pass.....		1					1				2
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
OREGON.											
Alsea Bay.....					1				1		2
Cape Arago.....	1	4	1			1			1	1	9
Cape Blanco.....						1					1
Chetko Cove.....						1					1
Coos Bay Bar.....	1	2	1	1			1		1	1	8
Coquille River (mouth of).....		2	2	1		2	3	3	9	2	24
Nehalem River (mouth of).....						1	1				2
Point Adams.....				1	1					3	5
Rogue River Bar.....	1										1
Siuslaw River (mouth of).....		1			2					3	6
Tillamook Bar.....			2						1	2	5
Umpqua Bar.....		2	2			2		1		2	9
Yaquina Bar.....			1						1		2
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										2
Drakes Bay.....	1					1					1
Duxbury Point.....											1
Eel River Bar.....		1				1			1		2
Farallon Islands.....	1										1
Fish Rocks.....		1	1								2
Fort Bragg, Mendocino County.....				1						1	2
Fort Ross.....			2								2
Golden Gate.....	1	1		1	2						5
Port Point.....			2	1		1				1	5
Point Cavallo.....		1									1
Point Diablo.....	1							1		1	3
Point Lobos.....		1									1
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	2	1	2	2	1	11
Kents Point, Mendocino County.....								1			1
Klamath River (mouth of).....	1	1									2
Little River (mouth of).....		1									1
Mare Island, San Pablo Bay.....										1	1
Mendocino.....				1							1
Monterey Harbor.....					1						1
Navarro River (mouth of).....		1									1
Newport.....				1							1
Noyo, Mendocino County.....			1								1
Pigeon Point.....							1				1
Pillar Point.....								1			1
Point Arena.....		1				2	1	1			5
Point Bonita.....				1	1						2
Point Conception.....				1							1
Point Gorda.....						1					1

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
CALIFORNIA—continued.											
Point Montara Reef (near).....		1								2	3
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
Salt Point.....										1	1
San Francisco Bay and Harbor.....	1				1						2
Alcatraz Island.....									1		1
Alviso.....									1		1
Angel Island.....				1							1
Anita Rock.....									1		1
Arch Rock.....								1			1
Bird Rock.....								1			1
Mission Rock.....						1					1
Oakland.....			1								1
San Mateo.....										1	1
Yerba Buena Island.....			1								1
Santa Barbara Islands:											
San Clemente Island.....			1								1
San Miguel Island.....					1					1	2
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
Smiths River (mouth of).....			1				1				2
Stewarts Point, Sonoma County.....					1						1
Tennessee Cove (near), Marin County.....	1										1
Timber Cove.....	1							1			2
Tornales Point.....								1			1

GREAT LAKES.¹

LAKE ONTARIO.											
Bath, Ontario.....							1				1
Bear Creek, N. Y.....	1										1
Big Sandy Creek, N. Y.....	1	1	2		1				1		6
Braddock's Point.....			1							1	2
Charity Shoal.....							1	1			2
Charlotte.....	1	1		1		1	2				6
Fair Haven.....		1									1
Forest Lawn, N. Y.....				1							1
Fort Niagara, N. Y.....									1		1
Galloo Island.....						1					1
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.....				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
Stony Island.....			1								1
Stony Point, N. Y.....									1		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.

[NOTE.—This list includes also places on the Canadian shore where American vessels have stranded.]

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
LAKE ONTARIO—continued.											
Thirty-Mile Point, N. Y.										1	1
Wellington, Canada				1							1
LAKE ERIE.											
Ashtabula, Ohio	1	2	2		2			2	1	3	13
Avon Point, Ohio		2									2
Ballast Island Reef	1									1	2
Bar Point, Canada		2		1	1		1			2	7
Black River, Ohio					1						1
Buffalo, N. Y.	2	4		3			5	3		2	19
Cedar Point, Maumee Bay, Ohio ..				1			1				2
Cedar Point, Sandusky Bay, Ohio ..					1		1	1	1		4
Chick-e-nolee Reef, Canada											1
Cleveland, Ohio	2		5	1	3	3	5	4	1	4	27
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	1					1	1				3
Fort Erie, Canada							1				1
Hen and Chickens Island, Can- ada							1	1			2
Horse Shoe Reef		3	1	3	3		1	2		1	14
Huron, Ohio				1							1
Kelleys Island and shoal, Ohio ..	1		1	2		1	1			1	7
Little Point, Canada						1					1
Log Point, Canada							1				1
Long Point, Canada			3	1			2		1		7
Lorain, Ohio							1				1
Madison, Ohio		1									1
Marblehead, Ohio				1							1
Mentor, Ohio						1					1
Morgan Point, Canada						1					1
Mouse Island Shoals, Ohio					2	3			2	1	6
Niagara River	1	1	2		2	1	1		1	3	12
North Harbor Isle, Canada					1						1
Pigeon Bay, Canada			1								1
Point Abino, Canada	1			1				1		1	4
Pointe au Pelée, Canada		2			3	5					10
Middle Ground	1	1				1			4		7
Pointe au Pelée Island, Canada ..		1		1	1	2					5
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			1	5
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			1	3					6
Stony Point, Mich.										1	1
Sturgeon Point, N. Y.		2									2
Toledo, Ohio					1	1	2				4
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			2								2
DETROIT RIVER.											
Amherstburg, Canada			2						1	1	4
Ballards Reef							1	5			6
Belle Isle, Mich.								1			1
Bois Blanc Island, Canada		1	1	1		2			1	1	6
Detroit River		1		2		3	1	1	1	2	11
Fighting Island	1	1	2					1			5
Grassy Island and shoal	1		1	1							3
Limekiln Crossing	2	1		2	2	1	1	2	2	3	16
McDougalls Rock	1										1
Stony Island		1								1	2

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
LAKE AND RIVER ST. CLAIR.											
Grosse Pointe, Mich.....			1		2	3	1	2		1	10
Middle Ground (near Port Huron), Mich.....		1	1								2
Peach Island, Canada.....						2					2
Point Edward, Canada.....			1	1				1			3
Port Huron, Mich.....								1			1
Russell Island, Mich.....						1					1
St. Clair Flats.....	5			2	2	1	1		1	3	15
St. Clair River.....	2		1	1		3	1	1	2	2	13
Stag Island, Canada.....		2							1	1	4
Thames River (mouth of).....		1									1
Windmill Point (rock near).....						1					1
LAKE HURON.											
Adams Point, Mich.....							1				1
Alabaster, Mich.....		1								1	2
Alcona, Mich.....									1		1
Algoma Mills, North Passage, Ontario.....										1	1
Alpena, Mich.....								1			1
Ausable, Mich.....				1	2		3			1	7
Beddore Bay, Ontario.....				1							1
Black River, Mich.....					1						1
Black River Island and Reef, Mich.....						2	1		1		4
Burnt Cabin Point Reef, Mich.....			2	1	6					4	13
Cape Ipperwash, Ontario.....			1		1						2
Charity Islands, Mich.....							1				1
Cheboygan (9 miles southeast of) Mich.....		1	3								4
Cockburn Island, Canada.....	1										1
Corsica Shoal, Mich.....								1			1
Detour, Detour Passage, Mich.....	2				2	1	1		4	1	11
Drummond Island, Mich.....				3	2		1				8
Elm Creek, Mich.....		2								1	3
False Presque Isle, Mich.....			1	1	1	3	1	2	1		10
Fishermans Bay, Ontario.....				1							1
Forest Bay, Mich.....		1				1					2
Forester, Mich.....				1							1
Fort Gratiot, Mich.....			1	1		1	1				4
Fox Island.....										1	1
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
Scarecrow Island.....					1						1
Three Star Shoal.....		1									1
Tobermory, Ontario.....										1	2
Waubauskene, Ontario.....							1				1
Grand Manitoulin, Canada.....		1									1
Grindstone City, Mich.....	1			1		1	1		1	1	6
Gull Island, Mich.....				1							1
Hammonds Bay, Mich.....	2		1		1			1	1	1	7
Eight miles northwest of life-saving station.....			1		1						2
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.....		1	1		1	2	1	1			7
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	1	16
Oscoda, Mich.....									2		2
Ottawa Point, Mich.....	3	1	1	3		1	2			1	12

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
LAKE HURON—continued.											
Pointe aux Barques, Mich.....	3	1	5	1		6	1			1	18
Port Austin, Mich.....				1				1			1
Port Crescent, Mich.....					1						1
Port Hope, Mich.....	1	2								1	5
Presque Isle, Mich.....		2						1	1		4
Richmondville, Mich.....	1			1							2
Saginaw Bay, Hat Point, Mich.....				1							1
Saginaw Bay, Oak Point, Mich.....						1					1
Saginaw River (mouth of), Mich.....	1										1
Sand Beach.....	1	2	5	1		2	3	1	4	2	21
Seven miles south of Sanilac, Mich.....									1	1	2
Scarecrow Island, Mich.....		1							1		1
Spectacle Reef, Mich.....					1						1
Sturgeon Point, Mich.....		1			2	2	1			1	7
Nine miles north of Sulphur Island, Mich.....	2										2
Swan Bay (near Adams Point), Mich.....									1		1
Tawas Harbor, Mich.....	1										1
Thompsons Harbor, Mich.....			1							1	2
Thunder Bay.....				1							1
Thunder Bay Island and Reef, Mich.....		1		1	1	2		1	1	3	10
Thunder Bay River (mouth of), Mich.....	1										1
Tobin Reef, Mich.....										1	1
ST. MARYS RIVER.											
Fryingpan Island.....						1					1
Hay Lake.....					5		2	5	1	1	14
Mud Lake.....						3					3
Neebish Rapids.....	3	1	1	1							6
Pipe Island.....	1		1					1	1		4
Pointe aux Pins, Canada.....							1			1	2
Round Island.....		1				2					3
Sailors Encampment.....	1			2	1	4	3			1	12
St. Josephs Island, Canada.....	1										1
St. Marys River.....	7	7	7	3	11	4	3	1	2	1	46
Sand Island, Ontario.....				1							1
Sugar Island.....	1			2							3
Topsail Island.....	1	2		1	2				2	1	9
LAKE SUPERIOR.											
Apostle Islands, Oak Island, Wis.....					1						1
Sand Island.....										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 Bay and Point, Wis.....						2				1	3
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	1	5
Eagle Harbor, Mich.....	1										1
Eagle River, Mich.....					1				1	1	3
Fourteen Mile Point (east of Ontonagon), Mich.....	1					2			1		3
Grand Island, Mich.....											1
Grand Marais, Mich.....							1	1			2
Grand Portage, Minn.....	1										1
Granite Point, Minn.....										1	1
Gratiot River (mouth of), Mich.....					1				3		4
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

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
LAKE SUPERIOR—continued.											
Keweenaw Bay, Mich:											
Point Abbaye								1			1
Keweenaw Point, Mich.			1								1
Laughing Fish Point, Mich			1								2
Magdalene Island.							1	1			2
Marquette, Mich.					2	3	1				6
Middle Ground, Mich.										2	2
Pancake Shoal, Canada		1		1							2
Pictured Rocks, Mich.				1		2					3
Pie Island, Ontario.										1	1
Pointe au Sable, Mich.		1	1								2
Point Iroquois, Mich.	1			1		3					5
Point Isabel, Mich.		1									1
Raspberry Island, Wis.								1			1
Sandy Island, Canada.				1							1
Sauks Head, Mich.						1					1
Ship Canal, Mich.			1	2	4	1	2	2		3	16
Split Rock Point, Minn.										1	1
Sucker River (near), Mich.				1	1						3
Thunder Bay, Canada:											
Fort William		1									1
Hare Island		1									1
Two Harbors, Minn.		1	1				1				3
Two Heart River, Mich.	3	2							2		7
Vermilion Point, Mich.			2				2	1	1		6
Waika Bay, Mich.		1		2	1	1	2	1			8
West Superior, Wis.		1									1
White Fish Point, Mich.	1		1	1	3	1	3	1		4	15
STRAITS OF MACKINAC.											
Bois Blanc Island	5	4	1	3	2	5	5	5		3	33
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		1	8
Poe Reef, Mich.		3			1		1				5
Round Island, Mich.	1		1	1						1	4
St. Helena Shoal, Mich.									1		1
St. Martins Bay, Mich.			1								1
LAKE MICHIGAN.											
Ahnapee, Wis.		2	1			1		1			5
Antrim, Mich.					1						1
Baileys Harbor, Wis.		1		1			1	1	1	1	6
Beaver Island, Mich.	5	2	1	1		3	2	1	1		16
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		1	4
Centerville, Wis.						1					1
Charlevoix, Mich.	1			2	2						5
Chicago Harbor, Ill.	1	2	1	6	3	1	1	1	1	2	19
Hyde Park (off)							1	1			2
Clay Banks, Wis.						1					1
Cross Village (3 miles north of), Mich.			1		1						2
Deaths Door, Wis.		1					1		2		4
Detroit Island, Wis.		2						2		1	6
Edgewater, Mich.		1					1				1
Elk Rapids, Mich.		1	1								2
Evanston, Ill.	2										2
Fishermans Shoals, Wis.		1			1					1	3
Fort Sheridan, Ill.		1									1
Fox Point, Wis.		1		2		1		1			5

