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FROM THE

UNITED STATES GOVERNMENT

THROUGH

U. S. Government

ANNUAL REPORT

OF THE

UNITED STATES LIFE-SAVING SERVICE

FOR THE

FISCAL YEAR ENDING JUNE 30, 1904.



WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1905.

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TREASURY DEPARTMENT,
Document No 2390.
Office of Life-Saving Service.

2



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ORGANIZATION OF THE UNITED STATES LIFE-SAVING SERVICE.

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

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

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

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

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

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

ASSISTANT INSPECTORS.

<i>First district</i>	} Lieutenant PERCY W. THOMPSON, United States Revenue-Cutter Service, Post-Office Building, Room 148, or P. O. Box 1908, Boston, Massachusetts.
<i>Second district</i>	

<i>Third district</i>	} Lieutenant D. F. A. DE OTTE, United States Revenue-Cutter Service, Patchogue, New York.
<i>Fourth district</i>	

<i>Fifth district</i>	Lieutenant ELLSWORTH P. BERTHOLF, United States Revenue-Cutter Service, Red Bank, New Jersey.
-----------------------------	---

<i>Sixth district</i>	Captain HORATIO D. SMITH, United States Revenue-Cutter Service, Onancock, Virginia.
-----------------------------	---

<i>Seventh district</i>	Lieutenant GEORGE M. DANIELS, United States Revenue-Cutter Service, Elizabeth City, North Carolina.
-------------------------------	---

<i>Eighth district</i>	} Captain SAMUEL E. MAGUIRE, United States Revenue-Cutter Service, Biloxi, Mississippi.
<i>Ninth district</i>	

<i>Tenth district</i>	} Captain DANIEL B. HODGSDON, United States Revenue-Cutter Service, Room, 204, P. O. Building, Detroit, Michigan.
<i>Eleventh district</i>	

<i>Twelfth district</i>	Lieutenant JOHNSTONE H. QUINAN, United States Revenue-Cutter Service, Room 543, Rand-McNally Building, Chicago, Illinois.
-------------------------------	---

<i>Thirteenth district</i>	} Coast of California, Captain FRED. M. MUNGER, United States Revenue-Cutter Service, Room 35, New Appraisers' Stores, San Francisco, California.

<i>Thirteenth district</i>	Coast of Washington and Oregon, Captain WM. H. ROBERTS, United States Revenue-Cutter Service, Tacoma, Washington.
----------------------------------	---

Lieutenant KIRTLAND W. PERRY, United States Revenue-Cutter Service, on special duty, Washington, D. C.

Lieutenant JAMES H. BROWN, United States Revenue-Cutter Service, on special duty, Washington, D. C.

DISTRICT SUPERINTENDENTS.

- First district* SILAS H. HARDING, Portsmouth, New Hampshire.
Second district
Third district HERBERT M. KNOWLES, Wakefield, Rhode Island.
Fourth district ARTHUR DOMINY, Bayshore, New York.
Fifth district JOHN G. W. HAVENS, Point Pleasant, New Jersey.
Sixth district NEWELL B. RICH, Onancock, Virginia.
Seventh district PATRICK H. MORGAN, Shawboro, North Carolina.
Eighth district HIRAM B. SHAW, Miami, Florida.
Ninth district WILLIAM A. HUTCHINGS, Galveston, Texas.
Tenth district EDWIN E. CHAPMAN, Buffalo, New York.
Eleventh district JEROME G. KIAH, Harbor Beach, Michigan.
Twelfth district CHARLES MORTON, Grand Haven, Michigan.
Thirteenth district THOMAS J. BLAKENEY, Room 35, New Appraisers' Stores, San Francisco, California.

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 KIRTLAND W. PERRY, United States Revenue-Cutter Service, Washington, D. C., *Recorder*.
 SILAS H. HARDING, Superintendent First Life-Saving District, Portsmouth, New Hampshire.
 JEROME G. KIAH, Superintendent Eleventh Life-Saving District, Harbor Beach, Michigan.
 HERBERT M. KNOWLES, Superintendent Third Life-Saving District, Wakefield, Rhode Island.

LETTER OF TRANSMITTAL.

TREASURY DEPARTMENT,
Washington, November 29, 1904.

SIR: I have the honor to submit, in accordance with the requirements of section 7 of the act of June 18, 1878, the following report of the operations of the Life-Saving Service for the fiscal year ending June 30, 1904, and of the expenditures of moneys appropriated for the maintenance of the Service for that period.

Respectfully,

SUMNER I. KIMBALL,
General Superintendent.

Hon. LESLIE M. SHAW,
Secretary of the Treasury.

OPERATIONS
OF THE
UNITED STATES LIFE-SAVING SERVICE.

1904.

REPORT OF THE UNITED STATES LIFE-SAVING SERVICE, 1904.

OPERATIONS.

The Life-Saving Establishment at the close of the fiscal year comprised 273 stations, 196 being on the Atlantic and Gulf coasts, 60 on the coasts of the Great Lakes, 16 on the Pacific coast, and 1 at the Falls of the Ohio River, 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).....	32
Third district (coasts of Rhode Island and Fishers Island).....	8
Fourth district (coast of Long Island).....	33
Fifth district (coast of New Jersey).....	42
Sixth district (coast from Cape Henlopen to Cape Charles).....	18
Seventh district (coast from Cape Henry to Cape Fear River).....	31
Eighth district (coasts of South Carolina, Georgia, and eastern Florida).....	10
Ninth district (Gulf coast).....	8
Tenth district (Lakes Erie and Ontario, including Louisville Station).....	12
Eleventh district (Lakes Huron and Superior).....	18
Twelfth district (Lake Michigan).....	31
Thirteenth district (Pacific coast).....	16
Total.....	273

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 1903-4.

District.	Stations.	Periods of employment (all dates inclusive).
1	Quoddy Head, Cross Island, Crumple Island, Cranberry Islands, White Head, Burnt Island, Damiscove Island, Hunniwells Beach, Cape Elizabeth, Fletchers Neck, Jerrys Point, Wallis Sands, Rye Beach, and Hampton Beach.	6 surfmen from Aug. 1, 1903, to May 31, 1904, and 1 additional surfman from Dec. 1, 1903, to Apr. 30, 1904.
2	Salisbury Beach, Newburyport, Plum Island, Straitsmouth, Gloucester, Nahant, 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, Maddequet, Muskeget, Gay Head, and Cuttyhunk.	6 surfmen from Aug. 1, 1903, to May 31, 1904, and 1 additional surfman from Dec. 1, 1903, to Apr. 30, 1904.
	Monomoy and Monomoy Point.....	7 surfmen from Aug. 1, 1903, to May 31, 1904, and 1 additional surfman from Dec. 1, 1903, to Apr. 30, 1904.
	City Point.....	9 surfmen from July 1 to Nov. 15, 1903, and from May 1 to June 30, 1904.
3	Brenton Point, Narragansett Pier, Point Judith, Quonochontaug, Watch Hill, Sandy Point, New Shoreham, and Block Island.	6 surfmen from Aug. 1, 1903, to May 31, 1904, and 1 additional surfman from Dec. 1, 1903, to Apr. 30, 1904.

Employment of surfmen, season of 1903-4—Continued.

District.	Stations.	Periods of employment (all dates inclusive).
4	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, Zechs Inlet, Short Beach, Point Lookout, Long Beach, Rockaway, Rockaway Point, Eatons Neck, and Rocky Point.	6 surfmen from Aug. 1, 1903, to May 31, 1904, and 1 additional surfman from Dec. 1, 1903, to Apr. 30, 1904.
5	Spermacetti Cove, Seabright, 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, Two Mile Beach, Cold Spring, and Cape May.	6 surfmen from Aug. 1, 1903, to May 31, 1904, and 1 additional surfman from Dec. 1, 1903, to Apr. 30, 1904.
	Monmouth Beach.....	7 surfmen from Aug. 1, 1903, to May 31, 1904.
	Sandy Hook.....	8 surfmen from Aug. 1, 1903, to May 31, 1904.
6	Cape Henlopen, Rehoboth Beach, Indian River Inlet, Fenwick Island, Isle of Wight, Ocean City, North Beach, Green Run Inlet, Popes Island, Wallops Beach, Metomkin Inlet, and Parramore Beach.	6 surfmen from Aug. 1, 1903, to May 31, 1904, and 1 additional surfman from Dec. 1, 1903, to Apr. 30, 1904.
	Wachapreague.....	6 surfmen from Aug. 1, 1903, to May 31, 1904, and 1 additional surfman from Dec. 1, 1903, to May 31, 1904.
	Lewes, Assateague Beach, Hog Island, Cobb Island, and Smith Island.	7 surfmen from Aug. 1, 1903, to May 31, 1904.
7	Virginia Beach, Dam Neck Mills, Little Island, False Cape, Wash Woods, Penneys Hill, Currituck Beach, Poyners Hill, Calfeys Inlet, Paul Gamieles Hill, Kitty Hawk, Kill Devil Hills, Nags Head, Bodie Island, Oregon Inlet, Pea Island, Chicamacomico, Gulf Shoal, Little Kinnakeet, Big Kinnakeet, Durants, Portsmouth, and Core Bank.	6 surfmen from Aug. 1, 1903, to May 31, 1904, and 1 additional surfman from Dec. 1, 1903, to Apr. 30, 1904.
	New Inlet and Hatteras Inlet.....	7 surfmen from Aug. 1, 1903, to May 31, 1904.
	Cape Lookout and Oak Island.....	7 surfmen from Aug. 1, 1903, to May 31, 1904, and 1 additional surfman from Dec. 1, 1903, to Apr. 30, 1904.
	Cape Henry, Cape Hatteras, Creeds Hill, and Cape Fear.	8 surfmen from Aug. 1, 1903, to May 31, 1904.
8	Sullivans Island.....	6 surfmen from Aug. 1, 1903, to May 31, 1904.
9	Santa Rosa, Sabine Pass, Galveston, Velasco, Saluria, Aransas, and Brazos.	6 surfmen from Aug. 1, 1903, to May 31, 1904.
	San Luis.....	7 surfmen from Aug. 1, 1903, to May 31, 1904.
10	Big Sandy and Niagara.....	7 surfmen from July 1 to Dec. 8, 1903, and from Apr. 25 to June 30, 1904.
	Oswego and Charlotte.....	8 surfmen from July 1 to Dec. 8, 1903, and from Apr. 25 to June 30, 1904.
	Ashtabula and Marblehead.....	7 surfmen from July 1 to Dec. 12, 1903, and from Apr. 12 to June 30, 1904.
	Fairport and Cleveland.....	8 surfmen from July 1 to Dec. 12, 1903, and from Apr. 12 to June 30, 1904.
	Erie.....	8 surfmen from July 1 to Dec. 12, 1903, and from Apr. 25 to June 30, 1904.
	Buffalo.....	8 surfmen from July 1 to Dec. 12, 1903, and from Apr. 27 to June 30, 1904.
	Louisville.....	6 surfmen from July 1, 1903, to June 30, 1904.
11	Lake View Beach.....	7 surfmen from July 1 to Dec. 10, 1903, and from Apr. 25 to June 30, 1904.
	Harbor Beach, Thunder Bay Island, and Middle Island.	8 surfmen from July 1 to Dec. 10, 1903, and from Apr. 25 to June 30, 1904.
	Pointe aux Barques, Port Austin, Hammond, and Bois Blanc.	8 surfmen from July 1 to Dec. 10, 1903, and from Apr. 26 to June 30, 1904.
	Sturgeon Point.....	8 surfmen from July 1 to Dec. 10, 1903, and from Apr. 27 to June 30, 1904.
	Tawas.....	8 surfmen from July 1 to Dec. 10, 1903, and from Apr. 28 to June 30, 1904.
	Vermillon, Crisps, Two Heart River, and Deer Park.	7 surfmen from July 1 to Dec. 11, 1903, and from May 8 to June 30, 1904.
	Marquette.....	8 surfmen from July 1 to Dec. 5, 1903, and from May 13 to June 30, 1904.
	Portage.....	8 surfmen from July 1 to Dec. 9, 1903, and from May 14 to June 30, 1904.

Employment of surfmen, season of 1903-4—Continued.

District.	Stations.	Periods of employment (all dates inclusive).
11	Duluth.....	8 surfmen from July 1 to Dec. 11, 1903, and from May 13 to June 30, 1904.
	Grand Marais.....	6 surfmen from July 1 to Dec. 11, 1903, and from May 8 to June 30, 1904.
12	Charlevoix, North Manitou Island, Point Betsie, Frankfort, Manistee, Grande Pointe au Sable, Pentwater, White River, Holland, South Haven, Michigan City, Evanston, Kenosha, Racine, Two Rivers, Kewaunee, Sturgeon Bay Canal, Baileys Harbor, and Plum Island.	7 surfmen from July 1 to Nov. 30, 1903, and from Apr. 1 to June 30, 1904.
	Ludington, Muskegon, and Saint Joseph.....	7 surfmen from July 1 to Dec. 5, 1903, and from Apr. 1 to June 30, 1904.
	Jackson Park and Sheboygan.....	8 surfmen from July 1 to Nov. 30, 1903, and from Apr. 1 to June 30, 1904.
	Grand Haven, South Chicago, Old Chicago, and Milwaukee.	8 surfmen from July 1 to Dec. 5, 1903, and from Apr. 1 to June 30, 1904.
	South Manitou Island.....	6 surfmen from July 1 to Nov. 30, 1903, and 7 surfmen from Apr. 5 to June 30, 1904.
	Sleeping Bear Point.....	6 surfmen from July 1 to Nov. 30, 1903, and 7 surfmen from Apr. 1 to June 30, 1904.
13	Grays Harbor, Ilwaco Beach, Yaquina Bay, Coquille River, and Point Reyes.	7 surfmen from July 1, 1903, to June 30, 1904.
	Willapa Bay, Umpqua River, Coos Bay, Humboldt Bay, Arena Cove, Point Bonita, Fort Point, Golden Gate, and Southside.	8 surfmen from July 1, 1903, to June 30, 1904.
	Cape Disappointment.....	8 surfmen from July 1, 1903, to June 30, 1904, and 1 additional surfman from July 1 to Aug. 10, 1903, and from May 8 to June 30, 1904.
	Point Adams.....	8 surfmen from July 1, 1903, to June 30, 1904, and 1 additional surfman from July 1 to Aug. 15, 1903, and from May 2 to June 30, 1904.

Keepers are on duty at all stations during the entire year. The foregoing tabular statement includes but 1 of the 10 stations in the Eighth district, the others being maintained only as houses of refuge for the succor of the shipwrecked, no crews being employed.

STATISTICS.

The records of the office show that 359 documented vessels have suffered disaster within the scope of the operations of the Service during the year. There were 2,525 persons on board these vessels, of whom 2,504 were saved, 21 only being lost. There were succored at the stations 659 shipwrecked persons, to whom 1,311 days' relief in the aggregate was furnished. The estimated value of the vessels involved in these disasters was \$4,698,855, and that of their cargoes \$1,757,925, making the total value of the property imperiled \$6,456,780. Of this amount \$5,089,950 was saved, and \$1,366,830 lost. The number of disasters involving the total loss of the vessels was 50.

As stated, the above covers disasters to vessels of sufficient size and tonnage to be regularly documented. Among smaller vessels—sailboats, rowboats, etc.—411 casualties were reported, involving 803 persons, of whom 790 were saved and 13 lost. The property value involved is estimated at \$248,750, of which \$240,130 was saved and but \$8,620 lost.

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

Total number of disasters.....	770
Total value of property involved.....	\$6,705,530

Total value of property saved.....	^a \$5,330,080
Total value of property lost.....	\$1,375,450
Total number of persons involved.....	3,328
Total number of persons lost.....	34
Total number of shipwrecked persons succored at stations.....	^b 659
Total number of days' succor afforded.....	^b 1,311
Number of vessels totally lost.....	50

The above statement does not include persons who were saved by members of the Service from various perilous situations, but who were not on board vessels. During this year 103 such cases occurred. Assistance of more or less importance was also rendered to 291 other vessels, making a grand total of 1,061 vessels of all kinds to which assistance was rendered.

VESSELS ASSISTED.

Of this aggregate of 1,061 vessels, 480, valued with their cargoes at \$2,447,935, were saved from situations which would otherwise have resulted in partial or total loss, 384 of them, valued with their cargoes at \$998,125, by the Life-Saving Service alone without other assistance than the vessels' crews. In the remaining 96 instances, the crews of this Service, in cooperation with wrecking vessels, tugs, and other agencies, saved property estimated at \$1,135,565 out of a total value of \$1,449,810 imperiled.

Besides these 480 vessels saved from peril, 581 others were afforded assistance of greater or less importance.

To the above number may be added 161 vessels which were discovered by the patrolmen and station lookouts running into danger and were warned of their peril in time to avert disaster. These occurred, 148 at night and 13 during the daytime, in thick weather.

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. ^c	Pacific coast.	Total.
Total number of disasters.....	477	249	44	770
Total value of vessels.....dollars..	3,018,890	1,536,765	372,585	4,928,240
Total value of cargoes.....do.....	1,267,825	454,940	54,525	1,777,290
Total amount of property involved.....do.....	4,286,715	1,991,705	427,110	6,705,530
Total amount of property saved.....do.....	3,666,895	1,443,790	219,395	5,330,080
Total amount of property lost.....do.....	619,820	547,915	207,715	1,375,450
Total number of persons on board.....	2,171	914	243	3,328
Total number of persons lost.....	22	6	6	34
Number of shipwrecked persons succored at stations.....	^d 504	^d 115	^d 40	^d 659
Total number of days' succor afforded.....	^d 948	^d 317	^d 46	^d 1,311
Number of disasters involving total loss of vessels.....	33	12	5	50

^a 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.

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

^c Including the river station at Louisville, Kentucky.

^d 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.....	43
Value of vessels.....	\$130, 725
Value of cargoes.....	\$32, 425
Total value of property.....	\$163, 150
Number of persons on board vessels.....	186
Number of persons lost.....	None.
Number of shipwrecked persons succored at stations.....	25
Number of days' succor afforded.....	35
Value of property saved.....	\$141, 615
Value of property lost.....	\$21, 535
Number of disasters involving total loss of vessels.....	5

Second district.

Number of disasters.....	181
Value of vessels.....	\$492, 675
Value of cargoes.....	\$71, 195
Total value of property.....	\$563, 870
Number of persons on board vessels.....	682
Number of persons lost.....	2
Number of shipwrecked persons succored at stations.....	81
Number of days' succor afforded.....	110
Value of property saved.....	\$473, 120
Value of property lost.....	\$90, 750
Number of disasters involving total loss of vessels.....	5

Third district.

Number of disasters.....	11
Value of vessels.....	\$24, 400
Value of cargoes.....	\$13, 600
Total value of property.....	\$38, 000
Number of persons on board vessels.....	53
Number of persons lost.....	None.
Number of shipwrecked persons succored at stations.....	10
Number of days' succor afforded.....	20
Value of property saved.....	\$18, 350
Value of property lost.....	\$19, 650
Number of disasters involving total loss of vessels.....	2

Fourth district.

Number of disasters.....	54
Value of vessels.....	\$186, 810
Value of cargoes.....	\$47, 970
Total value of property.....	\$234, 780
Number of persons on board vessels.....	188
Number of persons lost.....	14
Number of shipwrecked persons succored at stations.....	59
Number of days' succor afforded.....	121
Value of property saved.....	\$152, 160
Value of property lost.....	\$82, 620
Number of disasters involving total loss of vessels.....	5

Fifth district.

Number of disasters.....	52
Value of vessels.....	\$1, 259, 840
Value of cargoes.....	\$734, 955
Total value of property.....	\$1, 994, 795
Number of persons on board vessels.....	336
Number of persons lost.....	None.
Number of shipwrecked persons succored at stations.....	66
Number of days' succor afforded.....	113
Value of property saved.....	\$1, 920, 810
Value of property lost.....	\$73, 985
Number of disasters involving total loss of vessels.....	2

Sixth district.

Number of disasters.....	63
Value of vessels.....	\$203, 500
Value of cargoes.....	\$175, 060
Total value of property.....	\$378, 560
Number of persons on board vessels.....	282
Number of persons lost.....	1
Number of shipwrecked persons succored at stations.....	149
Number of days' succor afforded.....	324
Value of property saved.....	\$355, 890
Value of property lost.....	\$22, 670
Number of disasters involving total loss of vessels.....	2

Seventh district.

Number of disasters.....	31
Value of vessels.....	\$481, 035
Value of cargoes.....	\$151, 410
Total value of property.....	\$632, 445
Number of persons on board vessels.....	194
Number of persons lost.....	2
Number of shipwrecked persons succored at stations.....	81
Number of days' succor afforded.....	160
Value of property saved.....	\$359, 645
Value of property lost.....	\$272, 800
Number of disasters involving total loss of vessels.....	9

Eighth district.

Number of disasters.....	12
Value of vessels.....	\$35, 100
Value of cargoes.....	\$800
Total value of property.....	\$35, 900
Number of persons on board vessels.....	41
Number of persons lost.....	2
Number of shipwrecked persons succored at stations.....	4
Number of days' succor afforded.....	4
Value of property saved.....	\$35, 440
Value of property lost.....	\$460
Number of disasters involving total loss of vessels.....	None.

Ninth district.

Number of disasters.....	30
Value of vessels.....	\$204, 805
Value of cargoes.....	\$40, 410
Total value of property.....	\$245, 215
Number of persons on board vessels.....	209
Number of persons lost.....	1
Number of shipwrecked persons succored at stations.....	29
Number of days' succor afforded.....	61
Value of property saved.....	\$209, 865
Value of property lost.....	\$35, 350
Number of disasters involving total loss of vessels.....	3

Tenth district.

Number of disasters.....	55
Value of vessels.....	\$100, 555
Value of cargoes.....	\$16, 950
Total value of property.....	\$117, 505
Number of persons on board vessels.....	214
Number of persons lost.....	None.
Number of shipwrecked persons succored at stations.....	9
Number of days' succor afforded.....	9
Value of property saved.....	\$60, 685
Value of property lost.....	\$56, 820
Number of disasters involving total loss of vessels.....	2

Eleventh district.

Number of disasters.....	74
Value of vessels.....	\$916, 065
Value of cargoes.....	\$306, 045
Total value of property.....	\$1, 222, 110
Number of persons on board vessels.....	295
Number of persons lost.....	None.
Number of shipwrecked persons succored at stations.....	49
Number of days' succor afforded.....	74
Value of property saved.....	\$868, 650
Value of property lost.....	\$353, 460
Number of disasters involving total loss of vessels.....	3

Twelfth district.

Number of disasters.....	120
Value of vessels.....	\$520, 145
Value of cargoes.....	\$131, 945
Total value of property.....	\$652, 090
Number of persons on board vessels.....	405
Number of persons lost.....	6
Number of shipwrecked persons succored at stations.....	57
Number of days' succor afforded.....	234
Value of property saved.....	\$514, 455
Value of property lost.....	\$137, 635
Number of disasters involving total loss of vessels.....	7

Thirteenth district.

Number of disasters.....	44
Value of vessels.....	\$372, 585
Value of cargoes.....	\$54, 525
Total value of property.....	\$427, 110
Number of persons on board vessels.....	243
Number of persons lost.....	6
Number of shipwrecked persons succored at stations.....	40
Number of days' succor afforded.....	46
Value of property saved.....	\$219, 395
Value of property lost.....	\$207, 715
Number of disasters involving total loss of vessels.....	5

In addition to the persons saved from vessels, 103 were rescued, as above stated, from various perilous situations, many of whom probably would have lost their lives but for the assistance of the surfmen. Eighteen had fallen from wharves, piers, bridges, etc.; 12 were bathers in imminent danger of drowning; 20 were cut off from the land by water; 12 were in a burning dwelling; 22 were in buildings endangered by sea and storm; 8 were in danger upon drawbridges; 3 were intoxicated; 1 had broken through ice; 1 was attacked by a ruffian; 1 was deranged and was lost among the hills; 1 was adrift upon some wreckage; 1 had fallen unconscious from neuralgia of the heart; 1 had descended into the water in an air ship; 1 was an electrician who had come in contact with a live wire and was suspended, unconscious, from the cross arm of a telegraph pole; and 1 lay insensible, having been thrown from a buggy.

The surfboat was used 867 times, making 1,107 trips. The self-righting and self-bailing lifeboat was used 61 times, making 104 trips. The gasoline launches at the City Point Station (Second district) were used 136 times, making 155 trips. Smaller boats were used 555 times, making 697 trips. The river life skiffs at the Louisville Station (Tenth district) were used 36 times, making 40 trips. The breeches buoy was used 12 times, making 142 trips. The wreck gun

was employed 19 times, firing 45 shots. The heaving stick was used 32 times. There were landed by the surfboat 679 persons; by the lifeboat, 150; by the gasoline launches, 291; by the river life skiffs, 43; by other station boats, 269; and by the breeches buoy, 147.

In addition to the foregoing there were miscellaneous rescues of persons from vessels as follows: Thirty-one by rushing into the surf to their aid; 2, who had suffered a capsized, by hoisting them through the trestle work of a bridge; 2 who had escaped from a foundered vessel, and were found clinging to ice near shore; 2 who had swam to some piling from a capsized boat; 2 from an old scow that had sunk from underneath them; and 4 who had fallen overboard.

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, 1904.^a

Total number of disasters.....	14, 846
Total value of vessels.....	\$153, 026, 275
Total value of cargoes.....	\$64, 030, 934
Total value of property involved.....	\$217, 057, 209
Total value of property saved.....	\$171, 583, 102
Total value of property lost.....	\$45, 474, 107
Total number of persons involved.....	^b 105, 905
Total number of lives lost.....	^c 1, 061
Total number of persons succored at stations.....	^d 18, 306
Total number of days' succor afforded.....	44, 317

DISASTERS INVOLVING LOSS OF LIFE.

In compliance with section 9 of the act of Congress approved June 18, 1878, organizing the Life-Saving Service, investigations have been made into all disasters involving loss of life, for the purpose of determining whether any officers or employees of the Service on any occasion failed of a full performance of their duty, as well as incidentally to inquire into the efficiency of the life-saving apparatus, and elicit such information as may prove useful to the keepers and surfmen on like occasions.

Capsize of a rowboat.

Two lives were lost on the afternoon of July 30, 1903, in the harbor of Chicago, Illinois, from a small rowboat containing four men who went out for a pull around the harbor and among the piers. None of them was skillful in handling a boat, and while two could swim a little the other two could not swim at all. There were many people around the piers who observed the conduct of the men, which was reckless in the extreme, indicating that they were more or less under the effects of intoxicating liquor, which inference was supported by the fact that they were seen to frequently drink from beer bottles.

^aIt 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 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.

^bIncluding persons rescued not on board vessels.

^cEighty-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.

^dIncluding castaways not on board vessels embraced in Tables of Casualties.

They were constantly rocking the boat, splashing water over one another, and scuffling.

The lookout at the life-saving station had his attention called to the craft at about 4 o'clock, and thereafter kept a close watch upon it. About 5 o'clock, while the men were pulling out of the light-house slip, the large freight steamer *Charles A. Eddy* proceeded slowly to enter the slip, and they started to pull across her bow. The crew on board the *Eddy* warned them not to do so, but they persisted and cleared the prow of the steamer by only a few feet. Then steering along the port side they found the excursion steamer *Puritan* entering the river, while a tugboat was coming up astern of the two steamers. Thus the men in the rowboat found themselves in the midst of three vessels, and they therefore drifted along close to the *Eddy* until they reached her port quarter, when the engines were started to back her, and although signal was given to stop at once the current already created dashed the boat against the counter of the *Eddy* and precipitated all four occupants into the water. Two of them succeeded in catching a rope hanging over the quarter and saving themselves, but the two others were drowned.

So intent were the life-savers in watching the boat, which they anticipated might sooner or later get into trouble, that they did not wait for a disaster to take place, but as soon as one seemed to be imminent they pulled away in the station boat and were well toward the scene when the capsizing took place. The men who were drowned did not come to the surface, and the life-savers promptly began dragging to recover their bodies. Nearly an hour elapsed, however, before they succeeded in securing the first one, which was worked upon for more than three-quarters of an hour with a view of resuscitation, but without that result. After dragging until 10 o'clock that night for the other body, and on the next day from 7 in the morning until 5 in the afternoon, the search was given up. The body rose to the surface on the following Sunday morning at about 5 a. m., on the north side of the river several hundred feet west of the place where the accident occurred. This unfortunate casualty was indisputably due to the effects of liquor, carelessness, and ignorance in the management of the boat.

Wreck of the coal barge Ocean Belle.

On Saturday, the 10th of October, 1903, the schooner-rigged coal barge *Ocean Belle*, of New York, bound from Newport News, Virginia, to Beverly, Massachusetts, with a cargo of 2,605 tons of coal, and carrying a crew of 5 men all told, was wrecked 1 mile offshore and $2\frac{1}{2}$ miles north of the Virginia Beach Life-Saving Station, and George H. Adams, master, and Charles Peters, seaman, were drowned. The *Ocean Belle* and the *Georgia*, another barge of like description, left Newport News in tow of the ocean-going tug *Richmond* on the morning of Thursday, October 8, and experienced fair weather in the early part of that day, but in the afternoon the conditions became threatening, and by 9 o'clock p. m. the wind was blowing a gale from the northwest, having a velocity of 50 miles an hour. At that time Winter Quarter Shoal light-ship bore abeam, and the tug, being unable to steam against the gale and heavy sea, was gradually forced astern, still holding to the barges.

So passed the night until 9 a. m. of Friday, October 9, when the Cape Charles light-ship bore northeast 6 miles, and the tug signaled to the barges to haul in their hawsers and come to anchor. Throughout the remainder of the day they rode to their anchors in safety, the tug lying by, but sometime during the following night the *Georgia* broke adrift, and the tug went to her assistance leaving the master of the *Ocean Belle* to his own resources. It appears that the tug was able to take off the crew of the *Georgia*, which then drifted southward and the next morning stranded on the Virginia shore in the vicinity of the Virginia Beach Station. The *Ocean Belle* continued to hold on where she was until the morning of Saturday, the 10th, when the wind had increased to 74 miles, and at 10.30 the cables parted and she at once fell off into the trough of the sea, where she was subjected to the full force of the mountainous waves which continually boarded her and soon stove in the hatches. At that time the pump showed 5 feet of water in the hold. Fully realizing his peril, the master promptly gave orders to wear ship, and after much difficulty the vessel was put before the wind, standing on a south-by-west course. Most unfortunately, however, about half an hour afterwards the steering gear was carried away and the vessel again lay helpless, broadside to the sea. Now entirely unable to take care of herself, she was forced steadily toward the beach, slowly settling at the same time by reason of the leak, which could not be stopped.

Seeing that the vessel was doomed, the crew provided themselves with life-belts and sought refuge in the fore rigging. She soon took the bottom, nearly or quite a mile offshore, and began to break up. In less than an hour after she struck three of the masts had gone, the deck-house, boat, and decks were washed away, the foremast, where the crew had congregated, alone remaining, and the rigging had become so slack that the men held on with extreme difficulty. When they went into the shrouds the captain as cheerfully as possible wished them all good luck, telling them he could do nothing and that each must now look out for himself. A heavy lurch almost instantly following caused him, first of all, to lose his hold and fall into the waves, now full of wreckage, where he was last seen struggling in vain to reach the beach, the outline of which could be occasionally dimly perceived in the distance.

It soon became evident to the men remaining in the rigging that to stay there longer meant certain death, as the mast was likely to give way at any moment. The chances of reaching the beach, however, seemed equally adverse, but after talking the matter over they decided that to be the only expedient left them, and therefore one after another let go his hold, dropped into the sea, and struck out for the land. Manuel Pina, a very powerful swimmer, succeeded after a hard struggle in reaching the shore, and Charles Peters, assisted by the steward, Joseph Peters, had almost reached a point of safety when a huge sea separated them and the former was quickly carried out of sight by the swift longshore current.

While these tragic incidents were taking place the vessel was totally invisible from the shore, but, as required by the regulations of the Service in foggy weather, patrolmen were on the beach, keeping vigilant watch to seaward. One of them was Walter N. Capps, of the Virginia Beach Life-Saving Station, who took his turn at 2.30 p. m.

and when about a half mile north of his station came across a barge's deck-house with the name *Ocean Belle* painted upon it. Hastening his speed as fast as he could in the soft sand, which he was obliged to traverse in rear of the beach and against the gale, he proceeded a short distance farther, when, taking advantage of a sudden momentary rift in the fog, he perceived about a mile offshore the masts of a vessel whose hull was almost submerged. Still plodding northward until nearly a mile farther on, he met surfman Barco, whom he was to relieve, and together they climbed the highest sand bank in the vicinity in order to obtain a better view. After due consultation, having made out no signs of life on board the vessel, Barco proceeded toward his station to report, and Capps went still farther northward in the direction of the wreck. Twenty minutes later he saw the masts fall and the hull entirely disappear, and a little farther on he came across a man struggling for his life in the surf against overwhelming odds.

Taking no thought of his own safety, Capps rushed in, caught hold of the almost paralyzed man and dragged him ashore. He proved to be Joseph Peters, steward of the barge, who was benumbed from exposure and on the verge of collapse. Taking him to the lee of a sandhill, Capps decided to return to the station for assistance, and had proceeded nearly a mile on his way when he caught a glimpse of another man a hundred yards out in the surf, drifting with the current and apparently helpless if not dead. Capps's strength had already been severely taxed, and there was no person present to aid him in case of mishap, but nevertheless he bravely resolved to dare all and rescue the drowning man if possible. Quickly casting off his heavy boots and outside clothing, he again plunged into the surf and began a hard fight. A heavy sea knocked him down, but he seized and held to his man and after a desperate fight succeeded in dragging him to the shore. The man was unconscious, unable to help himself at all, and the sea ran so far up the bank that Capps was obliged to drag him some 200 yards before he could find a place where it would be safe to leave him. After the application for some twenty minutes of the Service methods for restoring the apparently drowned, the man was able to sit up, and Capps, leaving him in a somewhat sheltered spot, again started for the station. He soon encountered, however, several surfmen and civilians, who took charge of the two shipwrecked men and conveyed them to the station in a wagon. One was in a delirious condition, while the other was still only partially conscious. At the station they were wrapped in warm blankets and afforded proper medical treatment by a physician of the neighborhood who kindly ministered to them. Surfman Capps, the keeper testifies, staggered back to the station barefooted, half clad, wet to the skin, and almost totally exhausted. In recognition of his heroic conduct on this occasion the Secretary of the Treasury awarded him a gold life-saving medal of honor.

This vessel stranded in thick fog, a mile offshore, and in less than a half hour went to pieces. Of the two men lost, one was flung from the rigging almost the instant of the stranding and the other perished a few minutes later when he jumped overboard with the hope of swimming ashore. No human power could have saved either of them.

Capsize of a fish boat.

While a large fish boat under oars, carrying a heavy burden of fish and manned by seven men, was approaching the beach at Ocean City, Maryland, on September 29, 1903, she capsized and one of the crew perished. It appears from the testimony of the witnesses that the boat left the beach just after sunrise to get the fish which they expected to find in a pound about a mile and a half off shore. The sea was heavy, the surf breaking high on the beach, and the wind stiff from the northwest, but the hardy men who engage in fishing along that shore took no especial note of the conditions, and all testify that they gave no thought to danger. Right on the bar, however, which they reached on their return at a little past 8 o'clock, a much heavier sea than usual made up and broke under the stern of the boat, which rising on top of the wave, took a rank sheer and turned over, throwing all hands into the surf. Some swam for the shore while others clung to the boat, George Cropper being among the latter. His position was about midships of the boat, and soon an especially heavy sea struck it in about that place, knocking him off and sending him drifting along the bar. He cried for help and his comrades perceived his half-paralyzed condition, but the circumstances were such that they could do no more than put forth their best efforts, each for his own preservation.

When the capsize took place Captain Charles Ludlam, who had also been out to a pound with his crew and returned, was on the beach watching the boat, and as soon as he saw the accident he and his men launched and pulled to the rescue. In five minutes, it is stated, he had all hands in his boat, but Cropper was apparently dead when taken from the water. As soon as he was landed, Captain Christopher Ludlam, who had formerly been a keeper in the Life-Saving Service, began operations to resuscitate the body, in which he was joined a few minutes later by Keeper Dunton and others of the Ocean City Life-Saving Station. All their efforts, however, proved unavailing.

When the capsize took place Keeper Dunton and his crew were on the bar pulling outward for drill purposes when they happened to notice to the southward the capsized boat, whereupon they immediately rowed ashore and sedulously devoted their attention to the resuscitation of Cropper's body. All the witnesses testify that the life-saving crew reached the scene as soon as was possible and did all they could to save life and property, and in no respect failed in the performance of their duty.

Capsize of a gasoline launch.

On the morning of December 22, 1903, the gasoline launch *Famiglia Unita*, of 2 tons burden, was capsized, and the two fishermen on board of her were drowned. It appears from the testimony of the only witnesses of the fatality (two Italian fishermen) that the *Famiglia Unita* lay off the outer bar about 2 miles south of the Cliff House, San Francisco, California, and a half mile from shore, while the occupants, Giuseppe Geraldini and his brother, Salvato Geraldini, were engaged in crab fishing, when an extremely heavy sea struck the boat and, it is believed, killed both men, the following sea capsizing her. That the men were killed and not drowned is the belief of the wit-

nesses, who were near by and proceeded at once with their own boat to attempt a rescue, but were dismasted and so nearly swamped that they were compelled to desist. The bodies of the lost fishermen finally drifted ashore.

This disaster occurred during a very dense fog, which the evidence shows was so heavy as to render objects invisible no farther than 50 yards away. The capsized boat was 2 miles distant from the Golden Gate Park Station on the one hand and from the Southside Station on the other, and it was barely visible to the fishing boat which was in its immediate vicinity. Neither the lookouts at the life-saving stations nor the patrols on the beach could possibly have any knowledge of the disaster at the time. All their duties were faithfully performed, and as soon as information of the capsize reached them they took prompt action to save the boat and gear and all that came ashore belonging to the boat, for the proper parties.

Capsize of a fishing dory.

On December 22, 1903, the fishing fleet of Swampscott, Massachusetts, were engaged in hauling trawls in the waters off that town until about noon, when they completed their work and prepared to return to port. One of the dories under sail and carrying fishermen Andrew Gallagher and Walter Cory was farthest out, and was caught in a gale, which the others escaped, by which it was capsized and the occupants quickly drowned. The disaster was witnessed by the lookout of the Nahant Life-Saving Station, $2\frac{3}{4}$ miles distant from the scene, and also by a lookout on a hill in Swampscott, who was very much nearer. Both gave the alarm at about 1.10 p. m., in response to which a naphtha launch proceeded from Swampscott, a distance of about three-fourths of a mile, and arrived upon the scene at 1.30 p. m., while a dory that was near by arrived five minutes afterwards, and in some ten or fifteen minutes later the surfboat from the life-saving station. These three boats made every effort in their power to discover some signs of the missing men, but without avail, and when the investigation of the circumstances of the disaster was made nothing had been discovered either of the sunken dory or of the fishermen.

The evidence shows that the men went down with the dory, and that the boat from the life-saving station was promptly launched and made remarkably good time in reaching the scene. The inspecting officer, in commenting upon the promptness of the crew, says that they made "a quick start and gave a splendid exhibition of skill and endurance in rowing the $2\frac{3}{4}$ miles in a choppy sea in less than forty minutes from the time the alarm was given, including the time required to launch the boat. This achievement was emphatically commended by all the witnesses who testified."

Wreck of the schooner Augustus Hunt.

Eight lives were lost in the wreck of the four-masted schooner *Augustus Hunt*, which occurred just before midnight of Friday, January 22, 1904, about $1\frac{1}{2}$ miles WSW. of the Quogue Life-Saving Station, coast of Long Island, New York.

The vessel was 21 years old, of 1,200 tons burden, and was under the command of Captain William H. Conary, who had 9 men in his

crew. On January 13 she cleared from Norfolk, Virginia, and three days later put to sea from Hampton Roads, carrying a cargo of 1,715 tons of bituminous coal, and drawing 20 feet of water. The last reliable knowledge of her position was when she passed the Northeast End light-ship, Five Fathom Bank, off the New Jersey coast, about thirty-one hours before the wreck. Notwithstanding that there was more or less fog, no soundings were taken at any time, testifies the second mate, and nobody on board knew where the vessel was or had any suspicion of danger until, under full headway, her keel plowed hard into the bar off Quogue, where a few hours later all that was left of her was a mass of débris strewn the beach for several miles.

Only five or ten minutes before the schooner struck, the forward lookout reported a light ahead, and the mate thought it was the light of a steamer. The second mate testifies that the captain, who was in the cabin, sent him forward to examine more closely, and that while he was so doing the vessel stranded. Only a moderate gale was blowing, but the sea was very heavy, and all hands had been called earlier in the night to furl some of the sails, which had been done, leaving the foresail, mainsail, and four headsails standing. All of these were drawing and drove her so far and deep into the bar that she held fast, whereupon the sea instantly swept her from stern to stem, breaking halfway up the spars. Every man on board comprehended the gravity of the situation and all rushed for the shrouds. The captain and the cook found refuge in the starboard spanker rigging, five others took to the fore rigging, while another and the two survivors crawled out on the jib boom.

The weather was then so thick that the men could not see the shore nor the life-saving patrols see the wreck. At long intervals, and then only for a moment or two, the sailors could discern the light ahead, which had been mistaken for a steamer, but in fact was the Shinnecock light-house, but at no time was the vessel visible from the shore. The only signals those on board could make were by their outcries, and these were lost in the thunder of the surf. At 11.45 p. m., the precise time of the stranding, which was off the halfway house between the Quogue and Potunk stations, both life-saving patrols had left that very point on their return to their stations to turn out the patrolmen who were to succeed them. At midnight one of the latter, Surfman Crasper, left the Quogue Station for the westward, and about thirty minutes later thought he could discern a dark spot in the fog offshore, which he watched very sharply for some fifteen minutes, from the best place he could select close to the edge of the surf. Unable to satisfy himself he continued along the beach until he met Surfman Bishop from the Potunk Station, to whom he told the story. They returned together to the place Crasper had left, and after a while he got another glimpse and pointed out the shadow to Bishop, both men reaching the conclusion that there was a vessel on the bar. Thereupon Crasper burnt his Coston signal and both started to arouse their respective stations.

It would seem that the strong rays of the red Coston reached the wreck sufficiently to be briefly made out, for both survivors testify to seeing a flash of red light about an hour after the stranding, but the fog was still very dense and there were neither lights nor rocket signals on board the wreck with which to make reply. It later appeared that her lights were extinguished by the shock as she crashed onto the bar.

As soon as Crasper reached the Quogue Station the crew turned out and by 2 o'clock were at the point to which he directed them, where they could now and then barely perceive the dark object he pointed out. They set to work at once digging in the frozen ground a hole for the sand anchor and also making ranges as best they could by which to direct their gun fire. In a little while the crew of the Potunk Station arrived, and reported that on their way they had seen the sails of the wreck for a few moments, but could not see them after reaching the place of operations.

Preparatory to the use of the breeches buoy after connection with the wreck should be effected, if that could be done, the Lyle gun was now fired with a 6-ounce charge and a number seven line. Nothing could be discerned of the mark they were vaguely shooting at, and no sign came back that the line had been found. After waiting a while in the hope that the fog might lift so that some sort of intelligent aim could be taken, but with no such fortunate result, another shot was fired with a 7-ounce charge of powder (the emergency cartridge) and a number four line (the smallest in use), but still there was no strain put on the line, and in a little while it was found drifting to leeward with the set of the current. Several more shots were fired as circumstances seemed most favorable, but there was hardly a possibility that a line could be laid on board as long as the wreck was invisible, even though the distance might be within range. Whether any of the shots reached the vessel or not nobody really knows, but several of the surfmen thought that some did, and the rescued men testified that one or two struck within 15 or 20 yards of them on the jib boom.

By 3 o'clock Keeper Carter, of the Tiana Station, who had been advised of the disaster by telephone, arrived upon the scene with two surfmen, which made 17 life-savers all told upon the beach. Keeper Hermann, of the Quogue Station, who was in charge, now decided to try the boat. This had not been done before because the unanimous opinion on the beach, where there were many competent surfshore persons outside the life-saving crews, was that no boat could be launched. Many also feared that if one could possibly be put afloat it could not survive, some of them testifying that there was "white water clear to the bar," where the wreck lay. Nevertheless the keeper would not forego a trial, and with himself at the steering oar and six men on the thwarts the boat was held in the surf by as many as could stand about it ready to seize the slightest opportunity, until at last all present agreed that the feat could not be accomplished. Only after twenty or thirty minutes of the most persistent endeavor, however, was the project abandoned. For a mile the shore was filled with deadly wreck stuff, plunging furiously in every direction which, in the darkness, probably would have defeated all progress and smashed the boat had it been able to get temporarily afloat. So passed the night, during the latter part of which now and then could be faintly detected the despairing outcries of the shipwrecked men. Between 6 and 7 o'clock in the morning, above the grinding of the wreckage and the tumult of the storm, a tremendous crash was heard which, the survivors state, marked the fall of three of the masts. Ten minutes later the fourth, the foremast, also went overboard. They carried down every man who had taken refuge there, none of whom was ever seen again alive. This awful spectacle was witnessed by the well-nigh hopeless men on the jib boom.

The keeper now tried the gun again, and the survivors state that these were the shots which fell near them. The distance of the wreck is estimated at 600 yards, but whether in clear daylight and with masts standing, the beach apparatus could have been utilized or not, it was now too late, for the boom was beginning to give way and there was no other place for the survivors on the wreck. As the boom actually began to break, the three men who were there crept in desperation to the forecastle and from there the two who were afterwards rescued, jumped overboard to wreckage alongside. The third perished at once, but whether by drowning or from blows inflicted by the timbers, his shipmates did not know. He simply disappeared.

Second Mate George Eberts and Seaman Carl Sommers were the two still alive, but in a most perilous situation on a large piece of the deck which was still fast to the vessel, against which it was likely to be dashed to pieces at any moment. After a while, however, this piece of stuff broke away and fortunately drifted toward the shore. As it approached within some 200 yards the two men were seen upon it, each clinging to an upright piece at either end some 30 feet apart, and at times completely buried beneath the surf. With the hope of saving them by means of lines, the Lyle gun was now fired and the shot line fell within 4 feet of one of them, but he did not dare to release his hold to get it. Therefore, after giving him a reasonable opportunity, it was hauled back and fired again, this time falling almost on top of the nearest man, who deftly slipped down from the post, pulled the line to him with one foot, and then regaining his place made it fast. He was wise and duly cautious, but not lacking in courage. As soon as the surfmen pulled the line taut he placed it under one arm and began working his way shoreward over the heaving mass which now packed the water. Once he lost his hold, but gaining the line again, picked his way along for some 8 or 10 yards when an extra heavy sea knocked him down, and to all on shore it seemed as though he must surely perish.