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
LAKE MICHIGAN—continued.											
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			1		3
Glencoe, Ill.....				1		2	1				4
Glen Haven, Mich.....									1		1
Glenn Pier.....							1				1
Good Harbor Bay and Reef, Mich.....			1	1			1				3
Grand Calumet Beach, Ind.....				1							1
Grand Haven, Mich.....	1	1	3		4		2				11
Grande Pointe au Sable, Mich.....	1	4			1		2		2	1	11
Grand Traverse Bay, Mich.....					1						1
Gravel Island, Wis.....			1			1					2
Grays Reef, Mich.....	1	1				1	1				4
Green Bay:											
Burnt Bluff, Mich.....		1				1					2
Cedar River, Mich.....					1		1			2	4
Chambers Island, Wis.....								1			1
Corona Shoal, Mich.....		1									1
Corsica Shoal, Wis.....		1									1
Dead Mans Point, Wis.....					1						1
Eleven-foot Shoals, Mich.....	1			1					1		3
Escanaba, Mich.....		3									3
Ford River, Mich.....									1		1
Garden Bluff, Mich.....	1										1
Green Island, Wis.....							1		1		2
Hedge Hog Harbor, Wis.....			1			3			2	1	7
Horseshoe Shoal, Wis.....					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	1	5
Sister Bay, Wis.....						1					1
Sturgeon Bay (entrance to), Wis.....					1	1					2
Sugar Creek, Wis.....										1	1
Whale Back Shoal, Mich.....			2			1	3				6
Grosse Pointe, Ill.....						1					1
Gull Island and Reef, Mich.....		1	1	1		1			1	1	6
Hamlin, Mich.....							1				1
High Island, Mich.....		2									2
Hog Island and Reef, Mich.....						1					1
Holland, Mich.....	1		1	2	3		1				8
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						2
Little Gull Island, Mich.....						1					1
Little Pointe au Sable, Mich.....	1										1
Little Traverse Bay, Harbor Point.....							2				2
Ludington, Mich.....	2	3	1		4		1		1		12
Manistee, Mich.....	4	1	1		1			1	1		9
Manistique, Mich.....		1	1		1	1	1				5
Manitowoc, Wis.....			1	1		1	1				4
Michigan City, Ind.....	1			3					1		5
Milwaukee, Wis.....			3	3	2	1	1	3	3		16
Eight miles south of.....			1						1		1
Five miles south of.....					2						2
Muskegon, Mich.....	3	1	2	1	1				3	1	12
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.....	1	1	2	2	5	2	1	2	1	2	19
North Point, Wis.....	2	2		1	2	1		1		1	10
Otter Creek, Mich.....										1	1

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
LAKE MICHIGAN—continued.											
Pentwater, Mich		2	2			6	2			1	13
Pierport, Mich			1								1
Pilot Island, Wis		1	2			2		1	1		7
Pine Station, Ind				1							1
Plum Island, Wis						1		2	2	1	6
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	2
Port Sheldon, Mich				1					1		2
Poverty Island and Shoal (en- trance to Green Bay), Mich			1	1	1					1	4
Pyramid Point, Mich					1			1			2
Racine, Wis	2	1	1	4	2			1		2	13
Racine or Wind Point, Wis	1		2	1							4
Racine Reef, Wis	3	2	3	2	2	1		1			14
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
Six miles north of	1										1
Skulligalee, Mich				1					2		3
Sleeping Bear Point, Mich	1	1	1	1	4		1	2		2	13
South Fox Island, Mich	2	2	2		2			1	1	1	11
South Haven, Mich	2	2	1		4	1	2	3	2	1	18
South Manitou Island, Mich	1		7	2	3			2	1	1	17
Spider Island, Wis				1							1
Squaw Island, Mich	1	1					1		1		4
Sturgeon Bay, Wis	1	1		2	1				2		7
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		4
Waugoshance Island, Mich	1	1									2
Waukegan, Ill										1	1
White Fish Bay and Point, Wis	1			1		3	2		1		8
White River Harbor, Mich				1	1	1		1	1		5
White Shoals, Mich				1							1
Whiting, Ind				1							1
Wiggins Point, Mich						1					1

TABLE 67.—*List of places where American vessels have stranded during the last ten years.*AT SEA AND IN FOREIGN WATERS.¹

Name of place.	Fiscal year ending June 30—										Total
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
Abbey Island, Ireland										1	1
Abrolhos Island, Brazil		1			1						2
Acera, 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				1	3
Amoy, China										1	1
Anagedas Reef, Mexico					1						1
Anticosti, Canada						1					1
Antigua, British West Indies	1										1
Aracaju, Brazil					2		1			1	4
Arenas Cay, Campeche Bay, Mexico								1			1
Arthurs Passage, British Columbia								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			1	3
Andros Island						1					1
Bimini Island	1	2		2		1					6
Brothers Shoal							1				1
Calcos Islands and Reefs			1	1	2	1		1		1	7
Conception Island				1							1
Diamond Bank					1						1
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			5
Ginger Cay					1		1				2
Gingerbread Ground					1	1					2
Great Bahama Bank		1							2		3
Harbor Island											1
Hog Cays				1		1					2
Hogsties Reef				1					1		2
Inagua Islands and Reefs	1		1								2
Long Island				1	1						2
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				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
Bermudas					1	2		1			4
British Honduras											
Buttonwood Cay									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	2
Cow Bay	1										1
Flint Island		1									1
Glace Bay				1	1						2
Hawkesbury			1								1

¹ In a few instances the number of stranded vessels in this table does not agree with that reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 67.—*List of places where American vessels have stranded, etc.*—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
Cape Breton Island—Cont'd.											
Louisburg	1	1				2					4
Madams Island		1									1
St. Esprit Island		1									1
St. Peters Island				1					1		1
Scatary											1
Sydney						1					1
Cape Frio, Brazil							1				1
Cape Gracias-á-Dios, Nicaragua, Central America	1					1					2
Cape St. Roque, Brazil								1	1		2
Cape Verde Islands:											
Mayo Island			1								1
Santiago				1							1
Cape Whittle, Labrador									1		1
Caratasca Bar, Honduras, Cen- tral America					1						2
Cardiff, Wales									1		1
Caroline Islands, Pacific Ocean ..									2		2
Cartagena, United States of Co- lombia				1							1
Carzonas, Mexico		1	1								2
Caspar Strait, Java Sea							1				1
Caymans:											
Grand Cayman Island		2									2
Little Cayman Island	1										1
Cedar Rapids, St. Lawrence River, Canada	1										1
Celebes Islands							1				1
Chefoo, China			1								1
China Sea							1				1
Chincorro Reef, off east coast of Yucatan, Mexico									1		1
Coatzacoalcos River Bar, Mexico ..		2								1	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
Guanato	1										1
Habana		1	1								2
Isles of Pines (south of)		1			1						2
Matanzas (17 miles east of)		1									1
Nuevitas									1		1
Romano Key										1	1
Sagua la Grande Harbor		1		1	1			1	2		7
Salt Key Bank				1				1			2
San Carlos Reef									1		1
Santiago de Cuba					1					1	2
Danger Reef, British Columbia ..							1				1
Diego Ramirez Island, South Pacific Ocean					1						1
Dog Island, Caribbee Isles						1					1
Dowsett Reef, near Layson Is- land										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 Co- lumbia								1			1
Flinders Island, Tasmania									1		1
Formosa Island (east coast of)					1						1
Frontera, Mexico		2									2
Gabriola Reef			1								1
Gerrit Dennis Island, near New Guinea, Pacific Ocean	1										1

TABLE 67.—*List of places where American vessels have stranded, etc.—Continued.*

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
Gibraltar, Spain					1						1
Goree, Africa									1		1
Green Island, British Columbia							1				1
Guadeloupe, Caribbee Isles	1										1
Gulf of Georgia:											
Entrance Island							1				1
Hawaii: (See also Pacific coast.)											
French Frigate Shoal				1		1					1
Hawaii	1										2
Honolulu									1		1
Oahu Island							1				1
Puna Island		1									1
Haiti:											
Aux Cayes		1									1
Azlin					1						1
Isle la Vache (south of)		1									1
Jacmel			1								1
Navassa Island					1						1
Port à Paix										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:											
Bear Bush Key										1	1
Negril Point				1							1
Point Morant								1			1
Port Antonia, Fort Point									1		1
Port Maria (near)									1		1
St. Anns Bay				1							1
Japan:											
Awa						1					1
Hakodate	1						1	1			3
Inoshima, Inland Sea									1		1
Ishinomaki					1						1
Kanagawa	1										1
Kii Channel			1								1
Kooril Islands				1							1
Loo Choo Island		1									1
Nomosaki					1						1
Jeroidances Reef, coast of Honduras										1	1
Kootenai Lake, British Columbia				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
Lowland Point, Cornwall, England									1		1
Manuel Lagoon				1		1					2
San Felipe	1										1
Lobos, Gulf of California, Mexico			1								1
Macayo, Brazil:											
Twelve miles north of			1								1
Twenty-seven miles north-east of					1						1
Madagascar Island, Indian Ocean			1								1
Magdalen Islands, Gulf of St. Lawrence	2	1	1		3		1		1		9
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
Natunas Island, China Sea			1								1

TABLE 67.—*List of places where American vessels have stranded, etc.*—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
Navidad Bay, Mexico					1						1
New Brunswick:											
Campobello Island					1	1	2	1		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
St. John	1									1	2
Newfoundland:											
Baccalieu Island		1									1
Barnes Head									1		1
Beanes 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						3
Friar Island	1										1
Green Island			1								1
Lamelin Reef							1				1
Miquelon					1						1
North Point, Conception Bay		1									1
Pass Island, Hermitage Bay								1			1
Placentia Bay			1					1			2
Port aux Basques			1	1	1						3
Port au Port	1				1						2
Portugal Cove							1				1
Ramea Island				1							1
St. Marys Bay			1	1							2
St. Pierre Island (off south coast)		1				4		1			6
Sand Island									1		1
Nicaragua (coast of)						1					1
Alargate Reef								1			1
Consiguina Point									1		1
Greytown	1										1
Nova Scotia:											
Apple River (mouth of)					1						1
Argyle					1						1
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				1	6
Cape Chignecto						1					1
Cape Jack Ledges					1						1
Cape Negro		1						1			2
Cape Sable		2							1		3
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	2
Gull Island					1						1
Gut of Canso									1		1
La Have River (mouth of)		1									1
Lewis Head	1										1
Liscomb Ledges								1			1
Little Harbor	1										1
Liverpool Harbor	1	1		1	1	1					6
Locke Port	1	1								1	3
Lunenburg				1							1
Madame Island										1	1
Port Jolly Head	1					1					2
Port La Bear				1							1
Port Medway									1		1
Port Monton				1							1
River Herbert						1					1
Robinsons Creek		1									1
Rockport							1				1

TABLE 67.—*List of places where American vessels have stranded, etc.*—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
Nova Scotia—Continued.											
Sable Island.....				1			1		1	1	4
St. Margarets Bay.....								1			1
Seal Island.....	3										3
Shag Harbor.....				2							2
Shelburne.....			1	1	1			1			4
Spencers Island.....				1		1					1
Trinity Ledge.....					1						1
Two Rivers.....			1								1
Whitehead.....				1							1
Yarmouth.....		1				1			1		3
Ottendorf, Germany.....							1				1
Parana River, South America.....					1						1
Paysandu, Uruguay.....			1								1
Philippine Islands:											
Luzon.....						1					1
Mindoro.....					1						1
Samar.....	1										1
Platte River (mouth of), South America.....		1								1	2
Point Arcana, Peru.....					1						1
Port Hope, Arctic Ocean.....				1							1
Porto Rico, West Indies.....							1				1
Arroyo.....						1					1
Eagle Point.....								1			1
Ponce.....									1		1
Prince Edward Island.....									1		1
Georgetown.....								1			1
North Cape.....				1							1
Quaco.....							1				1
Richmond Bay.....	1										1
Tignish.....				1							1
Tyron Shoal.....										1	1
Progreso, Mexico.....					1						1
Queen Charlottes Island, British Columbia.....	1										1
Regatta Reef, Seaforth Channel, British Columbia.....							1				1
Roncado Reef, Central America.....				1							1
Ruatan Island, Honduras.....			1								1
Sabine Bank, Gulf of Mexico.....										1	1
St. Martin Island, West Indies.....			1								1
St. Vincent, West Indies.....									1		1
San Fernando, Trinidad.....	1										1
Santa Ana, Mexico.....			1		1	1					3
Santa Cruz, West Indies.....			1		1				1		4
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
Seal Rock, New South Wales.....										1	1
Senegal, Africa.....					1						1
Senegambia, west coast of Africa.....						1					1
Serrana Keys, Caribbean Sea.....										1	1
Smythes Channel, southwest coast of South America.....		1						1			2
Somme, France.....				1							1
Sonderhoe, Germany.....											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.....										2	2
Tela Bay, Honduras.....	1										1
Tonalá Bar, Mexico.....		1									1
Topolobampo, Mexico.....			1								1
Torres Strait, Australia.....	1										1
Twin Island, Strait of Belle Isle.....											1
Vancouver Island, British Columbia.....							1				1
Barclay Sound.....			1					1			2

TABLE 67.—*List of places where American vessels have stranded, etc.*—Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total
	1891.	1892.	1893.	1894.	1895.	1896.	1897.	1898.	1899.	1900.	
Vancouver Island, British Columbia—Continued.											
Bonilla Point.....			1				1				2
Cape Beale.....	1									1	1
Carmanah.....											1
Discovery Passage.....									1		1
Nitinat.....											1
Secretary Island.....						1		1			1
Venezuela (coast of), South America.....			1								1
La Vela de Cora.....									1		1
Vera Cruz, Mexico.....							1				1
Verecker Shoal, China.....										1	1
Victoria Harbor, British Columbia.....				1							1
Vieque, or Crab Island, West Indies.....										1	1
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

REPORT OF THE BOARD ON LIFE-SAVING
APPLIANCES.

JUNE MEETING, 1900.

LETTER OF TRANSMITTAL.

BOARD ON LIFE-SAVING APPLIANCES,
Boston, Mass., June 16, 1900.

SIR: I have the honor to transmit herewith the report and proceedings of the Board on Life-Saving Appliances, together with the papers and plans submitted for its consideration.

Very respectfully,

C. H. PEABODY,
President of the Board.

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

REPORT OF THE BOARD ON LIFE-SAVING APPLIANCES.

I.—PREAMBLE.

The Board on Life-Saving Appliances, constituted by the honorable the Secretary of the Treasury in Department letter of January 3, 1882, met at Boston, Massachusetts, in the post-office building, room 146, at 10 a. m., on June 6, 1900, upon the call of the president of the board, dated May 5, 1900, for the transaction of such business as should be properly brought before it.

Present: Professor C. H. Peabody, president; Major D. A. Lyle, Ordnance Department, U. S. A.; Captain Charles A. Abbey, U. S. R. C. S.; 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.

II.—DOCKET.

CLASS II.—*Boats and miscellaneous appliances.*

1. Gresham's serpentine boat. (James Gresham.)
2. Travers' inflexible lifeboat. (Jonas Travers.)
3. Livermore's improved lifeboat. (Eugene N. Livermore.)
4. Reiff's unsinkable lifeboat. (F. Reiff.)
5. Installation of Superior gasoline engines in the 34-foot Service lifeboats.
6. Bunsen's life-saving and swimming apparatus. (George C. Bunsen.)
7. Buckeye light. (Macleod & Clark.)
8. Use of roller bearings for boat-wagon wheels. (American Roller Bearing Company.)
9. Copper case for Coston signals and plan for carrying both signal holder and case. (Henry Cleary.)
10. Cartouch box. (John T. Wescott.)
11. Perry's improved tubular lantern. (John E. Perry, M.D.)
12. Silbar's pneumatic life-preserver. (Lion Tailoring Company.)
13. Angevine life-saving jacket. (S. M. Patterson.)
14. McNicholas life-preserver. (Thomas McNicholas.)
15. Moller's reindeer-hair life-preserver. (W. C. Moller.)
16. Van Patten's new sectional grappling iron. (W. W. Van Patten.)
17. The Newman portable watchman's clock. (Newman Clock Company.)
18. Pain's signal lights and handles. (Pain Manufacturing Company.)
19. Angle lamps. (Angle Lamp Company.)

20. Bellamy grip. (George A. Mudge.)
21. McLellan's protected breeches buoy. (C. H. McLellan.)
22. Didot-Hill lifeboat. (Thomas J. Hill.)
23. Use of megaphones.

III.—COMMITTEES.

1. COMMITTEES APPOINTED.

CLASS II.—*Boats and miscellaneous appliances.*

1. *On Travers' lifeboat.*—The full board.
Subcommittee.—Assistant Superintendent H. M. Knowles and Superintendent J. G. Kiah.
2. *On Livermore's lifeboat.*—The full board.
3. *On Reiff's lifeboat.*—The full board.
4. *On the installation of the Superior gasoline engines in the 34-foot Service lifeboats.*—The full board.
5. *On Bunsen's life-saving and swimming apparatus.*—Captain C. A. Abbey, Assistant Superintendent H. M. Knowles, and Lieutenant F. A. Levis.
6. *On the Buckeye light.*—Major D. A. Lyle, Superintendent B. C. Sparrow, and Assistant Superintendent H. M. Knowles.
7. *On the use of roller bearings for boat-wagon wheels.*—Major D. A. Lyle, Superintendent B. C. Sparrow, and Assistant Superintendent H. M. Knowles.
8. *On Cleary's copper case for Coston signals and plan for carrying both signal holder and case.*—Superintendent J. G. Kiah, Captain C. A. Abbey, and Lieutenant F. A. Levis.
9. *On Wescott's cartouch box.*—Superintendent J. G. Kiah, Captain C. A. Abbey, and Lieutenant F. A. Levis.
10. *On Silbar's pneumatic life-preserver.*—Major D. A. Lyle, Superintendent B. C. Sparrow, and Lieutenant F. A. Levis.
11. *On the Angevine life-saving jacket.*—Captain C. A. Abbey, Superintendent J. G. Kiah, and Superintendent B. C. Sparrow.
12. *On the McNicholas life-preserver.*—Major D. A. Lyle, Superintendent B. C. Sparrow, and Assistant Superintendent H. M. Knowles.
13. *On Moller's reindeer-hair life-preserver.*—Superintendent J. G. Kiah, Captain C. A. Abbey, and Lieutenant F. A. Levis.
14. *On Van Patten's sectional grappling iron.*—Major D. A. Lyle, Assistant Superintendent H. M. Knowles, and Lieutenant F. A. Levis.
15. *On the Newman portable watchman's clock.*—Major D. A. Lyle, Captain C. A. Abbey, and Superintendent B. C. Sparrow.
16. *On Pain's signal lights and handles.*—Captain C. A. Abbey, Superintendent J. G. Kiah, and Assistant Superintendent H. M. Knowles.
17. *On the Angle lamps.*—Superintendent B. C. Sparrow, Captain C. A. Abbey, and Lieutenant F. A. Levis.
18. *On the Bellamy grip.*—Superintendent J. G. Kiah, Assistant Superintendent H. M. Knowles, and Major D. A. Lyle.
19. *On McLellan's protected breeches buoy.*—Superintendent J. G. Kiah, Assistant Superintendent H. M. Knowles, and Lieutenant F. A. Levis.
20. *On the Didot-Hill lifeboat.*—The full board.

2. COMMITTEES CONTINUED.

1. *On Gresham's serpentine boat.*—Captain C. A. Abbey, Assistant Superintendent H. M. Knowles, and Lieutenant F. A. Levis.

3. COMMITTEES REPORTED.

1. On Travers' lifeboat.
2. On Livermore's lifeboat.
3. On Reiff's lifeboat.
4. On the installation of the Superior gasoline engines in the 34-foot Service lifeboat.
5. On Bunsen's life-saving and swimming apparatus.
6. On the Buckeye light.
7. On the use of roller bearings for boat-wagon wheels.
8. On Cleary's copper case for Coston signals and plan for carrying both signal holder and case.
9. On Wescott's cartouch box.
10. On Silbar's pneumatic life-preserver.
11. On the Angevine life-saving jacket.
12. On the McNicholas life-preserver.
13. On Moller's reindeer-hair life-preserver.
14. On Van Patten's new sectional grappling iron.
15. On the Newman portable watchman's clock.
16. On Pain's night signals.
17. On the Angle lamp.
18. On the Bellamy grip.
19. On McLellan's protected breeches buoy.
20. On the Didot-Hill lifeboat.

IV.—TESTS.

1. Travers' inflexible lifeboat. (Eight-foot model.)
2. Pain's night signals.

V.—PRESENCE OF EXHIBITORS.

Inventors and exhibitors were allowed to appear before the board to explain the construction and set forth the merits claimed for their devices.

VI.—RESULTS, OPINIONS, AND RECOMMENDATIONS.

CLASS II.—*Boats and miscellaneous appliances.*1. *Gresham's serpentine boat.*

RESULTS.—The boat referred to in the last annual report of the board as having been built upon this plan appears to have been destroyed by fire before the subcommittee had an opportunity to examine or test it.

The board understands that another boat is to be built and submitted to the board. The subject will therefore be continued on the docket as unfinished business.

2. *Travers' inflexible lifeboat.*

RESULTS.—The inventor furnished a working model of this boat 8

feet and 2 inches in length and 2 feet and 10 inches in beam. It is of dory form, and the inventor claims that it is self-righting and self-bailing. He does not, however, recommend the self-bailing qualities of the model, but claims that he "can build one that will be a success." The model contains air cases which project 14 inches above the gunwale at the ends of the boat.

The model was sent to the City Point Life-Saving Station, in Boston Harbor, where the test was made. It was launched in the smooth water in the basin at the stern of the station, and one of the surfmen, weighing 160 pounds, volunteered to get into the boat. He did so as carefully as possible, but the boat immediately capsized, throwing him out. It rolled completely over, but did not free itself of water by 5 or 6 inches. The surfman, who was a good swimmer and an expert at handling himself in the water, after making several attempts, succeeded in climbing back into the boat. His weight settled it about 4 inches more and added the same number of inches to the depth of water in it. Water was then poured into the boat, and it was found that it would run out until the level was the same inside and outside the boat.

OPINION.—The board is of the opinion that this lifeboat is impracticable and is not adapted for use in the Life-Saving Service.

3. *Livermore's lifeboat.*

RESULTS.—No model of this craft is submitted. From the description and drawings before the board it appears that it is a steel cigar-shaped ballasted boat, to be propelled by some mechanical power. It has several compartments, one of which is to contain a line-throwing gun and a port through which the shot line can be fired to a wreck. The entrance is through a central hatch in the top, which is provided with a canvas chute through which passengers can be received on board. This boat seems to be an enlarged life car with power.