At this critical moment Surfman William Halsey, jr., with a heaving line tied about his body, rushed into the breakers, clambered onto the wreck stuff, and in imminent danger of being crushed to death, half the time completely covered by the surf, gallantly pushed his way to the almost exhausted sailor and dragged him toward the beach until near enough to hand him over to other surfmen. Halsey's act was pronounced by the witnesses as extremely brave, and he was later awarded by the Secretary of the Treasury a gold life-saving medal of honor. The rescued man was Second Mate George Eberts, who was unable to stand and to quote his own words, was "nearly done for." In a wagon he was sent to the station, where he was quickly placed in bed, rubbed, and stimulated until circulation was restored. Mr. H. P. Payne is mentioned as having rendered valuable assistance in saving this man's life after he was rescued from the sea.

The other sailor was still on the wreckage, but at the extreme outer end, a long distance from the line. While preparations were being made to fire another shot, he was then seen to slip from his post and cross over to the place where the other man had left the line. Reaching it without mishap he moved slowly toward the shore, at times overwhelmed by the waves, when all at once he seemed to succumb, his limbs refusing to act, and his helpless condition making it clear that he would perish unless rescued immediately. At this moment Surfman

Frank Warner jumped into the water and proceeded as rapidly as he could toward the drowning man, whom he soon had in his strong grasp and passed over to surfmen and volunteers who went into the breakers as far as was necessary to receive him. Among these were Keeper Gildersleeve, who was knocked over by the waves, and Mr. Winfield Jessup, a citizen of the vicinity. In recognition of this act of heroism Warner was also awarded a gold medal. The rescued man, who proved to be Carl Sommers, was completely exhausted and his flesh, as the witnesses state, "had commenced to turn blue." Mr. Erastus F. Post, a prominent resident of the neighborhood who rendered much important assistance during the progress of affairs, aided in taking care of Sommers, who was placed in a wagon and sent to the station, where Doctor Brundage, of West Hampton Beach, furnished medical treatment.

Several of the bodies of the drowned men were subsequently recovered, all of them more or less bruised from contact with the wreckage, that of Captain William Conarty having suffered the dismemberment of one of the limbs, torn off by the wreckage.

Wreck of the schooner Frank W. Howe.

On the 22d of February, 1904, the three-masted schooner *Frank W. Howe*, hailing from Port Townsend, Washington, of 573 tons burden, loaded with railroad ties, and bound from Ballard, Washington, to San Pedro, California, was wrecked at Seaview, about 10 miles south of Ilwaco Beach Life-Saving Station and 6 miles north of the Cape Disappointment Station, Thirteenth district, and the 7 men on board were rescued by the Ilwaco Beach life-saving crew. Two were lost before the vessel stranded.

From the testimony of Keeper Stuart, of the Cape Disappointment Life-Saving Station, it appears that Mr. Kelliher, the weather observer at the North Head Signal Station, saw the schooner about 11 a. m. standing in toward the Columbia River Bar, and called the attention of the keeper by telephone to the fact, because he thought the vessel was in a dangerous position. Upon receiving the information Keeper Stuart proceeded to the lookout tower and made out the schooner a mile and a half outside the breakers, but steering directly for the bar under reefed fore and mainsail. As a matter of fact, subsequently ascertained, she was water-logged, having sprung a leak four days earlier, and had her deck houses smashed in. She appeared to be laboring heavily, and the keeper watched her until she entered the breakers, when she shipped a sea and instantly broached to. As she swung broadside on he noticed for the first time that she was flying a signal of distress, and he at once telephoned his station for the crew to harness the mules to the beach apparatus cart and start for the north beach. At the same time Surfman Cory was sent on his bicycle to North Head to observe whether the vessel would clear that point or not. At the turn-off to Ilwaco the keeper met Cory and was informed that the vessel had drifted past North Head. The crew then kept on with the beach apparatus cart until they reached Seaview, 6 miles north of the Cape Disappointment Station, where they found the schooner stranded some 450 yards off-shore. Preparations were immediately made to effect a rescue with the breeches buoy apparatus, and the Lyle gun was fired with 5

ounces of powder and a number 4 shot line attached to the projectile. The shot fell short about 10 feet, and two or three others which followed it also failed to reach the vessel, a fact that was due to the force of the wind, which was blowing 46 miles an hour, and also to the condition of the lines, which were wet and heavy from the rain and hail that was falling at frequent intervals.

While these operations were going on, the Ilwaco Beach crew reached the scene from their station 10 miles distant, bringing with them the lifeboat, which was launched at once, but owing to the strong current and a heavy squall just at that time was forced back to the beach. The boat was then taken farther down the shore, in order to gain a more windward position, and was again launched with entire success and promptly pulled to the wreck, where all on board (7 persons) were taken into the boat and subsequently landed. The captain stated that 2 of his crew had already been lost, 1 having been hurled overboard 3 miles from land in an effort to escape a huge sea, and the other thrown from the rigging from the shock as the schooner first touched bottom.

The conduct of the two life-saving crews on this occasion was highly commendable. Keeper Conick, of the Ilwaco Beach Station, whose crew effected the rescue, was, owing to the distance, later on the scene than the Cape Disappointment crew, but he displayed the utmost promptness and good judgment throughout. At about 11 a. m. he received information of the disaster, and well knowing that the only way to reach the wreck with reasonable dispatch was by rail, he proceeded to obtain a train of flat cars to take him, with his crew and apparatus, and succeeded in so doing, transporting his boat and other apparatus to the station to meet the coming train from another point, and got away in less than two hours. When the life-savers reached their destination they had to unload and transfer the boat and apparatus to the shore, where they arrived and were ready to launch by 2 o'clock. The surf was very high and the storm so severe that one of the tugs and the revenue cutter *Perry*, both of which tried to go out to the assistance of the imperiled schooner before she stranded, were obliged to put back. A hole was staved in the bottom of the lifeboat, but still the keeper kept on and effected the rescue above stated in a brave and skillful manner.

Wreck of the schooner Benjamin C. Cromwell.

About 2.15 o'clock in the morning of Monday, February 22, 1904, the three-masted schooner *Benjamin C. Cromwell*, of Portland, Maine, stranded on the bar 500 yards offshore and a quarter of a mile east of the Bellport Life-Saving Station, coast of Long Island, New York, and there became a total wreck. She was of 616 tons gross burden, 21 years old, and carried a crew of 7 men besides the master, Captain Harvey McClearn, 5 of whom perished, 1 having been drowned in the cabin and 4 others swept overboard.

The *Cromwell* left Charleston, South Carolina, on February 14, bound to Fall River, Massachusetts, loaded with hard pine lumber, a portion of which, as is generally the custom, was carried on deck. As soon as she rounded Cape Hatteras she encountered a succession of gales from the northward and was compelled to jettison considerable of her deck load. On the 21st a southeast gale set in, accom-

panied by rain and mists, and the last light that was seen was that of the Diamond Shoal light-ship. No soundings were taken, and when the ship struck bottom on Long Island the officers supposed her to be 40 miles offshore. She was under single reef spanker, whole mainsail, foresail, and staysail, with two jibs, and was heading as straight as she could for the shore.

Some of the watch below consumed nearly fifteen minutes in getting on deck, but very soon they realized that their craft, which had now broached to, would soon break up, and thereafter they lost no time. Torches of oakum and oil were burned both forward and aft, which were quickly discovered by Surfman Jayne, of the Bellport Station, who displayed his Coston signal in reply and hastened to his station. Keeper Kremer at once turned out the crew, and himself proceeded to the edge of the surf to determine whether to try to effect a rescue with a boat or with the breeches buoy apparatus. Concluding that the latter means would be the more practicable, he at once telephoned to the Blue Point and Smiths Point stations on either hand requesting their assistance.

The signal torches had ceased and the night was so dark and rainy that the wreck was invisible, but at about 4 o'clock the Bellport crew reached as near the proper place as they could guess and burned several Coston signals, to which they received no replies. This status continued until day began to dawn, when the wreck was made out with all hands that were visible aloft in the rigging and the seas breaking all over the hull. The vessel then lay about 400 yards distant, and the Lyle gun was placed in proper position for action. A number 7 line was fired with a 6-ounce charge of powder and landed fairly across the foretopmast rigging. The captain tried to haul it off, but could not do so, and it finally chafed apart under the constant pulling over the rigging. By this time the fog had come in so thick that, although the keepers had a marine glass, they could see but very indistinctly, but nevertheless the firing was kept up with unfailing persistence. A number 4 line was sent out with a 4-ounce charge and tell across the springstay. The third shot fell short, but the fourth went over the wreck. The fifth appeared to strike the deck, but on account of the tremendous seas the shipwrecked men could not reach it. The next passed into the mizzen rigging, where it was secured by McLeod, one of the survivors, who hauled it on board until the number 9 line, which had been bent on, was almost in his hands, when it fouled among the wreckage and thereafter could be moved neither forward nor backward.

It was now evident, after so many lines had been laid on board, that the men could not get them clear of the wreckage, and therefore the keepers, three of whom were present, determined to try the boat. It was manned by a picked crew, and three keepers went in it. The launch was made from the westward in order to have the advantage of the wind, and to escape as much as possible danger from the cargo of lumber and the portions of the dismembered vessel which encumbered the water. The high surf, the set of the current, and the wreckage combined to make the launch itself extremely hazardous, but it was well done, and the men at the oars bravely put forth every effort in the more dangerous task of reaching the wreck, but when within 40 or 50 yards of her the current, sweeping around her bow, bore them away to the eastward in spite of all they

could do. They could now neither reach the wreck nor, without extreme danger of a capsizing, turn the boat, and therefore had simply to back in, stern foremost, to the beach, where they safely landed. Still refusing to give up, they then transported the boat on the wagon to a point westward of their first launching, in order to more effectually counteract the set of the current, and made ready to launch again, but when about to do so they beheld the fall of the mizzen mast, and then of the main mast and foremast in quick succession. Just before the spars fell the crew took to the quarter deck, and a man was observed drifting toward the shore on a piece of the cabin top.

The boat was now abandoned, and the life-savers scattered along the beach with heaving sticks and lines to rescue any men who might come within range. While they were watching the gradual approach of the wreckage just mentioned, Surfman Frank Raynor, of the Blue Point Station, threw off his boots and outer clothing, and, with a line about his body, stood ready to enter the surf the moment there should occur the slightest opportunity to effect a rescue. Just as the man on the cabin top drifted near the shore breakers, Raynor dashed forward, but the mass of heaving wreck stuff he had to traverse caused him to stumble and fall, in jeopardy of his life, so that it was plain to those on shore that he, as well as the sailor, would be lost unless aid was instantly afforded. In this desperate crisis, Albert Latham, of the Blue Point Station, rushed to his comrade's aid. Rapid and zealous, however, as his movements were, Raynor succeeded in clearing himself before Latham reached him, and they both simultaneously laid hold of the sailor and began dragging him to the shore. At times all three were under the surf, and once Raynor rescued Latham from a perilous predicament, but both bravely stood to their self-sacrificing task, and soon had their man sufficiently near the beach to hand him over to their waiting comrades, who stood shoulder deep in the surf.

The vessel was now completely broken up, and 6 other men were seen clinging to a fragment of the quarter-deck, which was slowly drifting shoreward. The surfboat was now launched again, not without a resolute effort, but all to no avail, for the heavy breakers beat it back among the broken spars and timbers, casting out Keeper Rorke, who only by great good fortune escaped with his life. All hope of success with the boat having been wholly dissipated, the Lyle gun was again quickly resorted to. A number 9 line was fired over the wreckage bearing the sailors, but they did not pick it up (probably could not), and it soon became hopelessly entangled with the floating lumber. There was no time to try a second shot. The sea was breaking constantly over the shipwrecked men, two of whom were now swept off and lost to sight, while a few moments later two more disappeared. It was a fearful spectacle, but so far, on the part of the life-savers, everything had been done that human power and ingenuity could accomplish.

Only two men were now visible, and to save them, even at the peril of their own lives, Raynor and Latham again stood ready and eager. At the very first suggestion of possible success, these two daring young fellows again dashed in. They were repeatedly thrown from their feet, borne beneath the breakers, and bruised and wounded, but still nothing daunted. Strong and agile as they were, before

they could reach the piece of wreckage a great breaker dashed the two men off, and one of them was swept helpless out of sight. The other, just as he fell into unconsciousness, was seized by Raynor and Latham, who, with great difficulty and danger, bore him slowly but surely toward the shore, where he was taken in charge, as the other had been. Both rescued men were promptly conveyed to the station, and there properly treated until restored to practically their normal conditions.

The heroic conduct of Raynor and Latham on this occasion was the subject of universal applause, and was deemed by the Secretary of the Treasury well worthy the highest honor within his bestowal in testimony of heroic deeds in saving life from the perils of the sea—a gold medal of honor—which was duly conferred.

The medals were presented at a large public meeting in the village of Patchogue June 15, 1904. Surfman Raynor was so badly injured that he has not been able to perform duty since the day of the wreck, and it is feared that he will never regain his health.

So far from there being any failure on the part of the men of the Life-Saving Service to do everything in their power at this wreck (which it is the object of the investigation under the law to ascertain), it appears that their services were unanimously commended by the surfshore people, many of whom were present, and all of whom are familiar with the difficulties of a calamity like that of the *Cromwell*. Lieutenant de Otte, who conducted the investigation, says in his report: "Everything possible was done by the life-savers; the wreck was promptly discovered, assistance was quickly at hand, and lines were shot on board, but nature was against them. It is doubtful whether the shipwrecked could have hauled the whip on board through the seething mass of wreckage, and it was impossible to reach the wreck with the boat." The crew that manned the boat was picked from three stations, consisted of three keepers, strong men, among the best in the district, and six surfman. The names of the persons rescued were Samuel Olsen, of Norway, and D. N. McLeod, of Nova Scotia; and of those who were lost, Captain Harvey McClearn, Mate John McCumber, Engineer Joseph Peters, Cook James Hall, Seamen A. Ulenorim and G. Phillipps.

Wreck of the tug Frank Canfield.

From the evidence elicited in this case, it appears that the tug *Frank Canfield*, of Manistee, Michigan, of 48 tons burden, with Henry J. Smith, master, and four men in the crew, passed out of the piers at Manistee about 7.55 p. m. of April 11, bound for Muskegon, under contract to tow a dredge from that port to Ludington. Although the tug was built as long ago as 1875, she was still regarded as seaworthy. The master and engineer had served with the Canfield Tug Line ten years, and were considered unlikely to take any undue chances with weather or sea.

For several days the barometer had been falling, and when the tug left Manistee, it stood at 28.85, with every indication of bad weather. This was the first trip of the season, and the tug's compasses had not been adjusted, her life-preservers were stowed in the hold beneath other things, and she carried no anchor. Soon after she left port snow began to fall rapidly, the wind backed to north-

west, and the sea grew heavier. About 9.30 she picked up the Grande Pointe au Sable light, the bearing of which showed her to be close inshore, but although the light was soon obscured, the master was so well acquainted with the coast line that he had no apprehension for his safety. Not more than fifteen minutes later, however, his vessel touched bottom, whereupon she was immediately headed offshore, and had succeeded in reaching deeper water when the wheel rope broke and she became wholly unmanageable. Efforts were made to steer by the tiller, but the tackles could not be found, and although the tiller was shipped, the crew had to do the best they could by hand. Meanwhile the tug again struck several times on the bars and ridges which run parallel with the Point. Distress calls were now blown on the whistle, but after a few blasts the whistle rope broke.

Fortunately Assistant Light Keeper Blake heard the signals and at once mounted to the light-house gallery with his marine glass, where he could now and then distinguish a light to the northwest, and apparently making headway to the southward, probably drifting. The light soon stopped directly west of the light-house, and he then knew that a vessel was ashore. Almost simultaneously he heard voices calling for help, and quickly running down stairs, he reported the facts to the light keeper. Then he departed along the beach to inform the life-saving crew, but their lookout had already heard the distress whistle, and all hands quickly mustered in the boat room while the keeper burned a Coston signal to encourage the shipwrecked people. After ascertaining from the patrol, who had just returned, the condition of the beach and the sea, the keeper ordered out the apparatus cart, which the crew were hauling toward the scene when they met the assistant light keeper, who remained with them to aid in dragging the heavy boat. The sand was soft, ice was banked up 5 or 6 feet along the shore, and the gale was blowing hard, while blinding snow was falling, and the beach all along was strewn with logs and timbers, so that it was necessary for the keeper to go ahead with a torch in either hand and pick out the way. Under these adverse conditions the men finally arrived at the wreck, having made the trip of a mile and a quarter without a stop.

Above the noise of wind and surf they could hear voices calling from the wreck, and occasionally could perceive a light. The beach apparatus was at once placed in position, and large fires were built for the purpose of lighting up the vicinity, so that the life-savers could work to better advantage. The Lyle gun was soon fired, with a No. 7 line attached to the projectile, but no sign was made that it landed on board the tug, and the keeper promptly fired a second time. The second line fell across the wreck, and those on board began to haul it off. About this time a surfman, who had been sent back to the station for other lines, reported that he had found two men on a life raft among the drift ice to the southward. With the aid of Surfman Lauritsen, he succeeded in dragging both of the men over the ice bank, one unconscious and the other delirious. The keeper realizing that they must be taken to the station immediately in order to save their lives, directed that they be carried there. One of them, while he could stand up with assistance, fainted repeatedly, and three persons were required to help him along. It took four to carry the other, who was wholly helpless.

Just as the keeper and crew left to take care of these men the lights on the tug went out, the shouting stopped, and the hauling on the line ceased, but the assistant light keeper soon reported to the station that the voices were again audible and the light had reappeared. The keeper and crew then started to return to the scene with the boat wagon, it being impossible to launch where they were and pull up against the heavy wind and sea and drift ice, but the task of dragging the boat proved beyond the combined power of all the men present, and a surfman was dispatched to Lincoln for horses, while all hands patrolled the beach with torches. When the horses arrived it was daybreak, and the storm had somewhat subsided, although the sea was heavier. The boat was at once launched and pulled to the tug, which lay with decks submerged, only the pilot house, partially carried away, being above water. After remaining by the wreck until satisfied that nobody was on board, the boat returned to the beach and patrols were again sent out in search of survivors. The body of William Gústman, the fireman, was found about a mile and a half south of the station, and later in the day that of the captain, Henry J. Smith. The third body, that of Charles Kupfer, was not found until the afternoon of April 14, when it was discovered by a diver, in the after hold of the tug.

As soon as the mate, one of the rescued men, was sufficiently recovered to tell his story, he said that when the second shot line fell across the wreck, he, the captain, and one of the crew hauled upon it until their hands were in such condition that they could do no more, while the engineer and fireman were unable to render them any assistance. He stated that every one was repeatedly washed overboard until all became almost totally exhausted. Then he and the other rescued man took to the life raft, after endeavoring to persuade the rest to accompany them, but the latter decided that it was better to take their chances on the tug.

In commenting upon the circumstances of this wreck, the inspecting officer says that there does not appear to have been any delay or failure on the part of the life-saving crew. The second shot line was fired over the wreck, and had those on board been able to haul it in there is no reason to think that they might not all have been saved.

Capsize of fish boat.

About 1 o'clock in the afternoon of April 21, 1904, a number of fishing boats proceeded from the Columbia River, Pacific coast, to the vicinity of Peacock Spit, when Keeper Stuart, of the Cape Disappointment Life-Saving Station, ascended to the lookout tower in order to determine whether it would be necessary for the life-saving boat to go out for the purpose of assisting the fisherman in case of accident. As the boats were few and mostly in the channel, he did not anticipate disaster, but while still on lookout he observed that one of them was setting toward Peacock Spit, driven by the wind and the current, and also that a part of the net was already in the breakers. These facts were sufficient to show that danger was imminent, and he immediately ran to the station and with his crew manned the Monomoy surfboat, which they promptly pulled toward the spit. Ten minutes after the boat left the station the surfman in the lookout made a wig-wag signal, conveying the information that the fish boat had capsized

in the breakers. The station boat kept on as rapidly as possible until it reached the edge of the spit, where was found the capsized boat with its anchor down but still dragging across the spit. The anchor line was immediately cut and the boat was righted to see if any men were under it, but none were found there or anywhere in the vicinity.

Proceeding to Sand Island, about 400 yards distant, the surfmen met two men who witnessed the disaster and stated that the two fishermen belonging to the capsized boat were swept away as soon as the second sea struck them, and were seen no more.

This casualty is almost precisely like those which occur nearly every year in the vicinity of Peacock Spit. The fishing ground is dangerous and the men are venturesome, while many of them, notwithstanding the accidents constantly occurring in the vicinity, seem not to fully comprehend the dangers of the place. Their nets are long and heavy, and drifting with the tide often drag the daring men toward the broken water and sometimes, as in this case, with such resistless power that they can not escape. The fact that their comrades, frequently within only a few yards, are unable to render them assistance clearly shows that the men of the Life-Saving Service can hardly be expected to do so in all cases while patrolling a large scope of territory and watching the many boats, which are often hundreds in number.

Capsize of a sailboat.

Late in the afternoon of May 14, 1904, five members of the United States Marine Corps, stationed at the Pensacola Navy-Yard, Florida, left the yard in a small sloop called the *Lucy Doodle*, to cross over to Santa Rosa Island, where they might enjoy an evening bath on the outside beach, which seems to have been something of a custom among the enlisted men at the yard. The weather was clear, and the wind was moderate with occasional light squalls, but there was considerable swell and a light choppy sea. The men were not skilled in handling sailboats, and when well out in the bay attempted to jibe during one of the squalls and caused the boat to capsize.

The accident occurred about 7.30 p. m., some 3 miles west of the Santa Rosa Life-Saving Station, too far to be seen at that time of the day, and after the watch had left the lookout and the patrols had been sent to their beats.

All the occupants clung to the capsized boat and drifted about the bay until rescued by the life-saving crew, excepting Sergeant A. T. Ballau, who was drowned while attempting to swim ashore to save himself and procure assistance. Wallace Reed, of the life-saving crew, while patrolling to the westward 3 miles from the station, nearly two hours after the accident, detected faint cries of distress on the bay side, and immediately crossed the island to ascertain the cause and whence they came. He could see no object in the water, but hearing the outcries more distinctly burned a Coston signal and ran to the life-saving station to give the alarm. The surfboat was quickly manned and rowed to the vicinity where the capsized boat was discovered with the 4 marines clinging to it. They were rescued in an almost exhausted condition and taken to the station, where they received proper stimulants and food, clean dry clothing, and were placed in bed, where they remained until the next morning.

As soon as they had been landed search was commenced for the missing man and was continued during the night the entire distance from the station to Fort Pickens, but the body was not found and is supposed to have been carried down the channel and out to sea by the ebb tide. The authorities of the navy-yard, having been notified of the disaster, also sent a boat and crew which, in company with the life-savers, dragged the shore for long distances where it was hoped the body might be found, but at last accounts no trace of it had been discovered.

Capsize of a small sloop.

Two lives were lost by the capsize of a small sloop in the harbor of Charleston, South Carolina, on the 19th of May, 1904.

Early in the day a party consisting of 7 persons including the 2 men who managed the boat, left the city of Charleston for a sail in the harbor, the weather being clear, and the wind light from the northwest. It seems from the testimony taken by the investigating officer that they were well supplied with intoxicating liquor, and eventually became more or less under its influence. About 1.30 p. m., while sailing near the Sullivans Island shore, a mile and a half westward of the life-saving station, one of the men lost his hat overboard, and immediately all the others jumped to one side of the boat in an attempt to recover the hat, but with the result that the boat was capsized. Three of the 7 managed to reach the shore, while some soldiers rescued another, and 2 men in a small boat pulled another out of the water, the 2 latter being unconscious. A few minutes later Keeper Adams and 2 surfmen, of the Sullivans Island Life-Saving Station, arrived on the scene in a small boat and rescued 2 men, who were still clinging to the capsized boat, and conveyed them to the beach. There the keeper and his crew, all of whom had now arrived, commenced action to resuscitate the men who were apparently drowned. Efforts were faithfully kept up for three hours, the post surgeon of the United States Army assisting, but he finally pronounced both men beyond hope of restoration.