OPINION.—The board is of the opinion that such a craft could not be used to advantage in the Life-Saving Service even if the practical working proved successful, and therefore does not recommend its adoption.

4. *Reiff's unsinkable lifeboat.*

RESULTS.—This is a side-wheeled steamboat with a double hull, one within the other, so arranged as to provide a "continuous air space" or chamber between the two hulls. This space is filled with compressed air by a pump driven by steam. A single rudder wheel is partially incased in the rudder, projecting below the keel and to the rear. Two paddle wheels are mounted, one on each side, the perimeter in each case extending below the level of the keel. These three wheels are intended for the transportation of the boat from the boat house to the water, doing away with the boat wagon. The wheel embedded in the rudder is actuated by the steering wheel near the bow, and is for the purpose of guiding the boat on land when transferring it to the water. The framing of the boat is "iron," with the inner and outer hulls or skins made of thin steel plates.

Dimensions of the boat: Length, 25 feet; beam, 6 feet; depth, 6 feet to bottom of keel, "with a 12-inch air chamber extending entirely around the boat, capable of [sustaining] 200 pounds pressure if necessary." Exact weight is unknown. The fuel proposed is oil, carried in chambers in bow and stern.

The chief claims of the inventor are:

1. Ready for service in ten minutes.

2. A boat that will travel equally well on land or water.
3. By the arrangement of the propelling wheels and the wheel "set in the rudder" the boat steers as well on land as in water.
4. Will supplant present apparatus.
5. Will not exceed \$2,000 in cost.

Patent has been applied for. No model or boat was submitted. The inventor offers the device to the Government for a "royalty of 10 per cent of the cost of construction." He also offers to superintend "construction at \$5 per day."

OPINION.—The board is of the opinion that this boat is impracticable and unsuited to the needs of the Life-Saving Service.

5. *Installation of Superior gasoline engines in the 34-foot Service lifeboats.*

RESULTS.—This subject pertains to the installation of a gasoline engine in the 34-foot Service lifeboat. The Superior gasoline engine was selected, it is stated, because of its "lightness per horsepower, simplicity of construction, compactness, and its unfailing ability to run under adverse conditions," and for the practicability of "running two propellers with one engine." The engine is installed in the after air chamber, without disturbing in any material manner the original construction. The trials give promise of some useful results. The details of the installation and the trials so far made are given in sufficient minuteness in the report of Lieutenant C. H. McLellan, R. C. S., assistant inspector of life-saving stations, dated October 26, 1899, and appended hereto, marked "II," on page 436.

OPINION AND RECOMMENDATION.—After a full discussion of all the material before it and mature deliberation, the board adopted the following preamble and resolution embodying its opinions and recommendations, viz:

Whereas for many years there has been a growing interest in the subject of applying some kind of mechanical or artificial power for the propulsion of lifeboats, or of devices designed to be used as such, in order to supplant or supplement the manual labor now employed or to gain greater rapidity, certainty, or ease of manipulation and increased efficiency, as is reflected by the recurring references from time to time in the daily and periodical press, the submission of crude, and in many cases utterly absurd and impracticable methods, and by the adoption of a steam lifeboat in the English service for experimental trial in actual service, and more recently by the application of a gas engine for the propulsion of our Service 34-foot lifeboat, made under the supervision of Lieutenant C. H. McLellan, R. C. S., assistant inspector of life-saving stations, who has devoted much time and thought to this subject; and

Whereas the board is of the opinion that the time has arrived when it is highly desirable that some definite action should be taken to place on record in a connected and scientific manner the results of careful experiments, made under skilled direction, looking to a solution of this problem for the guidance of the board in its future action, and also to the attainment of some method by which the practicable application of some kind of power can be made for the propulsion of life-saving boats and increasing their efficiency: Therefore be it

Resolved, That the board recommends that a commission be appointed to examine into and consider the subject of power propulsion for lifeboats in all its phases, to conduct or supervise such experiments as it may deem necessary and the General Superintendent of the Life-Saving Service may authorize, and report its results, opinions, and recommendations to the General Superintendent; and be it further

Resolved, That the board recommends that the president of the Board on Life-Saving Appliances be a member of said commission.

6. *Bunsen life-saving and swimming apparatus.*

RESULTS.—This apparatus consists of (1) swimming attachments, (2) inflatable rubber life-preserver, (3) inflatable beef-gullet life-preserver, (4) a device called by the inventor "the quiver life-preserver."

The swimming attachments consist of umbrella-shaped propellers, which are to be attached to the wrists and ankles. They are supposed to open and shut with the movements of a swimmer's limbs and propel him through the water.

The rubber life-preserver consists of three rubber sacks encased in sateen covers. The sacks are to be strapped to the body and inflated through small rubber tubes, which are closed by spring clamps.

The beef-gullet life-preserver is similar to the rubber life-preserver, except that the sacks are made of beef gullet instead of rubber.

The quiver life-preserver is a covered tin can about 15 inches long and 7 inches in diameter. To this is hinged a tin shield which fits as a breast plate to the body, being held in position by straps. This can is supposed to contain provisions, and by taking off a snugly-fitting cover the swimmer can reach his food.

The idea of the inventor seems to be that these devices may be all used together or singly, as desired.

OPINION.—These devices can probably be used, but they could not be adjusted quickly and would be very cumbersome. It would require skill and practice to use them successfully, and it is the opinion of the board that they are not adapted for use in the Life-Saving Service.

7. *Buckeye light.* (Macleod & Clark.)

RESULTS.—The reports of the superintendent of the Second District, the assistant superintendent of the Third District, and the keeper of Narragansett Pier Life-Saving Station virtually agree as to the results of the trials of this light in comparison with the Wells light, already in the Service. The report of the superintendent of the Tenth District agrees substantially with the others in details, except that the Buckeye light was estimated to be "about one-quarter stronger." (See reports appended and marked "III.") It was found by investigation that this difference was more apparent than real, as Superintendent Kiah's trial was made with no wind blowing, and hence the long flame given by the Buckeye light did not flicker, waver, or vary so much as it does when exposed to a breeze. The Buckeye apparatus is heavier than the Wells light, takes longer to get in operation, apparently scatters the burning oil in detached flames when burning under full pressure, and its long flame wavers and flickers in a breeze so much that the light is very unsteady.

OPINION.—The board is of the opinion that the Buckeye light, as submitted to the board, is not so satisfactory as the light already used in the Service.

8. *Use of roller bearings for boat-wagon wheels.* (American Roller Bearing Company.)

RESULTS.—This device is a combination of a tapering sleeve to fit the axle spindle, and two sets of friction rollers, one near each end. Each set of rollers has a subordinate set of small separating rollers interposed to retain the main rollers in their relative positions. The small rollers have thrust collars and grooved heads to retain them in place and to accommodate them to resist end thrust. Both sets of rollers have beveled edges on their perimeters, designed to ease the end thrust. The sleeve has corresponding beveled surfaces to suit the rollers. The arrangement to keep sand and water from getting into the roller cavities appears to be fairly good.

For heavy loads on level or smooth roads it is probable that these bearings would diminish the friction and increase the efficiency, at least to a certain extent. But on the rough and irregular ground over

which vehicles have often to travel in this Service, in which the progress is by a series of successive impacts, it is not believed that this device will materially decrease the difficulty of transportation. The cost is quoted at \$100 per wagon.

OPINION.—The board is of the opinion that it is not advisable at this time to adopt this or any similar device for general use in the Service.

In case at any time new wagons are made and funds are available, it might be well for the General Superintendent, if he deem it desirable, to have one or more wagons fitted with this or a similar device for experimental trial at such station or stations as he may designate.

9. *Cleary's copper case for Coston signals and plan for carrying both signal holder and case.*

RESULTS.—This case for signals is made of light sheet copper of sufficient diameter to allow the signals to enter easily, and long enough to hold three signals placed end to end. A cover made of the same material fits over the end of the case. There is a small leather strap attached to the case.

The attachment for carrying the signal holder is of light brass wire, and made to easily engage both ends of the holder. There is a small leather strap fast to this attachment.

Both of these devices are designed for attaching to the shoulder strap of the patrol clock.

OPINION.—The board is of the opinion that these devices are unnecessary, and does not recommend them for general adoption.

10. *Wescott's cartouch box.*

RESULTS.—This box consists of a leather case with a wooden bottom and top, lined with sheet copper, and of a size to hold snugly three Coston signals in an upright position and placed side by side. It is similar in construction and operation to the box for Coston signals submitted to the board by Keeper Wescott at the meeting held in New York City on June 29, 1892.

OPINION.—In view of the fact that this device was recommended for use in the Service, where necessary, at the meeting of the board above referred to, and as there have been no requests for it, which fact would indicate that it has not been found necessary, it is the opinion of the board that it should not be recommended for general use.

11. *Perry's improved tubular lantern.*

RECOMMENDATION.—In view of the fact that the inventor of this lantern proposes to furnish several of these lanterns for trial at life-saving stations without expense to the Government, the board recommends that his offer be accepted, if not incompatible with the interests of the Service, and that the General Superintendent have the lanterns placed at such stations for trial as he may deem best suited to the purpose, and that reports upon their efficiency be made to the General Superintendent.

12. *Silbar's pneumatic life-preserver. (Lion Tailoring Company.)*

RESULTS.—Two samples of this device were submitted; one with a single air tube for filling air cell; and one with two air tubes, one on each side in front, to correspond to the two air cells. The latter is the improved form and is designed to provide for the case in which one of the air cells may become punctured. The device is in the form of a jacket made of "triple warp 1002 brown army duck, lined with a treatment of pure Para rubber, and covered with finely woven cotton sheeting, so as to render it impervious to air and water." When fully inflated the air cell seemed to oppress the wearer somewhat by inter-

fering with the respiration on account of pressure on the chest. The material will deteriorate by storage for lengthened periods. The liability to decay and puncture are disadvantages. The device is patented, and costs \$3.75 net.

OPINION.—The board is of the opinion that this device is not adapted to the needs of the Life-Saving Service.

13. *Angevine life-saving jacket.* (*S. M. Patterson.*)

RESULTS.—The inventor of this life-saving jacket has not presented a sample for the board to examine. A communication is before the board giving the claims of the inventor and showing this device to be a pneumatic life-saving jacket.

RECOMMENDATION.—In view of the fact that no sample of this device was submitted to the board for inspection, the board recommends that it be dropped from the docket.

14. *The McNicholas life-preserver.*

RESULTS.—This device consists of a rubber sleeveless coat containing air chambers capable of being inflated by the wearer by means of air tubes. There are attached to the hands and feet of the model submitted to the board leather flaps to aid the wearer when swimming. There is a mirror attached to what the inventor calls a sail, and which can be laid parallel to the body of the wearer or elevated to a position perpendicular to the body, the object of the mirror being to show the wearer while swimming upon his back any obstructions that he may approach. About the waist two bags are attached which are partly inflated to give them buoyancy and are designed to carry provisions and water. To the model there is fixed a shield-shaped piece of zinc, faced with leather, and hinged so as to allow the two sides to be drawn up against the two sides of the wearer. The inventor does not describe the use of this metal covering, with its facings and beackets, except by an allusion to the fact that his invention can be made shark or alligator proof.

The device appears to be for reaching shore from shipboard, and therefore is not within the province of the board.

OPINION.—The board is of the opinion that this invention is not adapted to the needs of the Life-Saving Service.

15. *Moller's reindeer-hair life-preserver.*

RESULTS.—This life-preserver was before the board at its meeting in the year 1899, and is described on page 476, Annual Report of the Life-Saving Service for that year. It was referred to Superintendent Kiah, Tenth Life-Saving District, for trial and report, and his report is appended hereto, marked "IV," on page 442.

RECOMMENDATION.—The board recommends that, if these life-preservers are offered for sale at a reasonable price, the General Superintendent purchase some of them and place them at such stations as he may deem best, so that they may be further tested in comparison with the regular cork life-preserver now used in the Service.