The point where this accident occurred was hidden from the view of the lookout at the life-saving station by houses standing in the way, and consequently the disaster was not known until the capsized boat drifted into sight, which fact was the reason for the slight delay of the keeper and 2 surfmen who first arrived upon the scene. The men who perished were drowned so quickly that even the aid extended to them by persons close upon the scene was too late to save their lives.

Capsize of a rowboat.

One life was lost by the capsize of a rowboat in the harbor of Chicago, Illinois, on June 23, 1904. It appears that 3 men had been fishing off the breakwater about a third of a mile southeastward of the life-saving station, and in the afternoon engaged John L. Miller to row them back to the city in a little boat, which was only 12 feet long and 3 feet wide. The craft was so small that one of the 3 men, John Cartallo, who could not swim, at first refused to go with the others but afterwards consented, and when the boat had passed about 100 yards from the breakwater his timidity so excited him that he moved

about so nervously as to swamp the overladen boat, and the struggles of the men soon overturned it.

The accident occurred about 60 or 70 yards from the U. S. Naval State training ship *Dorothea*, and members of her crew immediately manned a boat and pulled to the rescue of the imperiled men. Three of them they picked up, but Cartallo, who had been the innocent cause of the disaster, sank to the bottom. A. W. Carlisle, able seaman of the *Dorothea*, immediately dived for him and brought him unconscious to the surface. He says that when he found Cartallo his head was downward, with several turns of the boat's painter around his ankle. The life-saving crew pulled to the scene without delay, and meeting the returning boat of the *Dorothea* the keeper put 2 of his crew into her, where they instantly began operations with a view of resuscitating Cartallo. As soon as they reached the life-saving station he was placed on the wharf in a proper position to secure the best results, but after three-quarters of an hour of faithful work, without any signs of returning animation, the efforts were given up and the body was turned over to the city authorities. No fault was imputed by anybody to the life-saving crew.

AWARD OF MEDALS.

Mr. Hugh F. Doherty received a silver medal in consideration of his services in saving life on various occasions.

On August 22, 1898, a youth named Thomas Wren, in company with several others, was sailing in a small yacht in Gravesend Bay, New York, when a terrific thunderstorm passed over and caused the boom of the yacht to swing around and strike him with such force as to throw him overboard. He was in imminent danger of drowning, when Doherty dived from a rowboat near by and rescued him. He was nearly lifeless, and Doherty held him with his right hand and clung to the boat with the left until assistance arrived.

On July 4, 1899, Doherty jumped overboard from a rowboat and rescued a man who was thrown into the water by the capsizing of a catboat. The wind was blowing hard, the water was rough, and the man had drifted some distance from the capsized boat, and when picked up by Doherty, was practically unconscious and wholly helpless.

While fishing from a boat anchored near Coney Island, on August 7, 1899, John McCabe fell overboard, and was promptly rescued by Doherty, who was in a near-by rowboat.

On June 16, 1900, a boy named Oscar Fenadro, fell overboard from a pier in Atlantic Basin, Brooklyn. Doherty immediately plunged into the water and brought the boy safely to the dock.

On September 4, 1900, while standing on the shore near Empire dock, at Canarsie, Long Island, Doherty heard an outcry of "Boy overboard," and immediately running down the dock, saw a boy about 16 years of age vainly struggling in the water, evidently unable to swim. He at once jumped overboard and brought the lad safely ashore.

Mr. Louis B. Diggins, of Washington, D. C., received a silver life-saving medal of honor in recognition of his gallant conduct in rescuing two women from drowning at Virginia Beach, Virginia, on September 1, 1902, under circumstances as follows:

Upon the date mentioned two women bathing in the surf at Virginia Beach were carried beyond their depth and placed in great jeopardy of their lives. Mr. Diggins, who was swimming some 15 or 20 yards distant from them, heard their cries of distress and immediately went to their rescue. Their cries gradually ceased, as they drifted farther away, and when Mr. Diggins reached them only one was in sight, but they were clinging together, and he managed to raise them to the surface and then swam for the beach, dragging them with him. Progress was very difficult and therefore slow, but Mr. Diggins at last found himself able to touch bottom, and soon after an abundance of help was extended by people on the beach, who formed a chain by holding hands and took the women to the shore. One of them was apparently lifeless, but careful application of the rules for restoring the apparently drowned revived her within thirty or forty minutes. The other, though much exhausted, did not lose consciousness. Both testify that they would have drowned but for the efficient intervention of their brave rescuer.

A silver medal was bestowed upon H. D. Fadden, coxswain, U. S. Navy, in recognition of heroism in saving the life of a shipmate who fell overboard from the U. S. training ship *Adams* on June 30, 1903.

It appears that O. C. Hawthorne, landsman for training, was aloft at about the height of the maintop when he fell overboard, and in his descent struck the port accommodation ladder with such violence as to render him unconscious. The ship was under way off the coast of California at the time. Coxswain Fadden saw Hawthorne fall and, without removing any of his clothing, jumped overboard and, though fast becoming exhausted himself, bore up the unconscious man for about ten minutes, when the lifeboat took them both from the water.

All of the witnesses agree that Hawthorne would have perished but for the courageous act of his shipmate, and that Fadden, encumbered as he was by clothing, jeopardized his life in the performance of the noble deed.

A silver medal was bestowed upon Mr. William E. Cope, of Rochester, New York, in testimony of his heroism in saving Miss Mary Roda from drowning, July 23, 1903.

Upon the evening of the date named the steamer *Arundel* carried a large party on an excursion in Lake Ontario, returning to Summer-ville pier, Charlotte, New York, at 11.30 p. m., to land her passengers. Most of them crowded forward where the gang plank was placed, in haste to land upon the pier, while others stepped ashore from the after part of the boat. Near the stern, however, was an open space of clear water, some 3 feet in width, between the steamer and the wharf, and at this place Miss Roda attempted to land, but owing to the darkness stepped overboard and sank, the water being from 15 to 20 feet deep and the current running strong. An outcry was made, and Mr. Cope, who was among the excursionists, threw off his coat and hat and plunged overboard between the boat and the pier. He could not see the imperilled woman, but by diving finally found her, brought her to the surface, and both were hauled out of the water by lines in the hands of persons upon the wharf. Miss Roda had been in the water from three to five minutes and was taken out unconscious, but was resuscitated in a short time, and later recovered fully.

Several witnesses testify that the act was one of great daring, which none of them had the courage to undertake, and that the young lady certainly would have perished but for the brave conduct of her rescuer. The darkness, the depth of water, the current, and the danger of being crushed between the boat and the pier were circumstances plainly showing that Mr. Cope performed the deed at the risk of his life.

A silver medal was bestowed upon Mr. August Kirchner, of Chicago, Illinois, in recognition of his conduct in saving a man from drowning in the waters of Lake Michigan on July 26, 1903.

On the afternoon of the date mentioned Julius Schaub and L. N. Bliss were rowing in the lake off Lincoln Park, when their boat capsized and Mr. Schaub drowned. Mr. Bliss clung to the capsized boat, which was about 100 yards from shore. A heavy wind was blowing from the northeast and the sea was running high, so that two men who attempted to go to the rescue were driven back to shore. Just after their failure Kirchner appeared upon the scene and, plunging into the waves, swam to the capsized boat, carrying a line by which the boat was hauled to shore, with rescuer and rescued clinging to it. Both men were much exhausted and but for the promptness and perseverance of Kirchner Bliss would in all probability have lost his life.

A silver medal was awarded Ordinary Seaman Cornelius Sullivan, U. S. Navy, in recognition of his gallant conduct in saving a shipmate from drowning in the harbor of Culebra, Porto Rico, December 30, 1902.

At about 7.30 o'clock of the above-mentioned date Sullivan and several others were returning in a steam launch from the *Newark* to the *Indiana*, when the launch was sunk in a collision with the torpedo boat *Stockton*. J. Carhart, apprentice of the first class, was in charge of the launch, and when the collision occurred he became entangled in the wreckage and went down. Soon after, however, he liberated himself, and upon coming to the surface called for help. Sullivan, who had also been involved in the débris, immediately swam to the assistance of Carhart, who soon became insensible, but was sustained by his intrepid comrade until a boat arrived and rescued both.

All of the witnesses of the casualty testify that Sullivan saved Carhart from drowning, at the risk of his own life.

In recognition of heroic conduct exhibited on the 21st of January, 1903, in the rescue of 5 men from the wreck of the barkentine *Abiel Abbott*, gold life-saving medals were bestowed upon the following-named members of the Life-Saving Service:

Keeper Isaac W. Truex, and Surfmen J. Horace Cranmer, James H. Cranmer, Walter Pharo, Barton P. Pharo, A. B. Salmons, and C. V. Conklin, of Ship Bottom Station; and Keeper George Mathis, and Surfmen W. E. Pharo and M. D. Kelly, of Long Beach Station.

The *Abiel Abbott*, from Turks Island for New York, stranded on Ship Bottom Bar, coast of New Jersey, about 500 yards from shore, at 8.15 o'clock, the evening of January 20, 1903, the night being dark and stormy and the sea running high. A surfman on patrol at once discovered the casualty, and the life-savers soon assembled upon the beach. The darkness was intense, and to attempt to launch a boat

at such a time, in such a sea, would have been rash in the extreme, therefore the surfmen directed their efforts to establishing communication with the vessel by use of the Lyle gun. Several shots were fired, and one of them carried a line on board of the doomed craft, but she had begun to break up, heavy seas swept her decks, and her crew found it impossible to reach the line. During the night 4 of the ship's company of 9 lost their lives, and in the morning the remaining 5 could be distinguished clinging to the top of the cabin, the vessel having become a shattered hulk. At the first signs of dawn the life-savers launched the surfboat, and, though broken and jagged wreckage of every description filled the surf, threatening the boat with destruction at every stroke of the oars, the surfmen struggled desperately on, only to be at last beaten back upon the shore, defeated and well-nigh exhausted. Another attempt with the Lyle gun failed, and again a crew put out in the surfboat and, despite the fact that disaster menaced their every movement, succeeded in bringing the shipwrecked men safely to shore. Captain Abbott testifies that he did not think it possible for the life-savers to get to them, and that he thinks it was a miracle that they succeeded in doing so.

A gold life-saving medal was awarded to Surfman W. N. Capps, of the Virginia Beach Life-Saving Station, in recognition of his heroic conduct in saving two men from drowning off Virginia Beach, Virginia, on the 10th of October, 1903.

In the afternoon of the day above named the schooner barge *Ocean Belle*, carrying a crew of 5 men, was wrecked on the Virginia shore, about 2½ miles north of the Virginia Beach Life-Saving Station. When the disaster occurred the wind was blowing with a velocity of 50 miles an hour, and there was a thick fog. Owing to the latter fact Capps was sent out from the station on patrol, and had proceeded only about half a mile when he discovered the wreckage from the barge. Shortly afterwards he saw a man struggling desperately in the surf, and immediately rushed in, dragged him ashore, placed him in the lee of a sand hill, and started to the station for aid. He had gone about the distance of a mile when he discovered another man 100 yards out in the surf, and apparently dead. Although no other person was near, and the undertaking involved extreme peril, Capps immediately divested himself of his outer clothing and unhesitatingly plunged in to the rescue. Just as the man passed into the "inner break" he seized him and turned for the beach, but a heavy sea knocked him down, and, the man being unable to help himself, it was with great difficulty that Capps was enabled to raise and haul him ashore to a safe place on the beach. He then applied the Service method of resuscitation, and, in some twenty minutes, had the man sufficiently revived to sit up. Capps then proceeded toward the station for assistance, but met surfmen coming to his aid, and assisted them to take the rescued men to the station. The keeper testified that Capps staggered in barefooted, half clad, and scarcely able to keep his feet.

Private Michael M. Haley, U. S. Marine Corps, was awarded a silver medal in recognition of gallant conduct in making a brave effort to save a man from drowning December 20, 1902.

It appears from the testimony in the case that, at about 11 o'clock on the night of the date above named, a steam launch towing a whaleboat was returning to the U. S. S. *Albany*, at Mayaguez, Porto Rico, when a glass steam gauge on the boiler blew out, filling the boat with steam and creating so much confusion that Fireman George Denninger, U. S. Navy, who was a green hand, rashly jumped overboard. The engineer perceived the act, but was unable to stop the launch, as escaping live steam prevented his reaching the throttle.

Haley was in the whaleboat and, when he saw the man sweep by, immediately plunged overboard after him. Denninger, however, was picked up several hundred yards astern by a native boat. The whaleboat rescued Haley, who, though much exhausted, insisted upon going overboard again, and would not be dissuaded until emphatically assured that Denninger was safe.

Gold medals were awarded to Captain Robert F. Longstreet, keeper of Squan Beach Life-Saving Station, Captain John K. Andersen, and Mr. Charles H. Boker, and a silver medal to Mr. Harry Andersen, for heroic conduct at Squan Beach, New Jersey, under the following circumstances:

On June 13, 1903, a heavy ground swell and a strong southerly wind, following a storm which had just passed along the coast, caused a high surf, which, by noonday, was breaking all the way from the bar to the beach. Only a few of the more daring of the fish boats in the vicinity had ventured out, and among them was one containing Captain Andersen, Harry Anderson, and 5 others. The boat proceeded to the fish pound, and, about noon, started for the beach, heavily loaded. A few minutes later, and when just outside of the bar, a heavy sea capsized her, and threw the occupants into the surf, all, however, succeeding in clinging to the boat.

The capsized was observed by Mr. Boker, a fisherman, who was on the beach, and he immediately ran to a skiff lying near, hauled it to the beach, and was making an unsuccessful endeavor to persuade another fisherman to aid him in launching to the rescue, when Captain Longstreet arrived on the scene. Having no crew at the station (inactive season), and there being no other available boat, he jumped into the skiff with Boker and pulled away to the imperiled men. A difficult and dangerous task was now before them to battle against wind, sea, and current in this frail craft. She was so flooded by the breaking of the heavy seas that one of the men was compelled to bail while the other rowed, and such were the difficulties to be overcome that the people on shore doubted much whether the imperiled men would be reached in time, if at all. By persistent and skillful effort the skiff was worked to the capsized boat, which had now been caught in a "pocket" where the waves broke over her so furiously that 5 of the men were washed off—fortunately in the direction of the shore—leaving only Captain Andersen and one other. Captain Andersen might, at this time, have been able to save himself, but he gallantly refused to abandon the other man, who could not swim, and remained by him, swimming in the lee of the boat ready to sustain him in case he should lose his hold. The skiff was now backed close down so that Captain Andersen could lay hold of the stern, but, just as he did so, a great wave swept the man from the capsized boat. This was a critical moment, but

Andersen had his wits about him, and, just as the man was drifting away, he caught him by the arm, while Longstreet, leaning out of the skiff, also seized the man and held him until the breaker had passed. Both men were then taken into the skiff and carried safely ashore.

In the meantime 4 of the 5 who had previously been washed from the capsized boat, and among whom was Mr. Harry Andersen, succeeded in safely reaching the beach, but the other, being unable to swim, disappeared under the water and would, undoubtedly, have drowned had not Andersen, who had so narrowly missed losing his own life, seized the end of a line and heroically plunged into the breakers in search of him. The man was found lying on the bottom about 40 yards from the shore, and Andersen grasped him tightly, struggled to the surface with him, and both were hauled ashore by persons on the beach. The rescued man was insensible, and was finally restored only after the Life-Saving Service method of resuscitation had been applied for more than an hour.

Gold medals were conferred upon Surfmén Frank B. Raynor and Albert Latham, of the Blue Point Life-Saving Station, New York, for heroic conduct in saving life from the wreck of the schooner *Benjamin C. Cromwell*, on February 22, 1904.

The *Cromwell* stranded on the above-named date during foggy weather, and when sighted by the life-savers, the seas were breaking completely over her, compelling the crew to take to the rigging.

The life-saving crews of the three stations in the near vicinity soon appeared upon the scene, and several attempts were made to get a line to the stranded vessel, but she was surrounded with so much wreckage that it was impossible to haul the hawser on board. Failing in this, recourse was had to the surfboat, but the sea was so high that, despite the most desperate efforts of the life savers, at every attempt to launch it was thrown back upon the beach.

Meanwhile the masts of the vessel went over the side, and the hull quickly began to break up. The life savers scattered along the beach with life lines ready to assist any of the shipwrecked crew who should come through the surf, and soon observed a man drifting upon the top of the cabin. Raynor and Latham immediately rushed into the surf, and after extraordinary and extremely perilous efforts—battling among floating timbers, spars, and lumber, and time and again carried under the water—reached the shipwrecked man and bore him, unconscious, to the beach. The vessel had now completely broken up, and the rest of the crew were observed clinging to a piece of wreckage. Unsuccessful efforts were again made with both the Lyle gun and the surfboat to reach the imperiled men, but soon all save two were washed off and lost. Raynor and Latham again rushed into the surf and pushed out, often borne beneath the waves, but still undaunted, until a tremendous breaker dashed the shipwrecked men from the wreckage. One of them disappeared beneath the floating timbers and drowned, while the other was grasped by both rescuers, and, in an unconscious condition, hurried to the beach.

In transmitting these medals the letter of the Secretary of the Treasury closed with this statement:

I regard your gallant conduct on this occasion as of the highest order, and deem you well worthy the bestowal of the accompanying medals designed to bear testimony of the most heroic deeds in saving life from the perils of the sea.

Gold medals were conferred upon Surfmen W. F. Halsey, jr., and Frank D. Warner, of the Quogue Life-Saving Station, in recognition of gallant conduct in saving life at the wreck of the schooner *Augustus Hunt*, which occurred January 22, 1904.

The night was dark and foggy and the sea running high, when, at 11.45 p. m. the schooner struck, some 600 yards from shore and mid-between Quogue and Potunk life-saving stations. About three-fourths of an hour after she struck, a surfman on patrol discovered the casualty and hastened to the Quogue Station with the tidings, and the life-savers promptly repaired to the scene, transporting surf-boat and beach apparatus. Several shots were fired from the Lyle gun without success, and the life-saving crew then launched the surf-boat, but were unable to force it through the drifting wreckage. At 7 a. m. the schooner's masts fell and several of the crew, who had taken to the rigging, were lost, but there still remained 5, who were clinging to the jib boom. The boom was finally carried away, and three more were lost, leaving only two survivors of the whole ships' company. These men were discovered drifting toward the shore upon some wreckage, and a fortunate shot from the Lyle gun carried a line to the hands of one of them; he made it fast and the life-savers began to haul the wreckage slowly toward the beach. One of the shipwrecked men, however, took the shot line under his arm and began to pick his way over the rough field of floating débris. He had not proceeded far when a heavy sea knocked him down, and he must have perished but for Surfman Halsey, who, taking a line about his waist, plunged into the breakers, regardless of the fact that he was in danger of being crushed to death, fought his way to the practically helpless man and dragged him close to the beach, whereupon other life savers hauled both men to shore. The man remaining upon the wreckage then grasped the shot line and started for shore, but was soon swept beneath the breakers and rendered helpless. Surfman Warner, heedless of personal danger and without even taking a line, rushed into the surf, made his way to the perishing sailor, and brought him to land.

In forwarding these medals the Department, in both cases, makes use of the following language:

Your conduct was most highly courageous and commendable. You voluntarily jeopardized your life by assuming an undertaking of extreme peril, where no keeper would have ordered you to go, and in so doing performed an act that could have been dictated only by an extraordinary sense of duty and humanity. The danger of losing your own life would seem to have been as great, if not greater, than the probability of saving the imperiled sailor.

A silver life-saving medal was awarded to Seaman John Spofford, of the steamer *Sprigg Carroll*, in recognition of his heroic conduct in rescuing a man from drowning in the harbor of New London, Connecticut, on December 19, 1903, under the following circumstances:

The steamer *Sprigg Carroll*, of the Quartermaster's Department of the United States Army, was lying at a pier in New London, when Quartermaster-Sergeant Owen McGourty, Second Company Coast Artillery, undertook to pass on board the steamer over the slippery gang plank, and, being under the influence of liquor, fell overboard between the boat and the wharf, striking his head against the rail. The temperature was below the freezing point, and there was a swift current running.

Spofford immediately plunged overboard and supported the practically helpless man until a line was thrown to him, when Spofford made the line fast to the rescued man, and he was hauled on board of the steamer. The line was then passed to Spofford and he was lifted on deck.

The witnesses testify that this act of Spofford was one of heroism, deserving the highest praise, and that his own life was seriously jeopardized.

A gold medal was presented to Nils Nelson, assistant keeper of Sakonnet light-house, for rescuing a man from drowning near West Island, Rhode Island, on July 24, 1903.

It appears that on the afternoon of the day above named, George H. Child, an employee of the West Island Club, was sent in a gasoline whaleboat to the Sakonnet Point steamboat landing for the club mail. Though a heavy sea was running he experienced little difficulty in reaching the landing and obtaining the mail, but on his return, and when near to the Sakonnet light-house, an immense wave boarded the boat, swamped it, and dashed it to pieces against the rocks. Child swam to a rock and managed, by lying flat and clinging to the crevices, to prevent himself from being swept away by the angry seas. Two boats were sent from the clubhouse to his rescue, but, being unable to get anywhere near the rock, because of the heavy sea breaking on the underlying rocks, gave up the attempt.

The man had now been clinging to the rock for more than half an hour, and was in imminent danger of being washed off and drowned, when Nils Nelson, assisted by the light keeper, launched the light-house supply boat, and, while the keeper remained at the light-house and directed him by signals, Nelson manned the boat and with great difficulty pulled clear of the jagged rocks to the vicinity of the imperiled man. He then told Child to throw himself toward the boat when the next wave passed and that he would take him in. Fortunately this plan succeeded, Child reaching the boat, which was carried by the wave completely over the reef into a sheltered spot of much smoother water, and, a few minutes later, both men landed safely on the island.

The evidence and circumstances show that, beyond all question, Mr. Child would have perished but for the gallant action, at the peril of his life, of Nils Nelson.

WOMEN'S NATIONAL RELIEF ASSOCIATION.

Contributions of clothing, etc., for the use of needy shipwrecked persons have continued to be made in abundance throughout the year by the Women's National Relief Association. The supplies are forwarded without expense of any sort to all stations in the Service, and they constitute a noble contribution to the cause of humanity, a very large number, if not a majority, of shipwrecked people coming ashore in a destitute as well as oftentimes wounded and exhausted condition.

Beneficiaries Women's National Relief Association.

Date.	Station and locality.	Beneficiaries.
1903.		
July 1	Velasco, Texas.....	Seven men, crew of the wrecked schooner Clover.
3	Point Adams, Oregon.....	Two men from a capsized fish boat.
8	Michigan City, Indiana.....	A man, his wife and child, from the disabled sloop Halcyon.
9	Portage, Michigan.....	A man and woman who had stranded in a sailboat.
13	Niagara, New York.....	A woman who had fallen into the lake.
23	Fletchers Neck, Maine.....	Eight persons from a wrecked launch.
26	City Point, Massachusetts.....	A man and three women from the stranded sloop Lena.
29	.....do.....	Two men and two women from the stranded sloop Scutia.
Aug. 5	Manistee, Michigan.....	Five men, crew of the water-logged schooner Mary Ludwig.
7	Duluth, Minnesota.....	Five men from capsized sloop Doyre.
7	Port Austin, Michigan.....	Crew of nine from the foundered steamer Metropole.
8	Sheboygan, Wisconsin.....	Two men from a capsized rowboat.
18	Racine, Wisconsin.....	Three persons from a capsized sloop.
20	Atlantic City, New Jersey.....	Two men from the wrecked launch Chloris.
22	City Point, Massachusetts.....	Four men from the capsized sloop Trio.
25	Sandy Hook, New York.....	Three men from a stranded sloop.
25	Jackson Park, Illinois.....	Two boys who had been overboard.
28	Cape Lookout, North Carolina.....	The master of the stranded bark James H. Hamlin.
29	Saint Joseph, Michigan.....	A man who had fallen overboard.
Sept. 7	Sturgeon Bay Canal, Wisconsin.....	Five men from the wrecked schooner La Petite.
12	Sheboygan, Wisconsin.....	An old man who had become wet and chilled through exposure.
14	White River, Michigan.....	A man who had fallen overboard.
16	Hereford Inlet, New Jersey.....	Ten men from the foundered tug Spartan.
16	Cape Henlopen, Delaware.....	Four men from the sunken schooner Sea Bird.
16	Green Run Inlet, Maryland.....	Three fishermen who were chilled and wet.
16	Charlevoix, Michigan.....	Four persons from the wrecked steamer Welcome.
17	North Beach, Maryland.....	Two men who had capsized in a boat.
17	Charlevoix, Michigan.....	A man who had fallen overboard.
19	Grand Marais, Michigan.....	Seventeen persons from the foundered steamer A. A. Parker.
19	Portage, Michigan.....	A man from the water-logged schooner Angus Smith.
22	Buffalo, New York.....	A man who had fallen overboard.
26	Gloucester, Massachusetts.....	Two men from the stranded schooner William W. Walker.
27	Cleveland, Ohio.....	A man from a capsized rowboat.
Oct. 5	Little Beach, New Jersey.....	Five men from the wrecked catboat Katie.
10	Assateague Beach, Virginia.....	Eight fishermen whose house and effects had been washed away by the sea.
10	Virginia Beach, Virginia.....	Three men, survivors of the crew of the foundered schooner Ocean Belle.
10	Dam Neck Mills, Virginia.....	Eight men from the wrecked schooner Nellie W. Howlett.
11	Cobb Island, Virginia.....	Five men from the stranded schooner Benjamin Russell.
11	Wash Woods, North Carolina.....	Eight men from the wrecked schooner Mabel Rose.
11	Paul Gamiels Hill, North Carolina.....	Seven men from the wrecked schooner J. B. Holden.
16	Grand Haven, Michigan.....	Two men from the stranded schooner Swan.
17	Burnt Island, Maine.....	Five men from the wrecked schooner Post Boy.
22	Grand Marais, Michigan.....	Crew of seven of the wrecked schooner Saveland.
25	Hatteras Inlet, North Carolina.....	Family of five persons who had been overtaken by a severe storm.
26	Lake View Beach, Michigan.....	Five men, crew of the wrecked schooner Grace Whitney.
29	Zachs Inlet, New York.....	Twenty-two persons, passengers and crew of stranded schooner Belle Bartlett.
Nov. 1	Muskegon, Michigan.....	A man who had fallen overboard.
4	South Manitou Island, Michigan.....	Twenty-one men from the wrecked steamer Walter L. Frost and one from the tug Favorite.
4	Muskegon, Michigan.....	A man who had fallen overboard.
16	Milwaukee, Wisconsin.....	A man who had capsized in a rowboat.
19	Golden Gate, California.....	Two men who had been capsized into the surf from a buggy.
Dec. 2	North Beach, New Jersey.....	Twenty-one persons from the stranded Swedish ship Dharwhar.
4	.....do.....	The master of a wrecking steamer, who fell overboard.
15	Burnt Island, Maine.....	Crew of four from the wrecked schooner Hattie S. Collins.
25	Wood End, Massachusetts.....	Two men who had suffered a capsize.
26	.....do.....	Three needy fishermen who had met misfortune.
26	Bayhead, New Jersey.....	Two fishermen who had been carried offshore in a storm.
1904.		
Jan. 3	Point Allerton, Massachusetts.....	Three men from the wrecked schooner Belle J. Neal.
3	Santa Rosa, Florida.....	A man who had been adrift in a skiff.
8	Nauset, Massachusetts.....	Two boys who had broken through the ice.
11	Rehoboth Beach, Delaware.....	Thirty-one persons from the wrecked British bark Comliebank.
17	Cape Lookout, North Carolina.....	Six men from the wrecked schooner Joseph W. Brooks.
Feb. 2	Wood End, Massachusetts.....	Two men who had stranded in a dory.
10	Racine, Wisconsin.....	A boy who had broken through the ice.
11	Chester Shoal, Florida.....	A man who had been drenched in a heavy rain storm.
19	Parramore Beach, Virginia.....	A man who had been caught in the ice and was succored at station.
22	Bellport, New York.....	Two men rescued from the wreck of schooner Benjamin C. Cromwell.

Beneficiaries Women's National Relief Association—Continued.

Date.	Station and locality.	Beneficiaries.
1904.		
Feb. 22	Long Branch, New Jersey..	Seven men from the wrecked schooner Olive T. Whittier.
22	Iiwaco Beach, Washington.	Seven men, crew of the wrecked schooner Frank W. Howe.
25	Coquille River, Oregon.....	A man who had fallen overboard from a steamer.
28	Milwaukee, Wisconsin.....	A boy who had fallen into the water from the ice.
Mar. 5	Big Kinnakeet, North Carolina.	Two men from a capsized fish boat.
6	Humboldt Bay, California..	Two men who had capsized in a boat.
7	.....do.....	Two fishermen whose boat had swamped in the surf.
14	Hog Island, Virginia.....	Two men who had been exposed to the rain and had become badly chilled.
26	Block Island, Rhode Island.	Five men from the wrecked schooner Mabel Hall.
Apr. 11	Grande Pointe au Sable, Michigan.	Two men from the wrecked schooner Frank Canfield.
20	Atlantic City, New Jersey..	A man who had capsized in a boat.
21	Saint Joseph, Michigan....	A man who fell into the river from a bridge.
21	Cocoa Bay, Oregon.....	Three belated travelers who were succored at the station.
26	Fort Lauderdale, Florida..	Four men, crew of a stranded launch.
27	Bayhead, New Jersey.....	A fisherman who had been separated from his vessel.
29	Old Harbor, Massachusetts.	Crew of eight from the stranded schooner Future.
30	Galveston, Texas.....	Two men from a capsized sloop.
May 3	Bayhead, New Jersey.....	Three fishermen who had suffered a capsize.
4	Golden Gate, California....	A girl who had jumped overboard with suicidal intent.
9	South Haven, Michigan.....	Two men from the wrecked schooner Annie F. Morse.
14	Santa Rosa, Florida.....	Four marines who had capsized in a sailboat.
14	Ludington, Michigan.....	A man who fell into the water from a pier.
22	Oswego, New York.....	A girl who had fallen into the river.
25	Old Chicago, Illinois.....	Three men from a disabled sloop.
25	Cape Disappointment, Washington.	Two fishermen whose boat had swamped.
27	City Point, Massachusetts..	Three persons who had capsized in a rowboat.
30	South Chicago, Illinois....	Four men from the water-logged yacht Thelga.
30	Humboldt Bay, California..	A man who had fallen from a pier.
June 7	Jackson Park, Illinois.....	A man who had fallen from a wharf.
16	Cape Disappointment, Washington.	Two fishermen whose boat had capsized.
19	Jackson Park, Illinois.....	A boy who had fallen from a pier.
25	Erie, Pennsylvania.....	Three men who had capsized in a boat.

NEW STATIONS.

New station buildings, the construction of which was commenced during the fiscal year 1903, as stated in the report for that year, have been completed and occupied at Racine, Wisconsin; Sabine, Texas; Longbranch, New Jersey, and Great Wass Island, Maine, the last-named replacing the former Crumple Island Station. During the present year new stations have been established under authorization by Congress at Fishers Island, New York; Old Topsail Inlet (Beaufort), North Carolina, and Bogue Inlet, North Carolina. The establishment of a station on Ocracoke Island (near Ocracoke Inlet), North Carolina, has been considerably delayed by the difficulty of procuring title to the site desired. This has now, however, been accomplished, and contract has been awarded for the construction of the station, which will be completed at an early date. Contracts were also entered into during the year for the rebuilding of the old stations at Cape Henry, Virginia, and Little Kinnakeet, North Carolina, and the latter is now completed and ready for occupancy. Preparations have been made for the rebuilding of the Muskegon and Grande Pointe au Sable stations on Lake Michigan, and the contracts for the work awarded. Repairs and improvements have been made at various stations as required, notably at Charlotte, New York, and Evanston, Illinois.

TELEPHONE LINES.

An act of Congress approved March 3, 1903, authorized the construction by the Life-Saving Service of a telephone line extending

"from the mainland forming the eastern side of Green Bay, Wisconsin, across Deaths Door to the Plum Island Life-Saving Station, and from the said Plum Island Life-Saving Station across Washington Island, Wisconsin, thence to Rock Island, terminating at the lighthouse on said island." This work was undertaken and carried to practical completion during the year, and at this date the line is in satisfactory operation. The telephone system available for the use of life-saving stations on the Great Lakes consists of a few short land lines and cables, maintained partly by the Weather Bureau and partly by this Service, connecting outlying islands and stations located in sparsely inhabited sections with the local telephone exchanges. This line is an important step in the development of the telephone service on the Lakes, where it will no doubt prove, as it has already on the Atlantic coast, one of the most important features of the Life-Saving Establishment.

On the Atlantic coast the telephone lines of the Service now extend with few interruptions from Maine to South Carolina, and, notwithstanding the peculiar difficulties encountered, due to frequent changes in the coast line by the ravages of the sea, injuries to the numerous submarine cables crossing inlets, the breaking of poles and wires by the severe storms which visit the coast, etc., it has been kept in effective operation without serious interruption at any time during the year for more than a few hours, even under the most adverse circumstances. Many improvements have also been introduced in the way of metallic circuits where the proximity of electric railway and light wires have made them necessary, and the line has been extended to a number of points not heretofore connected.

These lines have connection at all important centers with the commercial telephone and telegraph lines, making them available not only to meet every need of the Service, but the needs of shipowners, underwriters, and other interested parties as well. Communication is also established, where desirable, with the light-houses and Weather Bureau offices along the coast, thus making it possible for these various branches of Government work in the interests of commerce to cooperate with the Life-Saving Service to the advantage of all concerned.

The life-saving stations having been made a permanent part of the naval patrol service, the wireless telegraph system about to be introduced in the Navy will be extended to the stations, and the necessary preparations are now under way. When this is effected the stations of this Service will have direct communication not only with vessels of the Navy but with any other vessel similarly equipped, including the revenue cutters and a rapidly increasing number of the larger ocean-going steamships. The many advantages which will result to all the various interests affected, both in peace and in war, can not be readily foretold.

NECESSITY FOR A LIFE-SAVING CREW AT CAPE NOME, ALASKA.

For the reasons stated in the last report, it is felt to be incumbent to again recommend the employment of a regular life-saving crew to have charge of the life-saving appliances provided at Cape Nome, Alaska. A bill is pending in Congress looking to this end, and it is sincerely hoped that it may early become a law.

PENSIONS AND RETIREMENT.

It is a duty again to urge with unqualified earnestness the enactment of a statute providing pensions for the widows and dependent children of such members of the life-saving crews as may lose their lives in the line of duty, and for the retirement of those who may become disabled from injury or disease contracted in the Service or from the infirmities of advancing age. It is felt that the former of these provisions should be accorded as a matter of simple justice, while the latter is regarded not only as a measure of justice but is deemed essential to the welfare of the Service and the preservation of its efficiency. The matter of pensions has been repeatedly and amply discussed in previous reports, to which reference is made. The present remarks will be confined to the subject of retirement.

During the last two or three years large numbers of surfmen have given up their places to seek employment where the conditions would be less arduous and the compensation and prospect for the future, for themselves and their families, at least hopeful. The exodus of these men, many of them after considerable terms of service, still continues. They have been faithful public servants, well trained and experienced, whose fidelity to duty has been tested and established, and in their places are necessarily substituted untried men, without experience, without special training, and unused to concerted action with their crew mates. The team work, so to speak, deemed so essential in all lines of combined physical effort, and the lack of which so often leads to failure, is deplorably wanting. In most instances the temporary men are also individually inferior as surfmen to those whom they succeed. Even of such as these it is extremely difficult to obtain a sufficient number to supply the vacancies. Many stations are without full crews of regularly enlisted men, and in some others there is not a regular surfman on the rolls. In one district, only 6 out of 16 stations are manned with full crews of regulars, in another, only 4 out of 10, and in another 6 out of 11, and several other districts are seriously crippled in the same way. The "eligible lists" from which the regular crews must be chosen are wholly insufficient to supply the vacant places, and are largely composed of candidates who have barely passed the minimum standard as to practical experience, age, and physical condition—a standard really too low for positions so extremely important.

It may be asked whether higher wages would not retain the good men we have and secure a better class of recruits than are now obtained, as well as a sufficient number. Undoubtedly, if the increase should be sufficiently large. But it is a fact that retirement, in the terms proposed by a bill now pending in Congress, would prove a much more effective remedy, since it appears to be what those who have left the Service have most desired and what those who remain prefer. It is the hope of the passage of such a bill that still restrains many from accepting higher wages outside. It is also a fact that retirement under the provisions of the bill would be much less expensive to the Government than the lowest practicable increase of wages, as is shown in the following letter of Mr. William Livingstone, president of the Lake Carriers' Association, written March 1, 1904, to the Committee on Interstate and Foreign Commerce of the House, who were giving hearings upon the bill. It would be difficult to

state the whole case more tersely and effectively or present its merits more forcibly than is done in this communication, and it is therefore given below.

LAKE CARRIERS' ASSOCIATION,
Detroit, Mich., March 1, 1904.

HON. WILLIAM P. HEPBURN,
*Chairman Committee on Interstate and Foreign Commerce,
 House of Representatives, Washington, D. C.*

DEAR SIR: The Lake Carriers' Association, representing the principal shipping interests on the Great Lakes, and organized for the promotion of their welfare, has necessarily become intimately acquainted with the work of the Life-Saving Service, and appreciates its immense value to commerce and humanity, and is therefore naturally very much interested in everything tending to its improvement. On this account the association has desired me to appear before your committee in behalf of bill H. R. 827, "To promote the efficiency of the Life-Saving Service." I intended to have been present at the last hearing, but finding it impossible, Mr. J. J. H. Brown, president of the Chamber of Commerce of Buffalo, was deputed to represent the association in my stead. Unfortunately, his train being very late, the hearing was adjourned before his arrival. I therefore beg leave to submit in writing a few considerations which I hope may be brought to the attention of the committee, if in consonance with custom and propriety.

At the present time the Life-Saving Service upon the lakes (and, I understand, upon a great part of the Atlantic and Pacific coasts as well) is in a seriously crippled condition on account of the lack of competent surfmen in the stations. When the lake stations closed last December a large number of them were without full crews of regular surfmen, the vacancies being filled with untrained and undisciplined men. As the number of men constituting a crew generally corresponds to the number of oars to be pulled in the principal boat of the station—each man to an oar—and as a single poor oarsman always impedes the boat and is liable to jeopardize the safety of all on board, the inefficiency of an incomplete crew of regulars is obvious. I understand that the case will be worse at the opening of navigation in the spring, as many whose terms of enlistment then expire have determined not to reenlist. In fact, the crews are being depleted by the gradual separation from the Service of its best men, and only men inferior to these, and even then in insufficient numbers, are obtainable for recruiting. This state of affairs, if continued, must soon result in disaster and shame. I can not believe that our Government will permit it. It can not afford to let this splendid service, which has reflected such credit and honor upon the nation, sink into inefficiency and disrepute.

How shall this condition be remedied? There are but two ways in which it can be done. One is by the passage of this bill; the other by increasing the compensation of the men sufficiently to induce the enlistment of qualified persons. One or the other of these courses is imperative, and the only question is, Which is the more desirable?

I believe retirement, under the provisions set forth in the bill, to be preferable, as being greatly to the advantage of the Service and the Government at large. The least increase in compensation that would be effective would be \$10 per month to each surfman. It is doubtful in my mind whether this would suffice with wages in other pursuits and the cost of living standing as they do now. But it seems that this is the amount named in bills now pending in Congress. A careful computation shows that the cost of retirement for the present force of surfmen (assuming all the crews to be fully manned with regulars) for the next twenty years would be \$1,403,178.60 less than the cost of an increase of \$10 per month in wages to each surfman, or a saving to the Government of over 40 per cent.

If the wages of surfmen were increased \$10 per month, their monthly pay during the active season would be the same as that of the keepers, their immediate superior officers. The duties of the latter are much more responsible, and the difference in pay should be sufficient to mark the proper distinction in rank and assist in the maintenance of good discipline. Besides, a proper difference would greatly add to the value of the promotion to which all surfmen could aspire. Bills now pending in the House, I am informed, provide for an increase of \$300 per annum. This sum is probably about what would be just and proper. The computation I have referred to shows that, in the case of the keepers, the cost of retirement for the next twenty years under the bill would be \$352,500 less than the cost of the increase mentioned, or a saving of 22.7 per cent. Taken together—keepers and surfmen—the saving would be \$1,755,678.60, or 35½ per cent.

But this saving is probably less important than the greater benefit which would undoubtedly accrue to the Service in the promotion of its efficiency by the adoption of retirement. Such provision would prove a great inducement to the enlistment of substantial men, men who would make this their life work as against the adventurer who is always on the lookout for any immediate increase in pay, though temporary; and it would be a still greater inducement to those already in to remain, with whom this inducement would grow stronger

each year as they advanced toward retirement. It would also encourage good behavior, faithful performance of duty, and a beneficial *esprit de corps*. These points seem to me too obvious to discuss, and I therefore refrain from wearying the committee by doing so. Retirement appears to be the preference over increased pay of all connected with the Service, and of all who seem much interested in its welfare.

Here, then, is a proposition by which a large sum of money can be saved to the Government, and at the same time the efficiency of a most important branch of the Government service be greatly promoted. Why, then, not adopt it? It is said that it would be the beginning of the creation of a civil pension list. It does not seem so to me. I can not think of any branch of the civil service which could properly urge this as a precedent. But if there is any other in which retirement would effect a large saving and at the same time promote efficiency, in the name of good government, let us have it! Let each application be considered on its own merits, as it would be, and settled as it ought to be. Ought a just claim to be rejected for fear that, if allowed, it might be cited in the case of an unjust one? I can not bring to mind any other branch of the civil service that has an equal claim to the fostering care which retirement and pensions afford.

The Life-Saving Service has all the requisites which have been said to form the basis of pensions and retirement allowed to the Army and Navy.

1. The men in the Life-Saving Service are enlisted, like men in the services mentioned, after a rigid physical examination, and a professional examination added. It is true that the specified term of enlistment is one year instead of three or four, but as a life saver is entitled to reenlistment at the end of each year if worthy and physically qualified, the result is the same except that he is examined as to his physical qualifications annually instead of triennially or quadrennially, as in the Army and Navy, which is to the disadvantage of the man, but an advantage to the Government, since the physically disqualified are so much more frequently eliminated.

2. The service of the life saver is dangerous, like that of the soldier and the naval sailor. Not so dangerous, perhaps, as that of the soldier in time of war, but much more dangerous in time of peace, which in the history of this country has been broken but four—it might almost be said three—times, excepting, of course, the Indian troubles upon the frontier. The dangers of the life saver are constant. Probably they fully equal those of the navy man, counting both war and peace. The railway mail service is called a dangerous one, but the general superintendent of that service, in his annual report for 1901, in setting forth the extent of the dangers to which the railway mail clerks are exposed, deduces from data and figures which he gives and which are taken from official sources, that the danger to the railway mail clerk is about 50 per cent as great as that to the life saver.

An effort has been made to obtain data for a fair comparison between the dangers of the life saver and the soldier and naval sailor, but I am informed that the manner in which the records in the different Departments have been kept and other difficulties, among which is the annual elimination of the physically disqualified men in the Life-Saving Service, above mentioned, makes such a comparison extremely difficult, if not impossible.

3. The daily routine of duty of the soldier and the life saver are nominally the same, consisting of drill, guard duty, and battle. But the drill and guard or patrol duty of the life saver is dangerous, which is not the case with the soldier in time of peace. The boat drill of the surfman is always hazardous and has been frequently attended with drowning, while the night patrol of the coast in wintry storm is one of extreme hardship, as well as dangerous. Except as above shown, the main difference between the soldier and the life saver appears to be that the former shoots to kill, while the latter shoots to save. If the soldier in battle is in a sense a mark for the enemy's bullet, so is the life saver in his battle with the sea a mark for the enemy, which constantly lurks in the breakers prepared to overwhelm him.

It has been objected that the bill is unjust and inequitable, and to sustain this contention it is cited that—

“the soldier in the Army gets no more than \$25 per month, including wages and allowances, while under the bill the surfman is made the equivalent of a seaman of the Navy or a private in the Army, although he receives a compensation of \$65 per month, and would thus receive for ten years' service nearly as much in wages as a soldier would get in thirty years.”

This is an error. Pains have been taken to ascertain the pecuniary lot of the seaman who enlists in the Navy, and who is more nearly allied to the surfman than is the soldier, and it is found to be preferable to that of the surfman. The emoluments of the soldier are not so readily ascertained as those of the naval sailor, for the reason that they are not published in such detail by the War Department as by the Navy, but a casual inquiry indicates that a thorough examination would show fully as favorable a result.

Objection has also been made that a keeper, who receives a salary of \$900 per annum, is held in rank equivalent to an ensign in the Navy, who receives \$1,200 per annum, and that district superintendents, who receive from \$1,500 to \$1,800 (now \$1,700 to \$2,000) per annum, are to have rank equivalent to a captain in the Navy. The bill, in fact, provides

for no rank or title, the word rank, as the bill shows, being used only for the purpose of fixing the rates of pension to be paid. This rating was taken from a bill which I am informed was prepared by the then chairman of the Committee on Pensions during the Fiftieth Congress, upon which a favorable report was made to the House, and which report states the reasons for the rating. The rating given to superintendents is based upon the precedent established by Congress in granting pension to the widow of Superintendent J. J. Guthrie, who perished in assisting to rescue the survivors of the crew of the U. S. S. *Huron* in 1877 (act of May 25, 1878). In my judgment the ratings are all about what they should be, while the rates of compensation paid to both officers and men are too low.

It is claimed that the policy of the Government has been to confine the allowance of pensions to those who have served their country in the Army or Navy. If that were a sound policy—and, generally speaking, I think it is—it would not exclude the life savers. The annual report for the service for 1898 shows that they were attached to the Navy in the Spanish-American war, and the report of Capt. John R. Bartlett, U. S. Navy, superintendent of the United States Signal Service during the war, to the Bureau of Navigation of the Navy Department, speaks in the most complimentary terms of their efficiency and of the importance and necessity of their connection with the Navy in this relation in time of war and preparation for war. Acting upon this, such a connection has been permanently established by the joint action of the Secretary of the Navy and the Secretary of the Treasury, and now the Life-Saving Service is as much a part of the Navy and as important a part in time of war as the Revenue-Cutter Service, to whom the last Congress granted retirement, while the connection of the Life-Saving Service exists during the preparation for war as well, while that of the Revenue-Cutter Service does not.