16. *Van Patten's sectional grappling iron.*

RESULTS.—The inventor of this device submits a drawing which shows that it is constructed of $\frac{3}{4}$ -inch gas pipe. It is made in 6 sections of 2 feet each, the sections being connected by T couplings; the ends are capped with T's, and there are rings on each end and in the center to keep the grapnels in place. A snap hook is attached to each T, a lanyard to each hook, and a 4-pronged grapnel made of forged iron to each lanyard. The device is to be dragged over the bottom by a tow rope to which it is made fast by a bridle of 7 parts.

The inventor claims that this device can be taken apart and conveniently stowed away under the thwarts of the surfboat. He offers to furnish it to the Service for \$8 without snaps and rope.

OPINION.—The board is of the opinion that, at stations where a fisherman's trawl or net, or a station mess fishing gear, can not be used as is customary, a device as described by the inventor might be used to advantage; but the board does not recommend its adoption for general use in the Service.

17. *The Newman portable watchman's clock.*

RESULTS.—This clock is placed in an aluminum case, has an exposed time face, and is fitted for dials upon which the time is graduated in either twelve or twenty-four hours, as desired. There are no results of tests before the board as to the accuracy, durability, and efficiency of these clocks. The manufacturers state that the movement used in these clocks is of the finest quality. The cost is about \$30 as compared with \$50 that is now paid for the Service time detector.

OPINION.—The board is of the opinion that one or more samples of this clock should be procured and placed in service for trial at such station or stations as the General Superintendent may deem desirable in order to test its serviceability and efficiency.

18. *Pain's night signals.*

RESULTS.—These signals were tested at the Nahant Life-Saving Station on the night of June 13 in the presence of the full board. In order to judge of their merits, comparisons were made with the Coston signals in general use in the Service. The signals were first burned singly to ascertain the penetrative power of their light by reading tests. They were then burned in pairs, one of each kind of signal being ignited simultaneously about 50 feet apart, and their color, brilliancy, and steadiness observed at distances of 100 and 200 yards. The tests covered the time between 8 and 9 o'clock in the evening. The night was not dark, but advantage was taken of a hill near the station which furnished a dark background and made the tests very satisfactory. Mr. Coston was present and expressed himself as satisfied with the tests. The observers were without knowledge as to which kind of signal was burned to the right or left.

A tabular statement of the results is given herewith:

Comparative tests of Pain's percussion night signals.

Number of test.	Distance from light to observers, in yards.	To right of observers.			To left of observers.			Remarks.
		Kind of light.	Time of burning, in seconds.	Intensity of color. ¹	Kind of light.	Time of burning, in seconds.	Intensity of color. ¹	
1.....	.....	Coston..	53	.....	.....	.....	.....	Coston burned alone. Regulations Life-Saving Service read at extreme distance of 70 feet from light.
2.....	.....	Pain....	62	.....	.....	.....	.....	Pain signal burned alone. Regulations Life-Saving Service read at extreme distance of 105 feet from light.
3.....	100	Coston..	45	2	Pain....	70	1	Burned simultaneously.
4.....	100	Pain....	67	1	Coston..	60	2	Do.
5.....	200	....do	67	1	....do	58	2	Burned simultaneously (Coston sputtered and smoked badly).
6.....	200	Coston..	50	2	Pain....	67	1	Burned simultaneously (Coston sputtered badly).
7.....	200	Pain....	65	1	Coston..	47	2	Do.

¹ The greater intensity of color (red) was rated 1; the lesser, 2.

Average time of burning: Pain, 66 seconds; Coston, 52 seconds.

Comparative tests of Pain's friction night signals.

Number of test.	Distance from light to observers, in yards.	To right of observers.			To left of observers.			Remarks.
		Kind of light.	Time of burning, in seconds.	Intensity of color.	Kind of light.	Time of burning, in seconds.	Intensity of color.	
1.....	100	Pain....	68	.....	.....	.....	.....	Burned alone.
2.....	100	.....	.....	.....	Pain....	72	.....	Coston failed to ignite.
3.....	100	Coston..	62	2	.....do....	70	1	Burned simultaneously.
4.....	100	Pain....	69	1	Coston..	45	2	Do.

OPINION.—The tests show that, of the signals exhibited to the board, those made by the Pain Manufacturing Company seem to be at least equal to the Coston signals, so far as such tests could show, and worthy of a trial in the Service.

RECOMMENDATION.—It is recommended that a quantity of Pain's signals, such as were sent to the board, be obtained and tested in actual service at life-saving stations, provided the Pain Manufacturing Company will give the same guarantees concerning the quality and durability of their signals as has heretofore been given by Mr. Coston concerning the Coston signal, and replace defective signals as Mr. Coston has done.

19. *Angle lamps.* (*Angle Lamp Company.*)

RESULTS.—This company addresses the General Superintendent asking permission to introduce the use of the Angle lamp into the Life-Saving Service. No sample lamp has been received, but a catalogue is before the board, which shows that the burner of this lamp is inclined upward slightly from a horizontal position, the oil fount being at one side, and thus no shadow is cast downward. A peculiar shafted lamp chimney is made to fit this lamp. It is claimed by the manufacturers that this lamp is safer and more economical than other lamps. It burns coal oil and is constructed with an inner and outer oil fount.

OPINION.—In view of the fact that no sample of this lamp has been sent to the board for trial purposes, the board can express no opinion in regard to its merits, and does not recommend its adoption for use in the Life-Saving Service.

20. *Bellamy grip.* (*George A. Mudge.*)

RESULTS.—This is the same device that was presented to the board at its meeting in Boston, in May, 1899, and is fully described on page 481 of the Report of the Life-Saving Service for that year. The grip submitted to the board at this meeting is made of malleable iron, and is offered to the Government at a cheaper price than the one submitted to the board in 1899. The agent for this device asks the board to test it.

OPINION.—The board is of the opinion that there is no necessity for making a test of this device, and that it should adhere to its former opinion in regard to devices of this nature.

21. *McLellan's protected breeches buoy.*

RESULTS.—This is the Service breeches buoy with the addition of a canvas bag attached to the inner circumference of the buoy with a metal-protected valve hole at the bottom. The valve is a rubber ball which, when the apparatus is immersed, closes the hole and prevents the entrance of water. When the buoy is suspended above the water, the ball valve falls and permits the escape of any water from within the bag. The object is to protect women and children from needless exposure.

OPINION.—The board is of the opinion that where two or more breeches buoys are provided at a station one of them might be of this pattern, provided the metal valve seat and rubber ball be replaced by an open hole at least 5 inches in diameter to permit the free escape of water. Two straps of canvas or other suitable material, placed at right angles across this hole, should be provided to prevent the protrusion of the foot or feet through the hole.

22. *Didot-Hill lifeboat.*

RESULTS.—This is a form of lifeboat with a chamber for water ballast and provision for self-bailing, but presents nothing novel that is desirable to introduce in the Service. Drawings and description are appended to this report, marked "V," on page 443.

OPINION.—The board is of the opinion that this boat is not adapted to the needs of the Life-Saving Service.

23. *The megaphone.*

RESULTS.—This instrument was before the board at its meeting in June, 1896, and the action of the megaphone was considered for use in times of wreck only, and consequently against adverse winds and in the roar of the surf. It was found at that time and under those conditions to display qualities but little superior to the ordinary speaking trumpet for use on such occasions. (See page 491, Annual Report of the Life-Saving Service for 1896.)

Many instances have occurred since that report in which an instrument of this character has proved of service in hailing vessels and boats along the shore other than wrecks, and in the daily service of the station, when it would be of more utility than a Service trumpet, especially when its application were not affected or masked by adverse conditions of wind and surf.

OPINION.—The board is of the opinion that some form of megaphone might replace or supplement the Service speaking trumpet at such stations as the General Superintendent may deem desirable.

VII.—UNFINISHED BUSINESS.

1. Gresham's serpentine boat.

VIII.—ADDENDA.

I.—Daily record of proceedings of the board.

II.—Report of Lieutenant C. H. McLellan, R. C. S., on the installation of the Superior gasoline engine in the 34-foot Service lifeboat.

III.—Reports of Superintendents B. C. Sparrow and J. G. Kiah and Assistant Superintendent H. M. Knowles on the trials of the Buckeye light.

IV.—Report of Superintendent J. G. Kiah on the trial of Moller's reindeer-hair life-preserver.

V.—Drawings and description of the Didot-Hill lifeboat.

VI.—All papers of inventors or agents received from the General Superintendent on the following subjects:

1. On Gresham's serpentine boat.
2. On Travers' inflexible lifeboat.
3. On Livermore's improved lifeboat.
4. On Reiff's unsinkable lifeboat.
5. On the installation of the Superior gasoline engine in the 34-foot Service lifeboat.
6. On the Bunsen life-saving and swimming apparatus.
7. On the Buckeye light.

8. On the use of roller bearings for boat-wagon wheels.
9. On Cleary's copper case for Coston signals and plan for carrying both signal holder and case.
10. On Wescott's cartouch box.
11. On Perry's improved tubular lantern.
12. On Silbar's pneumatic life-preserver.
13. On the Angevine life-saving jacket.
14. On the McNicholas life-preserver.
15. On Moller's reindeer-hair life-preserver.
16. On Van Patten's sectional grappling iron.
17. On the Newman portable watchman's clock.
18. On Pain's night signals.
19. On the Angle lamps.
20. On the Bellamy grip.
21. On McLellan's protected breeches buoy.
22. On the Didot-Hill lifeboat.
23. On the use of megaphones.

VII.—Reports of committees on the following subjects:

1. On the Bunsen life-saving and swimming apparatus.
2. On the Buckeye light.
3. On the use of roller bearings for boat wagon wheels.
4. On Cleary's copper case for Coston signals and plan for carrying both signal holder and case.
5. On Wescott's cartouch box.
6. On Silbar's pneumatic life-preserver.
7. On the Angevine life-saving jacket.
8. On the McNicholas life-preserver.
9. On Moller's reindeer-hair life-preserver.
10. On Van Patten's sectional grappling iron.
11. On the Newman portable watchman's clock.
12. On Pain's night signals.
13. On the Angle lamps.
14. On the Bellamy grip.
15. On McLellan's protected breeches buoy.

C. H. PEABODY,
President of the Board.

D. A. LYLE,
Major, Ordnance Department, U. S. A.

C. A. ABBEY,
Captain, U. S. R. C. S., Inspector, L. S. S.

F. A. LEVIS,
Lieutenant, U. S. 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, U. S. R. C. S., Recorder.

ADDENDA.

I.

DAILY RECORD OF THE PROCEEDINGS OF THE BOARD.

POST-OFFICE BUILDING,
Boston, Massachusetts, Wednesday, June 6, 1900.

In compliance with the call of the president, at the request of the General Superintendent of the Life-Saving Service, the Board on Life-Saving Appliances met in the post-office building, Boston, Massachusetts, on Wednesday, June 6, 1900, at 10 o'clock a. m.

Present: Professor C. H. Peabody, president; Major D. A. Lyle, Ordnance Department, U. S. A.; Captain Charles A. Abbey, U. S. R. C. S.; 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.

The proceedings of the last meeting of the board having been recently published, a motion was made and carried that the reading of them be omitted.

A letter from the General Superintendent of the Life-Saving Service, dated June 2, 1900, was read. It referred the following papers to the board for consideration, viz:

Letter from James Gresham, submitting model and plans of his serpentine boat.

Letters from Jonas Travers relating to the "Travers' inflexible lifeboat," inclosing description.

Letters from Eugene N. Livermore, transmitting plans and description of his improved lifeboat.

Letters from George C. Bunsen relating to the Bunsen life-saving and swimming apparatus, and submitting description.

Letters from Macleod & Clark relative to their Buckeye light, inclosing description and blue-print plan. Reports of trials of the Buckeye light by Superintendent J. C. Kiah, Tenth Life-Saving District, Assistant Superintendent H. M. Knowles, Third Life-Saving District, and Keeper Albert Church, Narragansett Pier Life-Saving Station.

Letters from Lieutenant C. H. McLellan and Professor C. H. Peabody relating to the use of roller bearings for boat wagon wheels, and submitting correspondence between Lieutenant McLellan and the American Roller Bearing Company, inclosing price list and plate.

Letter from Henry Cleary, keeper of Marquette Life-Saving Station, submitting a copper case for Coston signals and a plan for carrying both signal holder and case.

Letter from John E. Perry, M. D., relative to his improved tubular lantern. Submits circular.

Letter from the Lion Tailoring Company relative to Silbar's pneumatic life-preserver. Samples submitted.

Letter from S. M. Patterson, submitting a description of the Angevine life-saving jacket.

Letters from Thos. McNicholas relating to his life-preserver and submitting a drawing.

Letter from John D. Persons, keeper of Thunder Bay Island Life-Saving Station, relative to a reindeer-hair life-preserver invented by W. C. Moller, of Norway. Report of trial of reindeer-hair life-preserver by Superintendent J. G. Kiah, Tenth District.

Letter from Willard W. Van Patten, submitting a drawing of his new sectional grappling iron.

Letters from the Newman Clock Company relative to their new portable watchman's clock.

Letter from the Pain Manufacturing Company, requesting a trial of their signal lights and handles.

Letter from the Angle Lamp Company, submitting a catalogue of their lamps with a view of introducing their use into the Life-Saving Service.

Letter from George A. Mudge, submitting description and blue-print drawing of the Bellamy hauling device.

Letter from John T. Wescott, keeper of Poyners Hill Life-Saving Station, relating to his cartouch box and submitting a sample.

Letters from Lieutenant C. H. McLellan, U. S. R. C. S., relative to his protected breeches buoy. Sample submitted.

Letters from Lieutenant C. H. McLellan, U. S. R. C. S., Professor C. H. Peabody, and the Lake Shore Engine Works, relating to the installation of the Superior gasoline engines in the 34-foot Service lifeboats, and submitting blue-print drawings.

A letter from F. Reiff relative to "Reiff's unsinkable lifeboat" was referred to the board by the General Superintendent, and this appliance was placed upon the docket.

A motion was made and carried that the reports of committees on the unfinished business before the board be deferred until the board was ready to discuss the docket.

It was then decided to allow the inventors or their representatives to appear before the board and explain their appliances.

Mr. Eugene N. Livermore was given the first hearing and his improved lifeboat was discussed.

A communication addressed to the board from the firm of Macleod & Clark was read and filed with the other papers relating to the Buckeye light.

After a short discussion it was agreed to test the Pain signal lights at Point Allerton Life-Saving Station on Wednesday evening, the 13th instant, and the representative of the Pain Manufacturing Company was so informed.

Mr. Jonas Travers then appeared before the board and explained the construction of his "inflexible lifeboat." He informed the board that he had a working model 8 feet and 2 inches in length at the railroad station. The board directed him to have it sent to the City Point Life-Saving Station, where the board would examine and test it.

Mr. George A. Mudge was then invited into the board room. He explained the Bellamy hauling device and requested that the board give it a trial.

The representative of the American Roller Bearing Company was informed that the board would give him a hearing upon the subject

of roller bearings for boat-wagon wheels at 10 a. m. on Saturday, the 9th instant.

Captain Abbey, the chairman of the subcommittee on Gresham's serpentine boat, made an oral report, stating that Mr. Gresham had notified him that the boat had burned up; that he was building another, however, and that he wished to have the board examine and test it when finished. Upon motion being made and carried, this device was continued on the docket as unfinished business.

The recorder read the reports of the trials of the Buckeye light by Superintendents Sparrow and Kiah and Assistant Superintendent Knowles. It was moved and carried that a committee be appointed to consider the reports of the trial officers and to submit an opinion to the board.

The board then engaged in a preliminary discussion on the various devices on the docket until 1.30 p. m., when it took a recess until 2.30 p. m.

The board reassembled at 2.30 p. m. and continued the preliminary discussion of the docket.

At 3.30 p. m. a motion was made and carried that, in view of the fact that the inventor of Perry's tubular lantern proposes to furnish several of these lanterns for trial at life-saving stations without expense to the Government, the board recommends that his offer be accepted if not incompatible with the interests of the service, and that the General Superintendent have the lanterns placed at such stations for trial as he may deem best suited to the purpose, and that reports upon their efficiency be made to the General Superintendent.

The president then appointed the committees to examine the appliances on the docket and to report to the board thereon.

At 4.30 p. m. the board adjourned until the following morning at 10 o'clock.

F. A. LEVIS, *Recorder*.

THURSDAY, June 7, 1900.

At 10 a. m. the board met pursuant to adjournment, all the members being present.

The minutes of the previous session of the board were read, amended, and then approved.

The board decided to consider the installation of the Superior gasoline engine in the 34-foot Service lifeboat, and the recorder read the report of Lieutenant C. H. McLellan, who conducted a trial of a Service lifeboat in which an engine of this type had been installed. Lieutenant McLellan and Mr. C. A. Bloomstrom, a representative of the manufacturers of the Superior gasoline engines, were invited into the board room. Mr. Bloomstrom explained the advantages of this motor, and Lieutenant McLellan set forth more fully the details of the trial. A long discussion followed.

The protected breeches buoy was then called up, and Lieutenant McLellan gave his reasons for considering an appliance of this nature necessary for use in the Life-Saving Service.

At 1 p. m. the board took a recess until 3 o'clock p. m. in order to allow part of the board to visit City Point Life-Saving Station for the purpose of examining and testing the 8-foot model of the "Travers inflexible lifeboat."

At 3 p. m. the board reassembled. The president being absent, Major Lyle took the chair.

The recorder read the list of committees appointed by the president to investigate and report upon the new business before the board.

It was then decided to devote the remainder of the afternoon session to committee work.

At 4.30 p. m. the board adjourned until 10.30 a. m. to-morrow.

F. A. LEVIS, *Recorder*.

FRIDAY, June 8, 1900.

The board met at 10.30 a. m. as per adjournment of yesterday, President Peabody in the chair, and all the members present.

The minutes of the previous session were read and approved.

A communication from the Newman Clock Company was read and then filed with other papers relating to the same subject.

The president called for committee reports.

The committee on the Buckeye light reported and, after discussion, its report was adopted as expressing the opinion of the board. The committee was discharged.

There being no other committee reports ready for consideration, a motion was made and carried that the board sit as a committee of the whole on lifeboats. The president appointed Assistant Superintendent Knowles and Superintendent Kiah a subcommittee to report upon the test of the 8-foot model of the "Travers inflexible lifeboat." Assistant Superintendent Knowles then made an oral report of the test.

On motion the committee then considered the project of installing the Superior gasoline engines in the 34-foot Service lifeboat. The whole subject of the use of mechanical power in lifeboats was discussed until 1.30 p. m., when the committee on lifeboats rose, and the board took a recess until 3 p. m.

The board reassembled at 3 p. m., Major Lyle in the chair.

The members engaged in committee work until 4.15 p. m., when the board adjourned until 10 a. m. to-morrow.

F. A. LEVIS, *Recorder*.

SATURDAY, June 9, 1900.

At 10 a. m. the board met pursuant to adjournment, President Peabody in the chair, and all the members present.

On motion, the regular order of business was suspended in order to allow Mr. Myron F. Hill, president of the American Roller Bearing Company, to explain the construction of the bearings manufactured by his company. The board then engaged in a discussion on the advisability of using roller bearings on the wagons of the Life-Saving Service.

At 12 m. the regular order was taken up, and the minutes of the previous session were read and approved.

The board then resolved itself into the committee of the whole on lifeboats.

Reports were formulated and accepted on "Reiff's unsinkable lifeboat" and "Livermore's improved lifeboat."

A resolution was unanimously passed declaring that it was the opinion of the committee on lifeboats that a commission, which shall include the president of the board, should be appointed to further investigate the subject of installing mechanical power in lifeboats. (For resolution in full, see the board's report.)

At 1 p. m. the committee on lifeboats rose and the board resumed its regular session.

It was moved and carried that the action of the committee on lifeboats be adopted as the action of the board.

At 1.30 p. m., on motion, the board adjourned until Monday, the 11th instant, at 10.30 a. m.

F. A. LEVIS, *Recorder*.

MONDAY, June 11, 1900.

The board met at 10.30 a. m. as per adjournment, all the members being present.

The minutes of the previous session were read and approved.

A communication from Thomas McNicholas, relative to his life-preserver, was read and filed with other papers on the same subject.

COMMITTEE REPORTS.

The president then called for committee reports.

The first report under this call was upon the Bunsen life-saving and swimming apparatus. The report of the committee was accepted as the report of the board, and the committee was discharged.

The committee on the Angle lamp made its report which was adopted as the report of the board. The committee was discharged.

The report of the committee on the Angevine life-saving jacket was considered. It was accepted as the report of the board, and the committee was discharged.

The committee on Cleary's signal case and plan for carrying both signal holder and case presented its report which, after discussion, was referred back to the committee for amendment in accordance with instructions from the board.

The report of the committee on Wescott's cartouch box was considered, amended, and then accepted as the report of the board. The committee was discharged.

The board then resolved itself into the committee of the whole on lifeboats and considered the report of the subcommittee on the Travers inflexible lifeboat. The committee formulated an opinion upon this lifeboat and discharged the subcommittee.

The committee on lifeboats then rose and the board resumed its regular session. On motion, the opinion of the committee of the whole on the Travers inflexible lifeboat was adopted as the opinion of the board.

The trial of Pain's night signals was called up. The board decided that it would be more convenient to make the test of these signals at Nahant Life-Saving Station than at Point Allerton Life-Saving Station as had previously been agreed upon. The recorder was instructed to inform the representative of the Pain Manufacturing Company of the change in the board's arrangements.

At 1 p. m. the board took a recess until 2 p. m.

At 2 p. m. the board reassembled with Major Lyle in the chair.

The members became engaged in committee work until 3 p. m., when, in order to allow the further prosecution of committee work, the board adjourned until 10.30 a. m. to-morrow.

F. A. LEVIS, *Recorder*.

TUESDAY, June 12, 1900.

At 10.30 a. m. the board met pursuant to adjournment, Captain Abbey in the chair.

The minutes of the previous session were read and approved.

The board decided to devote the day to committee work.

At 2 p. m. the board adjourned until 10.30 a. m. to-morrow in order to allow the recorder to begin the work of preparing the board's report.

F. A. LEVIS, *Recorder*.

Wednesday, June 13, 1900.

The board met at 10.30 a. m. as per adjournment of yesterday, all the members being present.

The minutes of the previous session were read and approved.

The General Superintendent referred to the board papers from Mr. Thomas J. Hill, relative to the Didot-Hill lifeboat. The papers were read, and then it was ordered that this device be added to the docket.

The board decided to give Mr. W. F. Coston a hearing upon the subject of night signal lights, and Mr. Coston was accordingly invited into the board room. He explained to the board the development of the Coston signal and the patents which covered his signal apparatus at the present time. After the withdrawal of Mr. Coston, the board discussed the subject of night signals for some time, and the president requested Captain Abbey to prepare and submit to the board a plan to be carried out in making the tests of the Pain signal lights in comparison with the Coston signal lights.

This plan submitted by Captain Abbey was approved by the board.

COMMITTEE REPORTS.

The president then called for committee reports, and the committee on the McNicholas life-preserver submitted its report, which was adopted as expressing the opinion of the board. The committee was discharged.

The report of the committee on Cleary's copper case for night signals and plan for carrying both signal holder and case was considered; it was adopted as the report of the board, and the committee was discharged.

The report of the committee on the Bellamy grip was presented; it was amended and then accepted as the report of the board. The committee was discharged.

On motion, the board then went into session as the committee of the whole on lifeboats.

The Didot-Hill lifeboat was discussed, and a report which was acceptable to all members of the committee was formulated.

The committee rose at 1 p. m., and the board resumed its regular session.

On motion, the report of the committee of the whole on the Didot-Hill lifeboat was adopted as the report of the board.

The recorder was instructed to invite Lieutenant W. G. Ross, assistant inspector of the First and Second life-saving districts, to accompany the board to Nahant Life-Saving Station for the purpose of testing night signals.

At 1.15 p. m. the board adjourned in order to allow the recorder to continue the work of preparing the board's report, and to meet at Nahant Life-Saving Station at 8 o'clock this evening to test the Pain night signal.