I have just said that, generally speaking, I approve of the policy which has, as a rule, confined the allowance of pensions to the Army and Navy, not altogether because these two departments form the military arm of the Government, but because until within a comparatively short period they were the only branches in which service was especially dangerous. I believe that the original purpose in granting pensions in this country was to compensate for the loss of earning capacity incurred in rendering hazardous service to the Government, and that general pension legislation was confined to the Army and Navy because they were the only two branches of the Government in which service was especially hazardous. The element of danger seems to have been the leading consideration, and it is this consideration that has ruled in the numerous instances of legislation granting pensions to individuals on account of injuries or death incurred in the service of the Government other than in the Army or Navy. Until the Life-Saving Service was organized I believe no branch of the Government other than the Army and Navy existed, service in which was unusually hazardous in its nature, and hence general pension legislation has been confined to these two branches.

Because the Army and Navy have been the only beneficiaries of general pension legislation some people have thought that patriotism and the desire to encourage it were the inspiration and basis of such legislation. If this were so, I should still contend that humanity was also deserving of encouragement, and that it would be becoming and significantly creditable in a great nation to foster this great element of civilization while expending large sums from its vast wealth in increasing its military power for the national defense.

The country at large is becoming more and more imbued with the humane spirit, and the granting of pensions and retirement for perilous service is now generally approved by the people. Nearly every large city provides pensions and retirement for its firemen and policemen under authority of State laws, and the policy is rapidly extending to the smaller cities.

The railroads and other corporations are falling into line. The Pennsylvania Railroad—the greatest and probably the best managed railway in the country—pensions its employees, the allowances being entirely met by the company and charged against operating expenses. The same is true of the Illinois Central, the Chicago and Northwestern, and other large companies. The Pennsylvania company is stated to have paid out for pensions in four years the sum of \$1,224,067. While these innovations have doubtless been inspired by the growing spirit of humanity, it is found that they enhance the efficiency of the service and that they pay. It always pays to be humane. Among our governmental institutions probably the Life-Saving Service affords the most striking illustration of this fact, inasmuch as it saves annually, in property alone, several times the cost of its maintenance, not to mention the saving of life, for which the Service is primarily established.

The bill before you is a popular one and seems to meet with almost universal approval. State legislatures have passed resolutions asking for its passage; boards of trade, chambers of commerce, marine organizations, and other commercial bodies are passing resolutions in its behalf, and the newspapers in various parts of the country have numerous and, I think, without dissent, warmly recommended it.

In view of the foregoing considerations, I earnestly ask, in behalf of the association which I represent, a favorable report from your committee.

I have the honor to be, very respectfully,

W. LIVINGSTONE, *President.*

Alluding to the paragraph, in the above letter, relating to the disproportion between the wages of a surfman in the Life-Saving Service and a seaman in the Navy or private in the Army, which at first glance appears to be in favor of the surfman, and because of the fact that this has been used as one of the principal arguments in opposition to the measure under notice, occasion is taken to correct the widespread but erroneous impression by presenting the following statement of the status and prospects of an enlisted man in the Navy compared with those of an enlisted man in the Life-Saving Service, compiled from official sources. This statement proves conclusively that the lot of the enlisted man in the Navy is far better than that of the surfman, both as to compensation during his active service and as regards provision for his own future and for that of those dependent upon him.

This statement was prepared nearly a year ago, and no attempt has been made to bring it down to date, although if this were done a still greater difference in favor of the seaman would appear. For instance, see footnote at the end of the statement.

A COMPARISON BETWEEN THE PAY AND ALLOWANCES AND PROSPECTS OF ADVANCEMENT OF AN ENLISTED MAN IN THE UNITED STATES NAVY AND IN THE LIFE-SAVING SERVICE.

A surfman in the Life-Saving Service is required upon entry to be thoroughly proficient in his trade. He must have had at least three years' experience as a surf fisherman, boatman, or sailor, five years being required to secure a marking of 100 in experience. He is required to undergo two thorough physical examinations, one as a part of his civil-service examination and another after having been selected from the eligible lists and within ten days before he enters upon his duty. He is, therefore, a thoroughly trained man to begin with, and receives the maximum pay of his grade at once. He learns his trade at his own expense, not at the expense of the Government.

The pay of a surfman is \$65 per month while actually employed. The greatest period of employment is ten months in the year, and the least is five months. On the Great Lakes they serve eight to eight and a half months. The average annual pay is, therefore, \$600, or \$50 a month, for the entire year. Their prospects for promotion are about 1 in 7 to the grade of keeper, which pays \$900 per annum, and 1 in 162 to the position of district superintendent, which pays from \$1,700 to \$2,000. This covers everything. They have no allowances of any nature, not even the storm clothes and heavy oilskins which they are obliged to wear in their wreck and patrol work. They have quarters at the station, where they are required to reside continuously during the active season, the only absence allowed being from sunrise (or, in the keeper's discretion, after the completion of the daily drill) until sunset, one man at a time, in rotation, when the weather is favorable. This would mean at most once a week each if the weather were always fair. If they are absent overnight they lose their pay, which goes to a substitute, and also lose their next turn at day liberty.

Now let us see what the sailor gets. We are told that he gets \$16 a month, and that sum is set over against the surfman's \$65. This is incorrect and misleading. The following information, which is taken from the official publications of the Navy Department, gives something of an idea of what the sailor really gets. It doesn't cover the ground fully, for the reason that not all the perquisites and allowances to be had are set forth in the pay tables and other printed matter. One has but to talk with a sailor who knows the ropes or with an employee of the Department to learn that this is so. But these are enough to show how unjust is such a comparison.

To commence with the \$16 man. The landsman who enters at \$16 is the raw recruit from the interior, who perhaps has never seen a naval vessel or, for that matter, any vessel other than the small pleasure craft on inland waters. The only qualifications required of him are a body physically sound and a desire to serve his country—nothing more. He undergoes a strict physical examination, and the Navy, in common with the Army, has been able to set this standard high, because they have every county in every State to draw upon, and the Navy has even added a corps of native Filipinos. In the Life-Saving Service the physical examination is no less rigid and is repeated at much shorter intervals—every year, to the Navy's once in four years—and the choice of men is limited to those who are bona fide residents of a strip of land five miles in width along the coast.

Having passed the physical examination, our candidate for the Navy signs articles of enlistment at the recruiting station nearest to his home. These recruiting stations are maintained at all the principal points on the seaboard and the Great Lakes, supplemented by half a dozen traveling recruiting parties. Having enlisted, he is given an outfit of clothing amounting to \$45, and at once commences to draw pay and subsistence. He is then sent to a receiving ship or training ship to receive the necessary elementary instruction. He is presumed to know nothing at all about naval matters when he enlists, but nevertheless draws pay and rations from the start. As soon as he shows adaptation to naval discipline and has learned the first duties of a sailor he is advanced to the next grade, which is ordinary seaman at \$19. If he develops the required proficiency and intelligence he is promptly advanced to the grade of seaman at \$24 a month. A merchant sailor who enters the naval service is at once rated an ordinary seaman at \$19, and as soon as he proves his efficiency and adapts himself to the naval life and usage is advanced to the grade of seaman at \$24. He may even, if he shows a good record and is otherwise satisfactory, be enlisted at \$24 at the start.

From these entrance grades to the ratings of chief petty officers at \$60 or \$70 a month, and on up to warrant officers at \$1,300 to \$1,800 per annum, with a commission in ten years carrying with it another advance in pay, and still upward to the grade of ensign, which puts him in direct line of promotion to the highest grades in the Navy—to captains and rear-admirals—it is simply a matter of the man's own efforts and ability and the necessary time and opportunity; simply a constant selection and elimination and the advancement of the fittest. Of course, the higher places are comparatively few and hard to reach. It is so in every vocation in life, yet these places at the top are always held out as an incentive to the fellow at the bottom. "Small wages at the start, with good opportunity for advancement," is the legend that runs through every line of work, be it business, the professions, or politics. It is true of the Life-Saving Service to a small degree; it is true in the Navy to a much greater degree. As already stated, the surfman has one chance in 162 to reach a salary of from \$1,700 to \$2,000. The enlisted man in the Navy has one chance in 57 to reach a like sum, and even a chance, though it be small, to go on up to \$5,000 and over.

Let us follow him step by step. Having reached the grade of seaman, at \$24 a month, which depends entirely on the individual's own merit and in no way on vacancies, and which takes from one to six or eight months, he is in line for the various ratings as a petty officer. These are divided, for convenience, into seaman branch, artificer branch, messman branch, and special branch, the latter including hospital stewards, yeomen (clerks), and musicians. After a service of twelve months he may be rated a petty officer, third class, in one of these branches, at \$30; in another year or more, depending on vacancies and his own merit, he may go up to second class, with pay of \$35 or \$40, and above this are the first-class and chief petty officers' ratings, with salaries ranging from \$40 to \$70, the latter figure being the pay of all chief petty officers.

No definite figures showing how long it takes a sailor to reach this grade are available, and it differs so much with circumstances and individuals that even the men in the Navy Department, who are familiar with the facts after handling the official records for a long period of years, are unwilling to hazard an estimate. Nevertheless, it is safe to say that no enlisted man in the Navy ever reaches retirement by age or length of service in the lower grades. In fact, it may be confidently stated that if it were feasible to secure definite figures to show the average pay and allowances of the average sailor for a period of thirty years it would equal, if not exceed, the pay of the surfman in the Life-Saving Service. The definite figures hereinafter given in the cases of warrant officers, who reach their positions after passing through the petty officers' grades, would seem to fully substantiate this statement.

Before going further up the scale of advancement open to the sailor let us look at the various allowances: for the rates of pay above stated do not by any means represent the total compensation received. They are supplemented by a long list of allowances and extra pay. There is, first, the ration provided "in kind," or its commutation at \$9 a month. The practice of commuting the ration and allowing the various grades of men on board ship to provide their own mess, electing a caterer from among their number, has been tried very successfully on some of the naval vessels, with the result that the men have been able to secure ample and satisfactory provisions and still have something left over out of the ration money for such luxuries as they may elect to have or for spending money. Then a very large and important item is the bonus of four months' pay upon reenlistment every four years. It may be said that this is the equivalent of the thirty days' annual leave which the Government so generously allows its civil employees; but the fact is that the sailor has his "shore liberty" all along through the four years of his enlistment, and this four months' pay is a bonus for reenlistment pure and simple. He may take the four months' leave, taking care to present himself for reenlistment a day or two before it expires, or he may reenlist the very next day, and in either case he gets the four months' pay. He also gets an increase in pay of \$1.36 per month for each enlistment. Upon the completion of the second and subsequent enlistments with a good record there is also a good-conduct medal, with another increase of 75 cents a month.

When he is rated a seaman gunner or graduates in any of the branches taught at the Petty Officers' School, another \$2 is added to his monthly wage. If assigned to duty as a gun captain, he draws another \$5 a month for that. If assigned as a "gun pointer," he gets from \$2 to \$10 a month additional, according to the class of gun; if as a signalman, he gets \$3, \$2, or \$1 as a first, second, or third class signalman. If he serves as crew messman, or in charge of the hold, or on a submarine vessel, or as coxswain to the commander-in-chief, he again has \$5 per month added to his wage. As a landsman at the very start he may begin sharing in these numerous extras as a jack-of-the-dust or lamplighter, with \$5 a month for his trouble. And so on ad infinitum. Every inducement is held out to develop the best there is in him, with a chance to rise rapidly in the rank and wage scale in recognition thereof. And the man who, from lack of ambition, or inefficiency, or from whatever cause, does not show himself worthy of the generous provision made for him is soon disposed of by discharge at the end of his enlistment or sooner, with an entry on his record of "not desirable for reenlistment." He is the kind of man who doesn't stick in the Navy or anywhere else. Such a man would probably not be able to obtain admission into the Life-Saving Service under the requirements, but if he should he would be promptly dropped within his first six months of probation.

The average pay of the sailor in our Navy, therefore, taking into account the constant opportunity for advancement in so large a body of men, and the numerous allowances provided in recognition of any special aptitude he may show, is as large as or larger than that of the surfman, which to the uninformed appears at first glance so disproportionate.

Then, again, there are many provisions made for his health and general welfare in which the surfman does not share. He has constantly in attendance one or more physicians and surgeons of the highest standing in their profession which an exceedingly difficult entrance examination, with high salaries and naval rank, can secure. If he serves on board a naval vessel, with the exception of the very smallest, he is never out of sight of the doctor, who is prepared, with trained help and modern appliances and science, to minister to his every bodily ill. Should he be taken so seriously ill as to necessitate his transfer to a hospital, or if he is one of the very few who have not a doctor actually with them (last year only 1,000 out of the 30,000 to 35,000 enlisted men in the Navy and Marine Corps were so situated), he is sent at Government expense, and with his pay and allowances continued, to one of the naval hospitals maintained at every navy-yard or station, and even in Alaska, and Yokohama, Japan, not to mention Honolulu and Manila. The surfman, on the other hand, if he is sick and absent from his station, seeks his own physician, such as he may find in the sparsely populated districts along the coast, and at his own expense. He may make application for admission to a marine hospital, but goes there and returns at his own expense, and if his illness promises to be of long duration his place is declared vacant and he is out of the service.

The sailor, also, has retirement after thirty years' service, and in computing this period, service during the civil war or the Spanish-American war is counted as double time. While the purpose of the Navy is war, and its excuse for existence during times of peace is to be prepared for war, yet as soon as an opportunity arises for it to serve the purpose for which it is maintained all kinds of extra allowances are made. The victorious admiral, and his captains and officers down to the last enlisted man, are showered with prize money, with advancement in rank and pay, with medals and honors galore, double time in computing retirement, advanced rank on the retired list, etc. We have twenty, thirty, forty years of peace, during which the sailor's life is never exposed to danger (probably 75 per cent of them never go into battle), and his health hedged about with doctors and hospitals, scientific fare, sanitary quarters, health-producing discipline and exercise—in short, every imaginable provision for his physical welfare. His mental and spiritual welfare are no less carefully looked after. Every ship and station has its carefully selected library, and the larger ones have their chaplain, who not only ministers to the spiritual wants of the sailors, but serves in the capacity of a schoolmaster, for which he is well qualified. The sailor has in this way every opportunity to improve his mind—to secure the education which will fit him for something better.

With the surfman it is very different. He marches his weary miles in the soft spongy sand along the shore every night in the year, and is liable to be called into battle not once in thirty or forty years and behind half a foot of protective steel armor, but every time the storm rages, and in a small boat at the mercy of the elements. And he can not withdraw for breakfast, as did Dewey at Manila, but frequently wages a desperate struggle for his own and other lives for twenty-four or thirty-six hours at a stretch without a stop for food or rest, with ice forming on his body from every dash of spray and every wave he meets.

It has already been stated that the surfman has one chance in 162 to reach a salary of from \$1,700 to \$2,000, and that the enlisted man in the Navy has one such chance in 57, and even a small chance to reach beyond that, to possibly \$5,000.

The following facts will substantiate this statement. The present strength of the Navy is slightly over 30,000 enlisted men. There are 525 officers (not including petty officers) in the grades to which entry is almost exclusively by promotion from the ranks. There

is his chance in 57. There are at present five ensigns who have been appointed from the warrant officer corps during the last three years, under authority of a recent act of Congress which authorizes the Secretary of the Navy to appoint six each year. These are now in direct line of promotion, in turn, with the other line officers, and as they are all young men—average age 33 years—they have every prospect of reaching the higher grades. The average length of service of these five men in the enlisted grades and as warrant officers—from first enlistment to their appointment as ensigns—was sixteen years and nine months.

The various steps from petty officers upward to which an enlisted man may attain are about as follows:

First there are the mates. By a curious anomaly, they are neither enlisted men nor officers, and yet they are both and enjoy some of the advantages of each. They are men who have served long and faithfully as petty officers who are held to be worthy of something better, but are barred from promotion to warrant officers by reason of age or otherwise. They are rated as mates, which to all intents and purposes places them with the warrant officers. Those appointed prior to August 1, 1894, receive \$1,200 at sea and \$900 on shore, while those appointed since that date receive \$900 at sea and \$700 on shore duty. In common with warrant officers, they receive quarters or commutation thereof at \$24 a month, the same, by the way, as that allowed a junior grade lieutenant in the Navy or a second lieutenant in the Army or Marine Corps. In their capacity as enlisted men they also receive their ration or its commutation at \$9 a month. They enjoy the pension and retirement privileges of commissioned and warrant officers.

Then there are the warrant officers, of which there are at present 464—boatswains, gunners, carpenters, sailmakers, warrant machinists, and pharmacists. Their pay ranges from \$1,300 up to \$1,800 per annum, with commutation of quarters at \$24 a month, and a fuel allowance the same as allowed the lower grades of commissioned officers in the Army, Navy, and Marine Corps. For service on shore "beyond the limits of the States comprising the Union" they have a 10 per cent increase in pay. The average length of enlisted service of these men has not been calculated, but in glancing over the list printed in the official Navy Register one man is found who was appointed a boatswain after eight months and twenty-five days' enlisted service, another with less than two years to his credit, one with four and a half years, and 32 out of a total of 116 with less than ten years' enlisted service.

Of the gunners, we find that 55 out of 100 had less than ten years' enlisted service. Of the carpenters, a considerable proportion are appointed directly from ship carpenters at navy-yards, by competitive examination. Enlisted men compete with these civilian navy-yard carpenters, on an equal footing, and yet we find that out of a total of 73, 25 of the present corps were enlisted men with an average length of service of six years and ten months, and seven of these had less than four years—a single enlistment. Warrant machinists, the actual bona fide engineers of our Navy, are appointed almost exclusively from the ranks, there being but two exceptions out of the 150 men comprising the corps. There are three who have had less than one year's enlisted service, 22 between one and two years, 49 between two and five years, and only 27 with over ten years' enlisted service.

Boatswains, gunners, carpenters, and sailmakers who have served ten years in their respective grades are commissioned chief boatswains, chief gunners, chief carpenters, and chief sailmakers, ranking "with but after ensign." This provision will doubtless in due time be extended to include the warrant machinists, which is a comparatively new corps, having been established to provide engineers for the Navy when the former engineer officers were consolidated with the line in 1899. Nominally, the line officers are still assigned to engineer duties, but in point of fact the warrant machinists are the men who watch over and live in constant contact with the marvelously complicated machinery of our modern floating forts, and upon whom the responsibility for their efficiency primarily rests.

Of the officers in these grades of commissioned warrant officers, if that term be permissible, 17 entered the naval service as enlisted men, and have served an average of exactly thirty years up to the 1st of January last, including their enlisted service, their service as warrant officers, and nearly four years in their present grade. They therefore reached this rank in about twenty-six years, and 2 have actually had less than twenty years' service in all since their first enlistment.

Their pay is given in the pay table as \$1,400. To this is added 10 per cent for each five years' service (counting all service in the Army, Navy, or Marine Corps), up to 40 per cent. Their pay is therefore actually \$1,960, and to this is added a number of other extra amounts. There is the 10 per cent increase for service on shore outside of the United States, making the pay of those serving in Alaska, the Philippines, Cuba, Porto Rico, or Hawaii, \$2,156 per annum. Then there are the quarters, or commutation, at \$24 a month, and fuel allowance, as already described.

Another item not to be despised is traveling expenses. Naval officers, including these chief warrant officers, warrant officers, and mates, receive 8 cents per mile for all travel under orders, including travel to their homes on leave, or back to duty, which is considered as under orders. Officers are constantly being transferred from one station to another,

from one squadron to another, from the Atlantic to the Pacific coast, and from the United States to the Philippines, the South Atlantic or European squadrons, etc., and in the course of a few years an officer's allowance for mileage over and above actual necessary traveling expenses is no small item.

And then there is the last and most important place of all to which the enlisted man in the Navy may aspire, that of ensign, which is open annually to six men who shall prove worthy from among the 500 warrant officers. True, it is a small chance, with the numerous restrictive qualifications presumably intended to guard against the admission of men whose lack of early education and training would unfit them for the important and delicate duties as representatives of their Government which often devolve upon naval officers, however thoroughly they may be qualified professionally. But the fact remains that the door is open for the enlisted man to attain to the highest grade in the Navy, and to the extent that he proves himself worthy of such advancement and the wisdom of the experiment is proven, it will doubtless be opened wider and wider, until the enlisted man will be on an equitable footing with his more fortunate brother who reaches his high position more directly and rapidly by way of the Naval Academy.^a

^a But a few weeks elapsed after the above paper was written before the prediction contained in the last sentence was fulfilled by the act approved April 27, 1904, which provides, among other things, for the appointment of 12 warrant officers annually to be ensigns. Under this provision 9 have qualified and been commissioned thus far, making a total of 14 warrant officers promoted to ensign since such advancement has been possible. The same act also provides that warrant officers shall be commissioned after six instead of ten years' service as such.

SERVICES OF LIFE-SAVING CREWS.

1903-1904.

SERVICES OF LIFE-SAVING CREWS.

The services noted under this caption relate to all disasters to vessels within the scope of station operations. Many of the instances are of great importance as illustrating the efficiency of the Service and affording valuable suggestions not only to keepers and surfmen, but to mariners in like circumstances; and for this reason it is much to be regretted that, on account of the limited force of the office, they can not be fully set forth.

[Abbreviations used in this statement: aux. (auxiliary), bg. (brig.), bge. (barge), 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), Hol. (Hollandish), It. (Italian), Mex. (Mexican), Nor. (Norwegian), Port. (Portuguese), Span. (Spanish), Swd. (Swedish).]