At 8 p. m. the board met at Nahant Life-Saving Station and tested the Pain night signal in comparison with the Coston night signal.

At 9.30 p. m. the board, having finished the tests, adjourned to meet at 10 a. m. to-morrow at the usual place.

F. A. LEVIS, *Recorder*.

THURSDAY, *June 14, 1900.*

At 10 a. m. the board met pursuant to adjournment, all the members being present.

The minutes of the previous session were read and approved.

Upon the call for committee reports, the committee on Van Patten's sectional grappling iron submitted its report. After considerable discussion the report was accepted by the board, and the committee was discharged.

The report of the committee on Silbar's pneumatic life-preserver was considered and adopted by the board. The committee was discharged.

The report of the test of the Pain night signal was then submitted to the board, and a long discussion upon this subject followed.

At 1 p. m. the board took a recess until 3 p. m.

At 3 p. m. the board reassembled, Major Lyle in the chair.

The members were engaged at work preparing committee reports until 4 p. m., when the board adjourned until 10.30 a. m. on the following day.

F. A. LEVIS, *Recorder*.

FRIDAY, *June 15, 1900.*

At 10.30 a. m. the board met as per adjournment, Major Lyle in the chair.

The minutes of the previous session were read and approved.

The regular order of business was suspended in order to allow the preparation of committee reports on subjects that have not yet been acted upon by the board, and also to allow the recorder to work on the board's report.

At 1 p. m. the board took a recess until 3 p. m.

At 3 p. m. the board reassembled, all the members being present.

COMMITTEE REPORTS.

The president called for committee reports.

The report of the committee on the Newman portable watchman's clock was read, and then accepted by the board as its report. The committee was discharged.

The report of the committee on the McLellan protected breeches buoy was considered. It was adopted as expressing the opinion of the board, and the committee was discharged.

The report of the committee on Moller's reindeer-hair life-preserver was read, and then accepted by the board as its report. The committee was discharged.

At 4 p. m. the board adjourned until 10 a. m. to-morrow.

F. A. LEVIS, *Recorder*.

SATURDAY, June 16, 1900.

The board met at 10 a. m. pursuant to adjournment, all the members being present.

The minutes of the previous session were read and approved.

A communication from the General Superintendent was read, which referred to the board the subject of the use of megaphones in the Life-Saving Service. An opinion upon this subject was formulated, and adopted as the opinion of the board.

The board then considered the committee reports on Pain's night signals and roller bearings for boat-wagon wheels. These reports were adopted as expressing the opinions of the board, and the committees were discharged.

The recorder then reported that the docket was cleared, and that the board's report was ready for signatures. The report was read and then signed by the members of the board.

The minutes of this session were read and approved.

There being no further business before the board, it adjourned at 12.30 p. m. sine die.

F. A. LEVIS, *Recorder*.

II.

REPORT OF LIEUTENANT C. H. MCLELLAN, R. C. S., ON THE INSTALLATION OF THE SUPERIOR GASOLINE ENGINE IN THE 34-FOOT SERVICE LIFEBOAT.

LIFE-SAVING SERVICE,
OFFICE OF THE ASSISTANT INSPECTOR, FOURTH DISTRICT,
Toms River, New Jersey, October 26, 1899.

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

SIR: Referring to your letter of April 6, 1899, authorizing me, as recommended in my letter of March 2, 1899, to have a 12-horsepower "Superior" gasoline engine, with all necessary equipments, fittings, etc., installed in one of the 34-foot self-righting and self-bailing centerboard lifeboats belonging to the Service, I beg to report that, in accordance with the above authority, an agreement was made with the Lake Shore Iron Works, of Marquette, Michigan, to install an engine

of the above description in one of the Service lifeboats, the work to comply with the inclosed specifications.

Owing to the death of the manager of the works, Mr. Holly, some time after the agreement was entered into, considerable delay occurred in the work of installation, and the boat was not reported ready for trial until about the 1st of September.

I reached Marquette on the 7th of September, and spent the time until the 12th in testing the boat and engine under various conditions, in smooth water and rough, light winds and gales, with power alone and combined with sails and oars, and in upsetting of the boat, and in all of the tests made the results were particularly satisfactory.

The Superior engine was selected after several years of study of the several types of engines on the market as being better suited for this particular kind of work, because of its lightness per horsepower, simplicity of construction, compactness, and its unflinching ability to run under adverse conditions; and, in addition, a feature of construction not attempted by other makers, I believe, that of running two propellers with one engine.

The engine, with the gears and attachments of the two propeller shafts, are installed wholly within the after air chamber, the only portion of the machine on the outside being the end of the starting shaft, the two reversing levers, and the oil cups. All of the above, excepting the end of the shaft, are in recesses set in the bulkhead, beyond the reach of ropes or danger from other causes.

The engine was installed without disturbing the construction of the air chamber, the whole being passed through the opening in the bulkhead, 16 by 16 inches in size.

The air chamber is but 6 feet wide and 6 feet long at the rail, tapering to a few inches at the keelson and sternpost, making the above work of installation very difficult.

The engine weighs about 1,300 pounds and is of the two-cylinder type, having explosions at every revolution, the ignition being secured from a spark generated by 16 portable rubber-cell batteries. The cylinders are 6 by 6 inches, with 400 revolutions of the engine per minute.

A 12-inch diameter by 3-inch face gear wheel on the engine shaft engages gear wheels, 8 inches diameter by $4\frac{1}{2}$ inches face, on the propeller shafts by intermediate rawhide gears, 8 inches diameter by 3 inches face, the rawhide reducing the noise of the gears to a minimum.

This gearing gives the propellers 600 revolutions per minute. There are two 18-inch propellers, having two reversible blades each, the reversing levers being connected to pulls leading through stuffing boxes in the bulkhead.

The shafts are of Tobin bronze, $1\frac{1}{2}$ inches in diameter, provided with ball bearings in the outboard bearings of the shafts. The propellers are guarded on the outside with suitable cages. The cylinders are lubricated by automatic oil cups, and all other bearings from cups placed in a recess in the bulkhead, accessible from the outside.

A muffler reduces the noise of the exhaust to less than what a steam exhaust would be from an engine of the same power. It has an opening on each quarter.

Since the engine has been installed it has been considered advisable to enlarge the opening through the bulkhead to facilitate access to the engine when necessary.

The door to this opening is packed and closes water-tight.

An electric torch is provided for use around the engine, as being the most convenient.

The engine is supplied with air through two 2½-inch brass pipes leading from the top of the inside of the air chamber down the bulkhead and having openings through it 6 inches from the deck. If the boat should be upset these openings will be in the air space under the boat and out of the reach of the water.

The engine when in operation requires considerable air, and in a few minutes all in the air chamber, if closed, would be consumed, causing a vacuum and the stopping of the engine were the two air pipes above referred to not provided.

The gasoline is stored in two galvanized-iron tanks placed in the forward air chamber and as high as the roof of the chamber will allow. Two tanks were used to avoid disturbing the bulkhead of the air chamber in putting them in.

Their combined capacity is 75 gallons, but there is room in the air chamber for tanks of double that size.

They are connected by a Y to a ½-inch brass pipe leading to the engine, through which the gasoline is fed by gravity to the cylinders, thus dispensing with the usual pumps, which, because of their small dimensions, are easily clogged and stop the engine.

To avoid the possibility of the fuel being cut off from the engine by reason of the extreme pitching of the boat, as might occur in a very heavy surf when the stern is high on a sea for a time, a small reservoir is attached to the engine, into which the fuel flows, and from there to the engine.

The ends of the supply pipe project a short distance into the oil tanks, to prevent any particles of dirt which might settle to the bottom from entering them, and the air vents of the tanks are provided with valves which close the vents in case of an upset. Great care is taken with these tanks and their connections to avoid leakage.

The engine consumes when under full speed (7½ miles an hour) 2 gallons of gasoline per hour, which will enable the boat to run thirty-seven hours, or about 275 miles, on one filling.

The engine is catalogued as a 12-horsepower engine, but develops 15 horsepower, so that the cost of fuel, estimating the price of gasoline at 15 cents per gallon, is 2 cents per hour for 1 horsepower.

The batteries are sealed and carried in a drawer fitting into a close case in the forward air chamber, having its only opening in the bulkhead. By this arrangement the batteries must be removed from the air chamber for any needed attention, thus removing all chance of accident from a spark caused by ignorant handling of the wires.

To operate the engine, a crank ships on the end of the pinion of a gear wheel which engages the gear on the fly wheel of the engine within the air chamber. By giving the crank a few quick turns the gas is thrown into the cylinders and a spark created, when the engine continues its revolutions and the crank is removed from the pinion.

To stop the engine, the supply of fuel may be stopped, or the spark suspended; the former is advisable, as it leaves the engine in a better condition for the next start.

For a short stop, such as would be necessary for boarding a wreck, the engine would not be stopped, but the blades of the propellers thrown at right angles to the keel; and while in that position the boat will remain stationary with the engine running at full speed. By

manipulating the propellers the boat can be sent ahead or astern much quicker than where the engine itself has to be worked astern or ahead.

In the trials the propellers were reversed, and the boat had sternway from full speed ahead in twenty seconds.

By reversing one propeller and going ahead on the other, the boat was turned in a circle of 50 feet in diameter.

She made a speed of $7\frac{1}{2}$ miles an hour over a measured course, under power alone, and will do better after a little use.

The self-righting qualities of the boat have not been injured by the addition of the weight of the engine.

In the test made she was righted from even trim bottom up to even trim right side up in three seconds.

A wooden centerboard was substituted for the 590-pound metal centerboard, to increase the boat's buoyancy, and the boat righted under the new conditions in two seconds, as near as the time could be taken.

Provision is made for cutting off the supply of fuel from the engine when the boat is upset, thus stopping the engine. This is advisable, because if the boat should be upset and the crew thrown into the water, the boat would right itself in a few seconds, and the engine being in motion, she would run away from the crew before they could climb on board.

Another reason for stopping the engine during an upset is the danger from having the crew and passengers thrown into the water with the two propellers running at high speed in their midst. By substituting a wooden for the metal centerboard the draft of the boat was lessened 1 inch aft and 2 inches forward, a gain much desired.

When under full speed with the engine the oars were shipped, but the men could get no hold upon the water with them.

The boat was tested under sail and power during a gale blowing at the rate of from 28 to 40 miles an hour, as registered at the Weather Bureau. She was taken 5 miles outside of the harbor of Marquette and tried under all-directions of sea and wind, at a time when large steamers were running into port for a harbor, and behaved as well as could be desired.

Under the same conditions of wind, and without the engine, a tug-boat's assistance would have been necessary, or several hours consumed in beating the boat out against the gale.

It is unnecessary to discuss the advantages of an auxiliary like this, the main point being how to apply it to the best advantage. As the 34-foot boat was not designed for carrying the additional weight of this engine, it is suggested that the services of some well-known designer of steam launches be secured to design a lifeboat having all the qualities of the present boat, but with sufficient additional buoyancy to easily carry the engine.

The Seaburys, of Morris Heights, New York, are suggested, especially as they are the agents of this engine on the Atlantic coast, and will be interested in making it a success.

I would say in this connection that the Lake Shore Iron Works have shown every desire to fulfill their agreement, and have done so in every particular; in fact, have done additional work which at the time of making the agreement did not occur to either party.

Respectfully,

C. H. McLELLAN,
Lieutenant, R. C. S., Assistant Inspector.

III.

REPORTS OF SUPERINTENDENTS B. C. SPARROW AND J. G. KIAH AND
ASSISTANT SUPERINTENDENT H. M. KNOWLES ON THE TRIALS OF THE
BUCKEYE LIGHT.

BOSTON, MASSACHUSETTS, *June 6, 1900.*

PRESIDENT OF THE BOARD ON LIFE-SAVING APPLIANCES.