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. July 1	Velasco, Texas.....	Am. sc. Clover.....	Became water-logged, and capsized 22 miles SSE. from Brazos River light-house, her crew of seven men escaping in her small boat and landing on the beach, through a high surf, 2 miles SW. from the station. Keeper succored them at station until the following day, provided them with dry clothing from the stores of the Women's National Relief Association, and procured transportation for six of them to Galveston, Texas. He took the master to Velasco to enable him to communicate with the vessel's owners, and, subsequently, assisted him to recover a portion of the cargo of lumber, which had washed ashore. On the 3d instant the wreck drifted into the breakers and stranded, 5 miles SW. of the station, lying on her beam ends, with her masts and anchors gone. She proved a total loss.
July 1	Charlotte, New York, Lake Ontario.	Sloop, no name.....	At 3 p. m. the keeper received a telephone message that this sloop had capsized 9 miles E. of Oak Orchard Harbor and was rapidly drifting off shore, her crew of two men clinging to her. As the wind was blowing strong from W., the U. S. light-house steamer Haze towed the station crew, in lifeboat, to the scene. At 6.30 p. m. they found the sloop, 3 miles off shore and 18 miles W. of station, and the surfmen rescued the nearly exhausted men, put them on board the steamer, righted the boat and hoisted it at the steamer's davits. The Haze then towed the lifeboat back to Charlotte Harbor, and landed the rescued men at the station, where they were succored until they left for their homes the following day.
July 1	Louisville, Kentucky.....	Gas. lch. Yankee....	At 9 a. m. the lookout reported that this launch, with three men on board and the gasoline launch Can't Agree in tow, had disabled her engine. The station crew pulled out, towed the launches to their moorings, and properly secured them.
July 1	Milwaukee, Wisconsin, Lake Michigan.	Am. sc. Black Hawk.	Entered port leaking badly, and was pumped free by the surfmen.
July 1	Kewaunee, Wisconsin, Lake Michigan.	Am. sc. Coral.....	Carried away her foresail in a blow and, subsequently, collided with the N. pier and broke her starboard cathead. The station crew assisted her master to take her to a good berth up the river.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. July 2	City Point, Massachusetts.	Gas. lch. Bicarina.	Machinery became disabled at 1.30 p. m. and the launch and a raft which she had in tow drifted rapidly to leeward. The life-saving crew, in launch Relief, took the disabled boat to a spare mooring, made her fast, and landed the crew of two men to procure assistance in repairing the motor.
July 2	Racine, Wisconsin, Lake Michigan.	Scow, no name.....	Seven lads, from 7 to 10 years of age, went out to the harbor breakwater in this craft, and, when the wind and sea increased, the surfmen pulled out and towed them to land, and then returned the scow to its moorings.
July 2	Duluth, Minnesota, Lake Superior.	Gas. lch. Myrtle B.	Fuel became exhausted at 7.50 p. m. when she was 1 mile SW. from the station. The surfmen towed her to a safe mooring and then took her crew of two men to their camp at Minnesota Point.
July 3	Marblehead, Ohio, Lake Erie.	Am. str. John E. Monk.	Stranded, at 1 a. m., on a ledge just E. of the station, while trying to make her dock during smoky weather. At the request of the master the surfmen took soundings in the vicinity and then telephoned to Sandusky for a tug to come to her assistance. The tug Industry responded, and the life-savers ran her hawser to the stranded steamer, and stood by with the surfboat until she was hauled afloat.
July 3	Manistee, Michigan, Lake Michigan.	Scow, no name.....	Was loaded too deeply, and at 7.30 a. m. capsized alongside the S. pier, the one man on board being taken off by a near-by tug. The station crew pulled out, towed the scow to the station, righted and bailed it, and then turned it over to its owner.
July 3	Jackson Park, Illinois, Lake Michigan.	Gas. lch. Neptune.	At 4.45 p. m. the lookout reported that a launch, on the lake, was disabled and drifting before the fresh offshore wind. The surfmen pulled out in the Whitehall boat, ascertained that the motor would not run, and towed the launch with her passengers to a landing at the foot of 55th street.
July 3	Old Chicago, Illinois, Lake Michigan.	Sloop, no name.....	Capsized, at 12.30 p. m., $2\frac{1}{2}$ miles from station, and was at once sighted by the lookout, who gave the alarm. The life-saving crew launched the surfboat and, being towed to the scene by the tug Masher, righted the sloop. She was then towed to the station, bailed, and delivered to the owner, who had been picked up by a near-by boat.
July 3	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Two girls, aged 5 and 6 years respectively, were paddling around the harbor in this skiff, and, losing one of their oars, were rapidly carried down the river by the swift current. Surfman Christian Olsen saw the peril of the girls, pulled out in the station skiff, and towed them to the shore near their homes.
July 3	Point Adams, Oregon.....	Fish boat, no name..	Swamped, at 3 a. m., in the breakers near the end of the jetty, and drifted southward, the crew of two men clinging to the bottom of the boat. At 7 a. m. some workmen on the jetty sighted the imperiled men and notified the keeper, who at once made arrangements to have the surfboat hauled to the weather beach, a distance of $2\frac{1}{2}$ miles, and then hastened along the beach on horseback until he sighted the upset boat abreast the old light-house at Point Adams. He guided the surfmen to the locality and launched without delay, reaching the boat and rescuing the men just as they were being swept into the first line of heavy breakers. The men were completely exhausted, and the keeper administered a stimulant to revive them, after which their boat was pulled high onto the beach, and they were

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. July 3	Point Adams, Oregon....	Fish boat, no name.	taken to the station, given food, and provided with dry clothing from the stores donated by the Women's National Relief Association. At 3.30 p. m. the men, having sufficiently recovered, left for their homes in Astoria.
July 4	City Point, Massachusetts.	Am. str. Ella.....	Machinery became disabled at 2.45 p. m. while she was bound from the public landing at City Point to Castle Island, with 40 passengers on board. In answer to her distress signals, surfmen went to her in station launch and took 22 of the passengers to City Point, those remaining on board being taken off and landed at Castle Island by another launch.
July 4	Louisville, Kentucky.....	Gas. lch. Can't Agree.	Was cruising above the falls in the Ohio River, at 4.15 p. m., with a pleasure party of ten on board, when a drifting log caught in her propeller well and rendered her motive power useless. Her crew were unable to remove the obstruction and the launch, caught in the swift current, was rapidly carried toward the mouth of the Kentucky chute. The life-savers hastened to her relief, and towed the imperilled craft to the boat club float, where her passengers landed.
July 4	Pentwater, Michigan, Lake Michigan.	Sc. Olivia.....	Was carrying too much sail, in the prevailing strong wind, and capsized and sank in 10 feet of water, 1½ miles SE. from station. At the request of her master, surfmen went to her assistance and succeeded in removing her ballast. They then towed her into shallow water, and the next day raised her and pumped her out.
July 4	White River, Michigan, Lake Michigan.	Sailboat, no name..	Capsized in White Lake, at 11 a. m., the lads on board being picked up by a nearby boat and transferred to the surfboat upon the arrival of the life-savers. Surfmen towed the capsized boat to the station, bailed it, and returned it to its owner.
July 4	Milwaukee, Wisconsin Lake Michigan.	Slp. En.....	Was dismasted in a squall, at 11.40 a. m., 2½ miles from station, and surfmen towed her to a mooring off the Milwaukee Yacht Club.
July 5	City Point, Massachusetts.	Slp. Vera.....	Stranded on the rocks off Castle Island at 5.08 p. m., while bound from Winthrop to City Point and carried away her shoe. Surfmen went to her in station launch, hauled her afloat, and towed her to moorings off the Boston Yacht Club House.
July 6	Great Egg, New Jersey...	Gas lch., no name...	While en route from Ocean City to High Point her engine became disabled, and her owner requested station keeper to repair it for him. Keeper finding that the sparking gear was out of adjustment, put it in order, and, the owner being unfamiliar with the channel, piloted the launch to High Point.
July 7	Duluth, Minnesota, Lake Superior.	Catboat, no name...	Filled and sank at the boat club dock and was in danger of pounding to pieces in the increasing sea. Surfmen walked to the dock, hauled the boat out on the beach, and notified its owner.
July 7	Holland, Michigan, Lake Michigan.	Gas. lch. Gertrude..	Disabled her motor and anchored ¼ mile NNW. from station at 9 p. m., whereupon station crew pulled out in supply boat and towed her in.
July 8	Michigan City, Indiana, Lake Michigan.	Slp. Haleyon.....	Fouled her running gear in a heavy squall, at 7.45 p. m., and the master, being unable to take in sail, let go the anchor, but the cable parted, and the lives of the master, his wife, and 8-year-old child were in jeopardy. Life-saving crew boarded her, took in sail, and towed the disabled craft to the station, where they repaired the damaged rigging and sail, and provided the occupants of the boat with dry clothing.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. July 9	Portage, Michigan, Lake Superior.	Sailboat, no name..	Was struck by a heavy squall and drifted broadside on to the beach, $\frac{1}{2}$ mile E. from station, the two occupants, a man and a woman, landing through the surf without injury. Station crew hauled the boat out clear of the breakers and anchored her; they then took the man and the woman to the station and gave them dry clothing from the supply donated by the Women's National Relief Association, and also a warm dinner. At 4 p. m., the wind having moderated, the couple left for their destination.
July 9	Point Betsie, Michigan, Lake Michigan.	Sailboat, no name..	Drifted ashore 1 mile N. of station, the men on board being unable, in the fresh wind, to properly handle her. Surfmen hauled the boat out on the beach in a safe place.
July 9	White River, Michigan, Lake Michigan.	Am. sc. Annie F. Morse.	At 9 p. m. this vessel collided with a scow that was lying at the end of the pier without displaying the customary signal light, and damaged her head gear. Station crew rendered necessary assistance, and helped to make the schooner fast.
July 9	Two Rivers, Wisconsin, Lake Michigan.	Am. sc. Coral.....	Parted rigging and tore her sails, in a heavy squall and thick fog, while leaving port, and anchored $1\frac{1}{2}$ miles ESE. from station. Lookout heard her distress signals, and gave warning, whereupon keeper dispatched two surfmen to a tug which was moored near by, and then started for the schooner with the remainder of the crew in the supply boat. Surfmen straightened up her rigging and sails, and gave a line to the tug, after which they pulled up the channel and sounded a fog horn to indicate the course for the tug to steer.
July 9	Kewaunee, Wisconsin, Lake Michigan.	Am. str. Goodrich...	Surfmen ran lines and enabled this vessel to turn round in the harbor during the prevalence of a southerly gale.
July 9	.....do.....	Am. sc. Isolda Bock, and barge No. 1.	Crew took lines from these vessels during a gale, and enabled them to make their berths at the pier.
July 10	Damiscove Island, Maine.	Am. sc. Alwilda Morse.	Drifted onto a rocky ledge 400 yards S. from station while beating out of the harbor in a very light wind. Keeper immediately boarded her and ran out her keedge, by means of which she was hauled aloft, having sustained no apparent injury.
July 10	Shark River, New Jersey.	Nph. lch., no name..	Displayed a signal when abreast the station, in answer to which keeper boarded her and ascertained that one of her crew wished to be set ashore to procure fresh provisions, her supply being exhausted. Keeper conveyed him to the shore and after he had made the desired purchases put him aboard the launch again.
July 10	Charlotte, New York, Lake Ontario	Sailboat, no name..	Owing to mismanagement, this craft, with one man and two women on board, capsized off Ontario Beach, 75 yards from shore. The two women were picked up and landed by the occupants of a near-by boat, while the station crew rescued the man, righted the boat, and towed it into shoal water near the beach.
July 10	.....do.....	Sailboat, no name..	Capsized at 10.45 a. m. just outside of harbor entrance. Surfmen rescued its two occupants, and then towed the boat to the end of the E. pier and delivered it to its owner.
July 10	Grande Pointe au Sable, Michigan, Lake Michigan.	Am. str. No. 3.....	Stopped off station and signaled for a boat, in response to which crew went off in surfboat and ascertained that she wished to land a passenger. Keeper afforded him transportation to shore, and then accompanied him to his destination 4 miles distant.
July 11	Plum Island, Massachusetts.	Am. sc. Herbert M. Rogers.	Stranded on Ipswich Bar while trying in a light head wind to beat out of the channel. At low water keeper assisted her

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. July 11	Plum Island, Massachusetts.	Am. sc. Herbert M. Rogers.	crew of four men to lay out an anchor, and, on the rising tide, to float and anchor her in deep water.
July 11	Spermaceti Cove, New Jersey.	Catboat, no name....	Dragged in a heavy squall and stranded just outside of the cove, with two men and a lad on board. Keeper employed assistance (inactive season) and hauled the boat afloat on the flood tide, enabling her crew to make sail and proceed to their destination.
July 11	Sturgeon Point, Michigan, Lake Huron.	Am. sc. Ahneep.....	Carried away mainsail in a heavy squall, ran down the lake under foresail, hove to off the station, and made signals for help. Surfmen boarded her and, at owner's request, towed her to a pier near the station, and repaired the broken mast.
July 11	Milwaukee, Wisconsin, Lake Michigan.	Raft, no name.....	Three lads were rapidly drifting lakeward on this raft, when surfmen pulled out and towed it to shore.
July 11	Sheboygan, Wisconsin, Lake Michigan.	Gas. yt. Tilda.....	Drifting out on the lake with machinery disabled and a distress signal flying. Surfmen boarded her and found an intoxicated man endeavoring to run the engine. As it was blowing fresh, with rapidly rising sea, they set sail and, with surfboat in tow, stood in under the land, then took in sail and made fast the yacht to station dock.
July 12	City Point, Massachusetts.	Slp. Elsie.....	Ran onto a submerged wreck 1½ miles WSW. from station, and was saved from serious damage by surfmen, who went to her aid in launch Relief and pulled her afloat before the tide had ebbed sufficiently to severely strain her.
July 12	.....do.....	Gas. lch. Sadie.....	Disabled machinery, whereupon surfmen towed her to moorings off the Columbia Yacht clubhouse.
July 12	Orleans, Massachusetts..	Catboat Frolic	Parted its moorings, drifted across the bay, and stranded on Sampsons Island, ½ mile W. ½ S. from station. Keeper and his son (inactive season) threw its ballast overboard, hauled it afloat, and anchored it near the station for the night. The next day the keeper sent the boat to South Orleans in charge of his son, who made it fast at its moorings and then notified its owner by letter of the recovery of his property. (See letter of acknowledgment.)
July 12	Spermaceti Cove, New Jersey.	Bateau No. 7.....	Was drifting seaward with the ebb tide, the occupants, a man and a woman, having lost an oar and control of the boat. Keeper employed a man to aid him (inactive season), pulled out, and towed the boat and its passengers to the Highlands, 2 miles distant.
July 12	Duluth, Minnesota, Lake Superior.	Slp. Marguerite.....	Stranded on a sand bar while sailing in the harbor, and her crew was unable to float her. With the assistance of a gasoline launch, surfmen pulled the sloop into deep water.
July 12	Jackson Park, Illinois, Lake Michigan.	Gas. lch. Blanche...	Sustained injuries to her motor which rendered her helpless and also caused her to leak badly. Surfmen heard the outcries of her crew, and at once pulled to her assistance and towed her into Jackson Park Harbor, where they beached her to prevent her sinking.
July 13	City Point, Massachusetts.	Gas. lch. Halcyon...	Exhausted her fuel and drifted with the tide. Crew in station launch towed her to the Boston Yacht Club float, where she replenished her supply of gasoline, and then resumed her cruise.
July 14	.....do.....	Sailboat Viking.....	Dragged, and collided with a yawl that was anchored near. Surfmen cleared the boats and towed this one to a good berth near the station.
July 14	Metomkin Inlet, Virginia.	Nph. lch. Marion Lee.	Had a party of 25 men and women on board, when she stranded on a sand bar. Keeper and a volunteer (inactive season) pulled out to her in the supply boat and took off

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. July 14	Metomkin Inlet, Virginia.	Nph. lch. Marion Lee.	several of her passengers, whereupon the vessel floated and steamed into deep water.
July 14	Tawas, Michigan, Lake Huron.	Pile driver, no name	Dragged into deep water and drifted off-shore. Surfmen towed it back, anchored it in a sheltered place, and then notified its owner.
July 14	Ludington, Michigan, Lake Michigan.	Gas. lch. Paulina...	Disabled her machinery when near the N. pier, and drifted with the current. Station crew towed her to a quiet berth, where her crew repaired the damage.
July 14	Michigan City, Indiana, Lake Michigan.	Yt. Mogul.....	Was beached during a squall 3½ miles W. from station, and surfmen made an unsuccessful attempt to float her. They then returned to the station, and at 7 p. m. again went to the stranded yacht, loaded her onto a truck wagon, her crew during the afternoon having removed the sand and gravel from her, took her to the station, and prepared her for launching.
July 14	Jackson Park, Illinois, Lake Michigan.	Gas. lch. Utopian..	At 8.30 p. m. the keeper was notified that this yacht was in distress near the Casino pier, 1 mile S. from station. Surfmen pulled to her in Whitehall boat, found her pounding against the pier, with her motor disabled, and towed her to a berth in Jackson Park lagoon.
July 14	Evanston, Illinois, Lake Michigan.	Yt. Iolanthe.....	Came to anchor outside the harbor; surfmen boarded her and ascertained that her centerboard had jammed in its box. They cleared the centerboard purchase and hoisted the board, after which they weighed anchor and took the craft into the harbor.
July 15	City Point, Massachusetts.	Dory, no name.....	With three lads on board this boat was fast drifting to leeward in a heavy squall. Crew went to the dory in launch Relief, and after taking off the boys towed it to the beach and landed the youths.
July 15	Monomoy, Massachusetts	Slp. Juno.....	In a strong SW. wind off Harwichport, carried away her mast; the keeper with his power launch towed her to a harbor.
July 15	Mosquito Lagoon, Florida.	Am. str. Oregon....	This small steamer disabled her machinery and drifted for three days before coming in view from the station. Keeper and his son, in a power boat, boarded her and ascertained that the three people on board were out of provisions and fresh water; then towed her to a safe anchorage and provided her crew with necessary food. On the 20th he towed her to New Smyrna, a distance of 20 miles, and made her fast at a wharf, where she could obtain much needed repairs.
July 15	Louisville, Kentucky.....	Canoe, no name.....	At 3 p. m. the lookout gave the alarm that this boat, containing two youths, was in a perilous position near the Indiana chute of the falls. Crew caught the canoe and took it and the lads to the shore.
July 16	Sandy Hook, New Jersey.	Nph. lch., no name.	Had 13 people on board, when her machinery became disabled. Acting keeper procured the services of a steam launch and towed her to the Government wharf.
July 16	Aransas, Texas.....	Am. str. Angie and Nellie.	While bound in with a coal-laden barge in tow this steamer struck the submerged breakwater, sprung a bad leak, and was run ashore 50 yards NW. of the boat-house, to keep her from sinking in deep water. As she was not in any immediate danger, surfmen boarded the barge, which was left near the breakwater, and with the help of her crew kedged her to a good anchorage inside the harbor. They then rendered necessary aid to the tug, which was floated by a wrecking company on the 21st instant.
July 17	Thunder Bay Island, Michigan, Lake Huron.	Am. str. J. E. Rumbell.	At request of the master of this vessel, a wrecking steamer, surfmen pulled out and located the wreck of the steamer D. M. Wilson, which sunk off the island in 1894.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903.			
July 17	Holland, Michigan, Lake Michigan.	Slp. Zeta.....	Dragged, collided with some other boats, and then stranded in Black Lake, out of view from the station. Upon learning of the mishap, surfmen proceeded to her, ran a line, and, with the assistance of the steamer Harvey Watson, took her to a dock which afforded a good lee, and made her fast.
July 17	Old Chicago, Illinois, Lake Michigan.	Str. Vernon, jr.....	In S.E. gale with high sea dragged, and was in danger of stranding. Surfmen took a towline aboard the tug Rita McDonald, which towed the steamer to a safe place.
July 17	.....do.....	Sc. yt. Glad Tidings	Dragged anchor, collided with pier No. 3, and was in imminent danger of being stove to pieces. Station crew put a towline on board and took her to a snug berth at the Illinois Central Railroad slip No. 1.
July 17	.....do.....	Small boat, no name	Parted its moorings, and was saved from serious injury by surfmen, who took it to a good berth on the lee side of the pier.
July 17	Racine, Wisconsin, Lake Michigan.	Am. sc. Ottawa....	At the master's request surfmen boarded this schooner, and the sea rolling in making her berth a dangerous one, they assisted to haul her to a more sheltered place farther up the river.
July 17	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	A surfman picked up a skiff valued at \$40, which was drifting out into the lake, and returned it to its owner.
July 17	Sheboygan, Wisconsin, Lake Michigan.	Am. sc. Mystery....	While lying at her dock this vessel was run into by the steamer Uganda, and lost her mainmast, broke her foremast, sustained serious injury to her upper works, and started to leak. Station crew boarded her, manned her pump, unloaded a portion of her deck load, and then towed her to a shoal about 600 feet up the river, to prevent her sinking in deep water.
July 17	Point Adams, Oregon....	Am. sc. David Evans.	This four-masted schooner, which was bound from Honolulu, Hawaiian Islands, to Portland, Oregon, ran onto Deedemonia Sands. Surfmen boarded her, and after sounding around her laid out her kedg anchor, whereby she was hove out toward the channel. The crew then ran a hawser from the schooner to the tug Tatoosh, and she was pulled afloat uninjured.
July 18	Old Chicago, Illinois, Lake Michigan.	Slp. yt., no name...	Parted her moorings and drifted out into the lake. The life-savers pulled out in Whitehall boat, and picked her up, and towed her to the Chicago Yacht Club.
July 18	Racine, Wisconsin, Lake Michigan.	Scow, no name.....	Broke from mooring and drifted down the river. Surfmen picked it up opposite the station, towed it to the dock, and notified its owner.
July 18	Milwaukee, Wisconsin, Lake Michigan.	Slp. Endower.....	Parted her cable, in the rough sea, and stranded 2½ miles N. from station. Crew put a tackle and small anchor in to surfboat, pulled to the sloop, laid out two anchors, rigged purchases, unloaded one and one-half tons of her pig iron ballast, then hauled her afloat and took her to moorings.
July 19	City Point, Massachusetts	Sc. Viking; slp. yt. Bonnie Doon.	At 1.20 a. m. the Viking during the prevailing gale dragged and was in imminent danger of colliding with other vessels of the mosquito fleet and doing serious damage. Life-savers boarded her, cleared her anchor, and then let it go again with a sufficient scope of cable to hold her. Later the sloop Bonnie Doon, having lost her anchor, attempted to make the float at the South Boston Yacht Club, but missed it and drifted against the weather side of the float and pounded heavily. Crew, in launch Relief, towed her out of danger and moored her to leeward of the piling.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. July 19	Grande Pointe au Sable, Michigan, Lake Michigan.	Scow, no name.....	Sprung a leak while in tow of the steamer Sidney T. Smith, which stopped off the station and blew a signal for assistance. Surfmen boarded and found that the scow was stone laden and that its crew were exhausted from long labor at the pumps. They discharged a portion of the cargo, and then manned the pumps and kept the scow afloat until its arrival at Ludington, where a siphon was placed on board. The Ludington life-saving crew assisted to shorten the towline and to make the vessel fast to the wharf.
July 19	South Haven, Michigan, Lake Michigan.	Am. str. Eastland..	Was sighted backing out of the harbor, badly listed with several open ports under water, whereupon surfman on watch pulled out and notified her master of his danger.
July 19	Saint Joseph, Michigan, Lake Michigan.	Rowboat No. 2.....	This boat, which contained two intoxicated men, capsized off the station. The surfmen pulled out, picked up the men, recovered the boat, and took it to the boat livery where it belonged.
July 19	.....do.....	Rowboat, no name.	Was run down by the gasoline launch Mary M., the four women who were in it being thrown into the water. Life-saving crew rescued three of them, while the fourth, who was severely injured, was picked up by the launch. The surfmen took the rescued women to a dwelling and furnished necessary restoratives, the keeper's wife and a physician working energetically until they were comfortable.
July 19	Old Chicago, Illinois, Lake Michigan.	Slp. Saint.....	This boat, which had capsized about 2½ miles NE. of the station, and had then been towed to the station wharf by the tug Protection, was righted and pumped out by the life-saving crew and then delivered to the owner.
July 19	Plum Island, Wisconsin, Lake Michigan.	*Yawl Toxteth.....	Stranded on E. side of the S. entrance to Detroit Harbor. Surfmen went to her, laid out an anchor, and made other preparations for floating her. They then manned her windlass and, with the help of the tug Elsa M., floated her and took her to a good anchorage.
July 20	Grande Pointe au Sable, Michigan, Lake Michigan.	Am. str. Sport.....	Crew pulled out to this steamer and, at her master's request, conveyed to the beach a gang of workmen that she had on board.
July 21	Big Sandy, New York, Lake Ontario.	Nph. lch. Ninita....	Stranded in shoal water 1 mile S. from station; sea moderate. Surfmen finding her in a precarious position, the waves breaking over her, jumped overboard and took her into deep water. They then repaired her engine, which was disabled, and took her into Big Sandy Creek, where she lay until the sea smoothed sufficiently to permit her to continue her cruise.
July 21	Holland, Michigan, Lake Michigan.	Rowboat, no name.	Crew picked up a rowboat on the S. beach, took it to the station, and later in the day returned it to its owner, who called at the station and proved his property.
July 21	South Chicago, Illinois, Lake Michigan.	.....do.....	Was adrift on Lake Michigan, 2 miles S. from station. Surfmen pulled out, towed it to the station, and delivered it to its owner.
July 22	Marblehead, Ohio, Lake Erie.	Am. sc. yt. Inverness.	Lost her rudder and anchored 2 miles NE. from station; moderate sea. Crew boarded her in surfboat, rigged a temporary steering gear, got her underway, and sailed her to a good berth in Sandusky Harbor.
July 22	Harbor Beach, Michigan, Lake Huron.	Yawl, no name.....	Broke adrift from the yacht Valiant, which was at anchor in the harbor, and stranded near the station. Crew launched it and towed it off to the yacht.
July 22	White River, Michigan, Lake Michigan.	Am. sc. Idler.....	Entered the harbor in a water-logged condition, her cargo of laths alone keeping her afloat. Life-savers boarded her, assisted to unload a portion of her cargo,