SIR: I have the honor to submit the following report on the Buckeye light:

One of these lights was forwarded to the Nauset Life-Saving Station, where it could be tested in comparison with the Wells light at Orleans Life-Saving Station. The crew of the Nauset Station made themselves familiar with the method of operating the Buckeye light before the time of the test. The Nauset Life-Saving Station is 4½ miles from the Orleans Station. From a point midway between these two stations the brilliancy was in favor of the Wells light when both lights were burning simultaneously. I caused both lights to be lighted at the same instant. The Wells attained its full power in four and one-half minutes, the Buckeye in nine minutes. The print of the Regulations of the Life-Saving Service can be read at night at an extreme distance of 150 yards from the Buckeye light and at an extreme distance of 153 yards from the Wells light.

The flame given by the Buckeye light, while nearly equal to the flame given by the Wells light in illuminating power, is less steady than that of the latter. It wavers and flickers so as to render the illumination of the lighted area unsteady when burning under a full 30-pound pressure, and with the oil feed valve wide open throws off from the flame small flames of burning oil equal to the flame of an ordinary house lamp. These flakes of flame thrown off ignite the beach grass, causing a fire which it is necessary for the surfmen to smother. When the oil-feed valve is partly closed, to prevent the throwing out of these detached flames, the tubes cool down rapidly and the illuminating power diminishes fully one-half, making it necessary to throw the oil valve wide open in order to recover brilliancy. The Wells light, when burning under a 25-pound pressure with the oil-feed valve wide open, gives a steady flame and throws off no surplus burning oil.

I am of the opinion that the Buckeye light is in no way superior to the Wells light now in use, and that its adoption would not be an improvement in the present apparatus of the Service.

Respectfully,

B. C. SPARROW,
Superintendent Second District, L. S. S.

LIFE-SAVING SERVICE,
OFFICE OF THE SUPERINTENDENT, TENTH DISTRICT,
Harbor Beach, Michigan, April 12, 1900.

GENERAL SUPERINTENDENT U. S. LIFE-SAVING SERVICE,
Treasury Department, Washington, D. C.

SIR: In accordance with the instructions contained in your letter of August 7, 1899, I respectfully report that I have tested the Buckeye light at the Sand Beach Life-Saving Station, and find it as follows:

The light is similar in construction and operation to the Wells light

exhibited before the Board on Life-Saving Appliances at its meeting in June, 1892. Not charged it weighs 120 pounds; charged with 12 gallons of mineral oil it weighs about 224 pounds. It requires about eleven minutes to start the light burning properly. After it is burning properly it shows a strong and good light, sufficient for the life-saving crew to see and handle all the apparatus without difficulty. Compared with the Wells light, I should judge that it is about one-quarter stronger.

If a person stood near the light and used the wig-wag signals the signals could probably be distinguished and read at a distance of from 200 to 300 yards.

Respectfully,

JEROME G. KIAH,
Superintendent Tenth District, L. S. S.

LIFE-SAVING SERVICE,
OFFICE OF THE ASST. SUPT. THIRD DISTRICT,
Wakefield, Rhode Island, May 8, 1900.

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

SIR: In accordance with your request of August 7, asking me to have a Buckeye light placed at one of the stations of this district for trial; and to report the result, etc., I have the honor to make the following report:

The Buckeye light, size No. 2, was placed for trial at the Narragansett Pier Station about October 1, 1899, but on account of business pressure the trial was deferred until last month. Three trials were made between the 19th and 30th of April, 1900. According to previous arrangements I went to the Narragansett Pier Station on the evening of the 19th and made the following trial tests with the Buckeye and Wells lights.

The Buckeye light was charged with 10 gallons of kerosene oil, and the Wells light with 4½ gallons. The oil used in both lights was water white of good quality, 150 degrees fire test, and 125 degrees flash test. Both were lighted at 7.30 p. m., the wind being brisk from the southwest at the time. The Buckeye light had an air pressure of 30 pounds and the Wells had a pressure of 20 pounds. The former started in fifteen minutes and the latter in about seven and one-half minutes. Both lights were burned about three-quarters of an hour, and the Wells light was about 20 per cent larger and more brilliant than the Buckeye light. There seemed to be several leaky joints in the latter, so both lights were extinguished at 8.30 p. m. The keeper was instructed to thoroughly overhaul them, tighten all joints, and make tests in lighting them in order to be proficient in this work.

The square hood used over the burner of the Wells light seemed to be superior in every respect (in heating the burner and getting the light started) to that used on the Buckeye light.

On April 26, 1900, I visited the station again. Both lights were placed in position and lighted at 7.30 p. m., with the required amount of air pressure on each. There was a light southeast wind at the time. The Buckeye was lighted and was burning good in fourteen and one-half minutes, giving a better light by 5 per cent than it

did at the first trial. A piece of wood, forced into the feed pipe of the Wells light, prevented it from burning; consequently the Buckeye light was extinguished after burning about fifteen minutes, and the trial was postponed until the evening of April 30. In the meantime both lights were carefully examined and all defects remedied.

I again visited Narragansett Pier Station on the evening of April 30, and both lights being in readiness they were lighted together at 7.30 p. m. with the required number of pounds of air pressure on each light. There was a light wind from the southwest, and the weather was cloudy and threatening. The Wells light started in seven and one-half minutes and the Buckeye light in sixteen and one-half minutes. Both lights burned good until 8.40 p. m., when the oil in the former gave out, and so both lights were extinguished. During this trial the Wells light gave the larger and better light, its superiority averaging about 5 per cent.

The amount of oil used in making the tests, including that used in the pans for starting the lights, was about 15 gallons—6½ in the Buckeye and 8½ in the Wells light. The latter is a much smaller light than the former, and is termed a special life-saving size, holding 4½ gallons of oil. The former is a No. 2 light, and has a tank that will hold 10 gallons of oil.

Very respectfully,

H. M. KNOWLES,
Assistant Superintendent Third District, L. S. S.

IV.

REPORT OF SUPERINTENDENT J. G. KIAH ON THE TRIAL OF MOLLER'S REINDEER-HAIR LIFE-PRESERVER.

LIFE-SAVING SERVICE,
OFFICE OF SUPERINTENDENT TENTH DISTRICT,
Harbor Beach, Mich., April 12, 1900.

PRESIDENT OF THE BOARD ON LIFE-SAVING APPLIANCES.

SIR: I respectfully make the following report upon Moller's reindeer-hair life-preserver, which was referred to me by the Board on Life-Saving Appliances for trial and report:

The reindeer-hair life-preserver was tested in comparison with one of the regular Service cork life-preservers.

Reindeer-hair life-preserver:	Pounds.
Weight before being immersed in water.....	4½
Weight after being in water six hours.....	9
Pressure necessary to put it below surface when first immersed.....	23
Pressure necessary to put it below surface after being immersed six hours..	22
Service cork life-preserver:	
Weight before being immersed in water.....	5½
Weight after being in water six hours.....	7
Pressure necessary to put it below surface when first immersed.....	22
Pressure necessary to put it below surface after being immersed six hours..	21

Respectfully,

JEROME G. KIAH,
Superintendent Tenth District, L. S. S.

V.

DRAWINGS AND DESCRIPTION OF THE DIDOT-HILL LIFEBOAT.

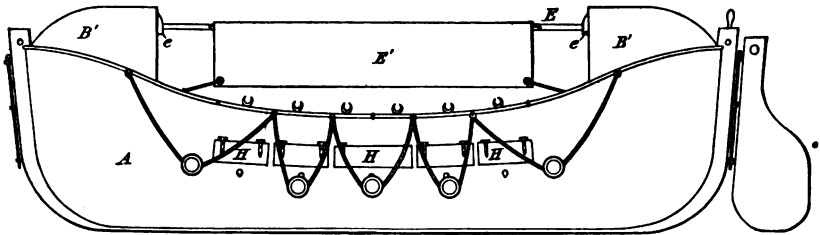


Fig. 1.

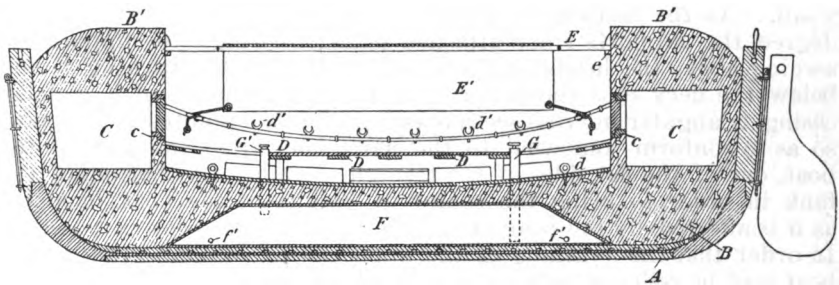


Fig. 2.

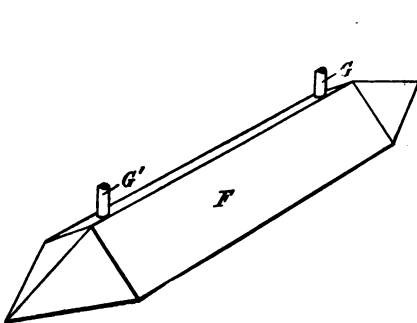


Fig. 4.

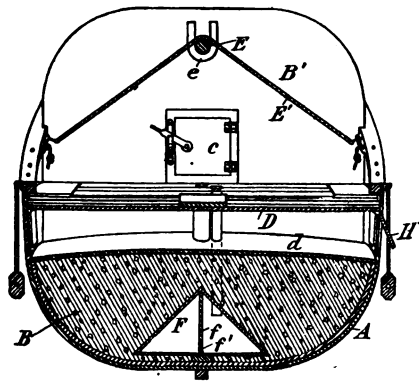


Fig. 3.

INVENTOR'S DESCRIPTION OF THE DIDOT-HILL LIFEBOAT, PATENTED JUNE 26, 1900.

Fig. 1 is a side elevation of the boat, fig. 2 being a longitudinal section, fig. 3 a cross section, and fig. 4 a detail showing the water tank in perspective.

A is the shell or outer covering of the boat, which is constructed in the usual manner. Within this shell, up to a suitable deck level *d*, is packed a solid filling B, of cork or other like material of such specific gravity that it will float and hold up a considerable weight. At each end this filling is built up into what may be called a "turtleback" B',

as shown in figs. 1, 2, and 3, for the purpose not only of shedding water, but also for the purpose of increasing the buoyancy of the boat. It will be noticed that each end of the boat shown in the drawings is built up to a considerable height above the deck level, and being made of cork or the like forms a canopy-shaped solid protection both to the occupants of the boat and also to the provision receptacles. Within each turtleback is provided a receptacle C for provisions, each receptacle having an opening closed by a water-tight manhole cover *c*, said openings being located on the inner surface of the turtlebacks. Between the turtlebacks the boat is rigged with seats D and rowlocks *d'* in the usual manner, preferably with steering appliances at each end. Upon the opposing faces of the turtlebacks are located two supports *e*, preferably U-shaped, as shown in fig. 3, to support the pole E, which carries an awning E' for use not only to keep off the sun, but also in rainy weather to collect rain water. It may also be rigged as a sail. As the turtlebacks project above the deck to a considerable degree, the supports *e* are attached sufficiently high to support the awning above the heads of the rowers. Within the packing B and below the deck *d* is the water tank F, which consists of a metallic casing triangular in cross section and preferably pointed at the ends, so as to conform somewhat to the narrowing up of the ends of the boat, one of the flat sides of the triangle forming the bottom of the tank in order to bring the center of gravity of the boat, in so far as it is affected by the contents of the water tank, as low as possible. In order that the swashing of the water caused by the rolling of the boat may be reduced as much as possible, the tank is provided with a vertical partition *f*, having openings *f'* to afford slow communication between the two sides of the tank. Thus, while the water in the tank will find its proper level on both sides of the partition in due time, the sudden rolling of the boat in either direction will not carry with it a swash of water in the tank, such as to increase the weight on that side of the boat. The tank is provided with a suitable pump G and with the inlet G', by which it may be filled. In addition, the boat may be furnished with openings along the line of the deck, provided with hinged closures H, opening outward, so that under ordinary circumstances they will remain closed and keep out the water from the outside, while allowing the water which may get on the deck to flow out through them, thus keeping the deck fairly dry.

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