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. July 22	White River, Michigan, Lake Michigan.	Am. sc. Idler.....	manned her pumps, and freed her from water, then after stopping the leak assisted to reload her cargo.
July 22	Willapa Bay, Washington.	Fish boat, no name.	Struck bottom, swamped, and stranded on sand spit 1 mile S.E. from station; sea choppy. Surfmen jettisoned cargo, pumped the boat out, and then launched it and towed it to a smooth harbor.
July 23	Fletchers Neck, Maine.....	U.S. st. lch. No. 273.	Keeper was awakened during the night by the blowing of a steam whistle and, in company with three men who lived near the station, hastened along the rocks, through the fog, in the direction whence the sound came. At 2.25 a. m. they came upon this launch, stranded on the rocks $\frac{1}{2}$ mile S. from station, with her crew of eight men clinging to her. The craft was full of water and the sea was breaking over her. Keeper took off the crew, escorted them to the station, and gave them dry clothing and warm stimulants, then returned to the wreck with volunteers and recovered the crew's clothing and everything movable. On the flood tide the launch capsized and floated bottom up, her boiler dropping into the sea, whereupon the surfmen towed her onto the beach and at low water removed her machinery, stripped her of everything possible, and took all of the recovered gear to the station. (See letter of acknowledgment.)
July 24	Niagara, New York, Lake Ontario.	Br. yt. Koko.....	Stranded on a sand bar $\frac{1}{2}$ mile SSW. from station, and her crew was unable to release her. Surfmen went to her, laid out an anchor, and, after working for 1 $\frac{1}{2}$ hours, hauled her afloat.
July 24	Duluth, Minnesota, Lake Superior.	Gas. lch. no name; shell, no name.	This launch disabled her engine and drifted near the station, whereupon the crew pulled out, towed her to the boathouse dock, and made necessary repairs. At 5.30 p. m. a rowing shell, containing two oarsmen, capsized 100 feet from the boathouse. Surfmen pulled out, picked up the men, and towed the boat to the nearby clubhouse.
July 24	Point Betsie, Michigan, Lake Michigan.	Nph. lch., no name..	Her machinery became disabled, and she drifted toward the pier, whereupon surfmen towed her into deep water and anchored her.
July 24	Kewaunee, Wisconsin, Lake Michigan.	Am. sc. Harmony..	Was filled with water. At the request of her master, surfmen boarded her and pumped her free.
July 25	Hunniwells Beach, Maine.	Slp., no name.....	Stranded in Stage Island Gut. Keeper and an assistant immediately boarded her in the former's power launch and by alternately pulling her bow and stern toward deep water, they succeeded in floating her without injury.
July 25	City Point, Massachusetts.	Sc. L'Aiglon.....	In a yacht race off Winthrop carried away her foremast, and the police boat Guardian towed her to the station. The life-savers then took charge of her, and conveyed her to her moorings abreast the public landing.
July 25	Duluth, Minnesota, Lake Superior.	Sailboat, no name; scow, no name.	Was unable to weather the S. pier head at entrance to the canal, and colliding with the pier sprung a leak and soon filled. Her two occupants were hauled onto the pier by onlookers and the surfmen towed the boat into the canal. They then pulled to a scow, that had been driven on the beach by a sudden shift of the wind, and ran a hawser to a tug, which pulled it afloat, and towed it into the harbor.
July 25	South Manitou, Michigan, Lake Michigan.	Gas. lch., no name..	This launch arrived at the station at 11.31 a. m. and her master requested the keeper to assist him to repair her rudder, which was broken. Crew hauled her out of water with tackle and capstan, unshipped and repaired the rudder, and, after replacing it, relaunched the craft in good condition on the 27th instant.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903.			
July 25	Milwaukee, Wisconsin, Lake Michigan.	Slp. Windward.....	Was struck and capsized by a squall, her crew being picked up by the steam yacht Ensign, which was near. Surfmen righted the overturned craft and towed her to the shore and delivered her to her crew.
July 25	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Am. sc. Lydia	Collided with the dock in the canal, carried away her head gear, and sprung a leak. As her crew were exhausted for want of sleep, having been up for three previous nights, surfmen manned her pumps and kept her free. The next day they assisted to repair her rigging, and then towed her to the canal entrance.
July 26	City Point, Massachusetts	Slp. Lena.....	Struck bottom and capsized off Thompsons Island, her passengers getting ashore unaided. Surfmen took three women passengers and one man to station, gave them stimulants and dry clothing, and then landed them at the South Boston Yacht Clubhouse. The crew then pulled the sloop afloat, towed her to Squantum, and secured her.
July 26	.....do.....	Slps. (2) Izeyl and Eureka.	The Izeyl carried away her rigging and made a signal for help. Life-savers towed her to moorings off the Columbia Yacht Clubhouse and made her secure. The Eureka was bound to Charlestown and carried away her mast when 2 miles ESE. from station. Surfmen boarded her, secured her boom and sails, towed her to an anchorage near the station, and then conveyed her crew to the shore.
July 26	.....do.....	Rowboat, no name.	A man and a woman in this boat became lost in the darkness and were unable to find their way to the public landing. Surfmen heard their outcries and conveyed them to their destination.
July 26	Spermaceti Cove, New Jersey.	Rowboats (2), no names.	These boats were picked up in the bay by surfmen and subsequently delivered to their owners.
July 26	Niagara, New York, Lake Ontario.	Br. sc. yt. Canada..	Had a party of thirty on board and stranded $\frac{1}{2}$ of a mile ESE. from the station. Crew boarded her in surfboat, laid out an anchor, listed her, and floated her just as the sea was making.
July 26	Pentwater, Michigan, Lake Michigan.	Am. str. Third Michigan.	Sprung a leak, and to keep her from sinking the master wished to beach her. Keeper boarded her $\frac{1}{2}$ mile S. from station, piloted her into the harbor, and ran her onto a bank, where she was properly secured to facilitate the making of repairs.
July 26	Jackson Park, Illinois, Lake Michigan.	Gas. lch. Grace.....	At 10 a. m. the lookout man reported that a disabled gasoline launch was making signals of distress 1 mile SE. from station. Surfmen pulled out and ascertained that her motor would not work, and towed her into harbor.
July 26	Evanston, Illinois, Lake Michigan.	Slp. Juanita.....	Capsized 2 miles SE. from station, precipitating the five men on board into the water. Sea rough. Life-savers pulled out and rescued the men, one of whom could not swim and had to be supported by his companions. They took them to the Evanston Boat Clubhouse, and then rowed out and towed the sloop to the shore and beached her.
July 27	Salisbury Beach, Massachusetts.	Slp. Cyrilla.....	Anchored in an unsafe place; her master, who was unacquainted with the locality, requested keeper to assist him to get her to a snug harbor in the Merrimac River. Keeper employed two volunteers (inactive season), reefed the sloop's sails, and worked her, against a strong wind and tide, to a good berth inside.
July 27	City Point, Massachusetts.	Slp. Ethel; gas. lch., no name.	This sloop lost her anchor, and drifted toward Spectacle Island. Surfmen towed her to a mooring, and landed her crew at the Mosquito Yacht Clubhouse. A gasoline launch dragged, in the strong

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903.			
July 27	City Point, Massachusetts.	Slp. Ethel; gas. lch., no name.	wind, and the crew of the launch Relief conveyed her to a good berth and made her secure.
July 27	.....do.....	Rowboat, no name.	Four men who had been fishing in this boat became so exhausted, pulling home against the strong wind and current, that they lost control of her and the boat drifted on Thompsons Island. Surfmen took the men into station launch, and then towed the boat to the public landing.
July 27	Charlevoix, Michigan, Lake Michigan.	Scow Bonnie Boy ..	Riding at anchor in dangerous proximity to the beach, having dragged during the night. Surfmen discovered her, while rowing alongshore in the morning, and towed her to a safe anchorage.
July 28	Harbor Beach, Michigan, Lake Huron.	Gas. lch. Dorothy B.	Disabled her machinery at 8.45 p. m., and burned a signal for assistance. Station crew conveyed her to the boathouse dock and her made her fast.
July 28	Tawas, Michigan, Lake Huron.	Slp. Nephawin.....	At 3.50 a. m. stranded on Tawas Point, whereupon life-savers boarded her, laid out her anchor, hove her afloat, took her to station dock, and securely moored her. She was leaking badly, and the crew removed her flooring, and effectually stopped the leak.
July 28	Evanston, Illinois, Lake Michigan.	Slp. Red Bird.....	Capsized, in a heavy westerly squall; the surfmen at once pulled to her relief, righted her, and towed her into the harbor of the Evanston Yacht Club.
July 28	Racine, Wisconsin, Lake Michigan.	Rowboat, no name.	Adrift in the lake, no occupant. Station crew towed it into harbor and delivered it to the owner.
July 29	City Point, Massachusetts.	Slp. Scotia.....	At 7.30 a. m. lookout sighted this sloop on the rocks at the lower middle ground, badly listed and leaking. They took off her occupants, two men and two women, removed her cabin furnishings, and laid out anchors with a spring line to her masthead to float her on the flood tide. They then took the party to the station, gave them breakfast and dry clothing, and, after taking the women ashore, returned to the sloop and floated her. At her owner's earnest request, the keeper and one surfman accompanied him to Charlestown, and put the sloop on the blocks for him.
July 29	.....do.....	Am. sc. Eva May...	Dragged, and collided with City Point pier; the station crew laid out anchors, and warped her to a good berth.
July 29	Big Sandy, New York, Lake Ontario.	Skiffs (2), no names.	Surfmen recovered two skiffs that had broken adrift, and returned them to their owners.
July 29	Harbor Beach, Michigan, Lake Huron.	Gas. lch., no name..	Stopped off the station and made a distress signal, which the crew answered at once and ascertained that she wished to be piloted into the harbor. Keeper complied with her master's request and took her to the steamboat dock.
July 29	Grand Marais, Michigan, Lake Huron.	Gas. lch., no name..	This launch, loaded with stone, became disabled outside the harbor piers and drifted offshore. Life-savers manned the surfboat and towed the disabled craft to a safe mooring in the harbor.
July 29	Duluth, Minnesota, Lake Superior.	Gas. lch., no name; canoe, no name.	When opposite the boathouse her engine broke down, and station crew took her to the dock and repaired the damage. Later in the day a canoe, containing two men, capsized close to the clubhouse dock, and the men swam to the float. Surfmen towed the boat to the clubhouse and made it fast.
July 30	Cold Spring, New Jersey..	Nph. lch., no name..	Her fuel being exhausted and the sea rough, she was beached near the station, with the aid of the keeper and two volunteers (inactive season). Keeper sheltered the crew until the 1st proximo, when the surfmen launched the vessel and put them on board.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. July 30	Oswego, New York, Lake Ontario.	Skiff, no name.....	Capsized while sailing about the harbor; the life-savers, in the station dingey, picked up its crew of two men, and righted and bailed out the boat.
July 30	Duluth, Minnesota, Lake Superior.	Shell, no name.....	Capsized in front of boathouse; surfmen, in dingey, took its crew of two men on board and towed the shell to the boat clubhouse.
Aug. 1	City Point, Massachusetts	Slp. Hinky Dee.....	Capsized in Dorchester Bay, during a heavy squall, throwing overboard crew of three men, who clung to the bottom of the overturned craft. The life-saving crew immediately pulled to the scene, picked up the men, and righted and bailed out the sloop, when her crew returned on board and proceeded on their way.
Aug. 1	Holland, Michigan, Lake Michigan.	Rowboat, no name.	At 4 p. m. three men in a rowboat attempted to tow some timbers across the channel, but, being poor boatmen, were swept out into the lake by a strong current. The keeper observed them, and, with his son, pulled to their aid in a small boat, and assisted them back into the harbor.
Aug. 1	Arena Cove, California..	Am. sc. Abbie.....	At 9 p. m. this schooner endeavored to work out to sea in a strong NW. wind, but encountered a heavy squall, which drove her rapidly to leeward and forced her to anchor close to the breakers on SW. reef, where she lost her rudder, and lay pounding heavily on rocky bottom. In anticipation of a casualty, the keeper had already called away the surfboat, and the life-saving crew soon reached the endangered craft, from which they ran a line to the steam schooner Alcatraz, at anchor near by, and requested the master to take it to his steam winch. They then boarded the Abbie, hove up her starboard anchor, cut the port chain, abandoning the port anchor as it was foul of rocks, and succeeded in hauling the vessel to secure moorings.
Aug. 2	Newburyport, Massachusetts.	Am. str. Reliance...	Grounded on Newburyport Bar at 2.45 p. m. while attempting to work to sea. The keeper boarded the vessel in a small boat, and, as she floated with the rising tide, piloted her safely over the bar.
Aug. 2	City Point, Massachusetts	Gas. lch. Is It.....	Engine disabled and vessel drifting helplessly, about $\frac{1}{2}$ of a mile SE. of the station. Surfmen went to her aid in steam launch and towed her into Pleasure Bay.
Aug. 2	North Scituate, Massachusetts.	St. lch. Dorothy....	Lying helpless $\frac{1}{2}$ miles NE. of station, engine broken down. The life-saving crew pulled to the disabled craft, in the surfboat, and towed her into Cohasset Harbor.
Aug. 2	Cuttyhunk, Massachusetts.	Catboat Margie.....	Ran aground while sailing into Cuttyhunk Pond. Surfmen went to her aid, assisted the crew to get her afloat, then worked her to an anchorage.
Aug. 2	Niagara, New York, Lake Ontario.	Br. slp. yt. Hiawatha.	Dragged ashore $\frac{1}{2}$ mile SW. of station, at 2 p. m., a fresh NE. wind with moderate sea prevailing. The life-saving crew went to her relief in surfboat, ran an anchor and assisted her crew to heave her afloat, then transported the master to Niagara-on-the-Lake, where he employed a tug to tow his vessel to a dock.
Aug. 2	Buffalo, New York, Lake Erie.	St. lch., no name...	At 7.30 p. m. the lookout reported that a launch had broken down near the breakwater, and station crew pulled to her in surfboat and towed her to moorings $\frac{1}{2}$ miles down the river.
Aug. 2	Ashtabula, Ohio, Lake Erie.	Slp. yt., no name...	A man who was sailing this yacht, in company with his wife, found himself unable to manage the boat in the rising wind and sea, so taking in all sail, was making a futile attempt to reach shore by rowing, when the life-savers put out in surfboat and took yacht and occupants safely into harbor.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Aug. 3	City Point, Massachusetts	Gas. lch. Madeline..	Accidentally took fire at 10.20 p. m. and the man in charge beached her $\frac{1}{2}$ mile N. by W. from station. The lookout reported a fire on the shore and surfmen immediately procured buckets, proceeded to the place in steam launch, and, after extinguishing the flames, which were spreading rapidly, hauled the launch afloat and took her to moorings off the South Boston Yacht Club landing. The damage done by the fire amounted to about \$200.
Aug. 3	Cuttyhunk, Massachusetts.	Sips. (2) Shark and Fulmar.	These sloops, which were on a pleasure cruise, each with a party of four on board, endeavored at 6.30 p. m. to enter Cuttyhunk Pond, it being too rough for them to lie outside during the night. The Shark took the lead, and, on the falling tide, ran aground in the channel. Hastening to her aid, the life-savers ran a line and hauled her afloat, when the surfmen took her to an anchorage, while the keeper boarded the Fulmar and piloted her into the pond. (See letter of acknowledgment.)
Aug. 3	Hereford Inlet, New Jersey.	Am. slp. Pittsburg.	Stranded at 8.45 a. m. on the outside beach, $\frac{1}{2}$ miles SSW. of station, having on board a crew of three, and fishing party of eight. Station crew went to her in surfboat, ran her anchors, and, at high water, about 12 m., hauled her afloat. The sloop stood to sea about 2 miles, then stood back, but carried away her steering gear and stranded a second time; whereupon the surfmen again went to her relief, ran anchors, hove her afloat, and assisted her to an anchorage in the harbor.
Aug. 3	Duluth, Minnesota, Lake Superior.	Gas. lch. Myrtle B..	Fouled her propeller with a line, but succeeded in backing to a wharf near the station, when a surfman went overboard and removed the obstruction.
Aug. 3	Point Betsie, Michigan, Lake Michigan.	Gas. lch., no name..	At 6 p. m., while cruising in the lake with crew of two on board, this launch lost her rudder, about 12 miles N. of the station, and drifted helplessly before a strong wind and heavy sea until 11.40 p. m., when she was sighted off the bar by station lookout. He gave the alarm and the life-saving crew immediately launched the surfboat and went to the relief of the launch. They rigged a temporary rudder by the use of oars, then lashing the surfboat alongside for greater steering power, steamed ahead on the launch and succeeded in working her into Frankfort Harbor. But for this timely assistance both vessel and crew probably would have been lost on the lee shore.
Aug. 3	Ludington, Michigan, Lake Michigan.	Rowboat, no name.	At 5 p. m. a man pulled to the N. pier, in this boat, and in climbing upon the pier dislodged a large stone, which fell into the boat and capsize it. Surfmen discovered the derelict craft, which had drifted rapidly into the lake, and towed it to the station, where the owner found it.
Aug. 4	Little Beach, New Jersey.	Catboat Puritan...	While cruising with a pleasure party of eleven on board, the Puritan took the wrong channel, grounded $\frac{1}{2}$ miles NW. of station at 5 p. m., and set a signal of distress. The life-saving crew pulled to her in small boats, the water being very shoal, hauled her afloat, and towed her into deep water.
Aug. 4	Harbor Beach, Michigan, Lake Huron.	Gas. yt. Gad Fly...	Lying at a wharf, in a SE. gale and rough sea, and in danger of parting her moorings and being stove to pieces. Surfmen boarded her at 2 a. m., ran out extra lines, and moored her securely.
Aug. 4	Port Austin, Michigan, Lake Huron.	Slp., no name.....	Parted moorings in a fresh NE. wind and rough sea, and stranded on the beach $\frac{1}{2}$ mile W. of station, where she lay in danger of becoming a total wreck. Surfmen

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Aug. 4	Port Austin, Michigan, Lake Huron.	Slp., no name.....	walked alongshore to her, and hauled her up to a secure position.
Aug. 4	White River, Michigan, Lake Michigan.	Am. scs. (2) Henry Cowles, and Lulu Guy.	During a fresh NW. blow the station crew assisted the first-mentioned vessel into port, and the latter to sea, by taking their lines and tracking them along the piers.
Aug. 4	Jackson Park, Illinois, Lake Michigan.	Se. yt. Oneida.....	At 9 p. m., a moderate NE. wind and sea prevailing, this yacht fouled a pier 1 mile SE. of the station, tore her mainsail to shreds, and lay pounding dangerously, her crew of two men being unable to extricate her from the perilous situation. The station crew soon learned of the casualty, and, hastening to the vessel, in Whitehall boat, got her clear of the pier, and, under her remaining canvas, worked her into harbor.
Aug. 4	Kenosha, Wisconsin, Lake Michigan.	Slp. Jingo.....	Carried away her rudder in a fresh NW. wind with heavy squalls, drifted to leeward, and was in danger of being dashed to pieces on the breakwater, her crew, three young men, being unable to save her. The life-savers went to the rescue in surfboat and, after a hard pull of half an hour, succeeded in towing the sloop into the harbor.
Aug. 4	Milwaukee, Wisconsin, Lake Michigan.	Rowboat, no name.	Shortly before midnight a patrolman found this boat in danger of pounding to pieces against the breakwater, and pulled it into the harbor and delivered it to the owner.
Aug. 5	Hereford Inlet, New Jersey.	St. lch. Gertrude...	Ran aground on Hereford bar at 12 m., moderate wind and sea. The keeper and three surfmen pulled to her aid, in a rowboat, jumped overboard, and soon succeeded in working her over the bar into deep water.
Aug. 5	Gilberts Bar, Florida.....	Nph. lch., no name..	Lying helpless 2 miles ENE. of station, propeller shaft broken, and only one man on board. The keeper went to her assistance in station supply boat and towed her to Stewart, Florida.
Aug. 5	Santa Rosa, Florida.....	Dory, no name.....	A man from the fishing schooner Cynosure attempted to cross the bay in this boat, but broke two thole pins and was drifting helplessly. The station crew pulled to his relief and towed his boat back to the schooner.
Aug. 5	North Manitou Island, Michigan, Lake Michigan.	Gas. lch., no name..	This launch parted its moorings in a SE. squall and stranded in the breakers near the station, where surfmen found it and hauled it up clear of danger.
Aug. 5	South Manitou Island, Michigan, Lake Michigan.	Am. sc. E. Scoville.	Dragged anchors during a heavy easterly squall, drifted broadside upon the beach 1 mile S. of station, and set a signal of distress. The life-savers immediately responded to the call for help, in the surfboat, and, after running a line to a dock hove the vessel's head offshore; then, the wind shifting to the southward, they made sail, worked her afloat, and to an anchorage in the bay. She had unshipped her rudder while aground, and the life-saving crew rigged tackles, hoisted it up, and a surfman then dived and guided it into the step as it was lowered into place.
Aug. 5	Frankfort, Michigan, Lake Michigan.	Gas. lch., no name..	Disabled by a broken rudder post. There being no repair shop at hand, the life-saving crew rigged slings, hoisted the vessel's stern out of the water, and made the necessary repairs.
Aug. 5	Manistee, Michigan, Lake Michigan.	Am. sc. Mary Ludwig.	At 1 a. m. this vessel was thrown on her beam ends by a heavy squall, became waterlogged, and started her deck load of shingles. Fearing that she would capsize in the rough sea, the crew of five took the yawl boat for safety, but were compelled to lie to, as the sea was too rough for them to run for the shore in so small a

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Aug. 5	Manistee, Michigan, Lake Michigan.	Am. sc. Mary Ludwig.	craft. At 7.20 a. m. the lookout sighted the distressed vessel, bearing NW. about 11 miles distant, and the crew at once manned the surfboat and started to her relief, but, after pulling about 9 miles, they were overtaken by a tug, which took them in tow. They shortly discovered the shipwrecked men in their yawl, and, casting off the towline, pulled to them and transferred them to the tug. They then proceeded to the schooner, and with considerable difficulty ran her hawser to the tug, which towed her safely into Manistee Harbor. The rescued crew were provided with clothing from the stores of the Women's National Relief Association and were succored at the station for three days. During this time the surfmen assisted them to remove the schooner's deck load and pump her out, when it was found that she had suffered very little injury.
Aug. 5	Ludington Michigan, Lake Michigan.	Skiff, no name.....	Drifting unattended out of harbor, and surfmen towed it to a secure place near the station.
Aug. 5	Michigan City, Indiana, Lake Michigan.	Fish boat, no name.	A fisherman who had gone outside in this boat to attend his nets was overtaken and his boat nearly swamped by a heavy squall of wind and rain. He waved his coat as a signal of distress, and the life-savers pulled to the rescue, bailed out his boat, and took him into harbor.
e Aug. 5	.....do.....	Am. str. Petoskey..	Ran aground near the station at 3 p. m. Surfmen ran the steamer's lines to a pier, then took them to her windlass, and assisted to heave her into the channel.
Aug. 5	Milwaukee, Wisconsin, Lake Michigan.	Slps. (4) Wizard, Outlaw, Hoosier, Widsith.	During a very heavy squall between 8 and 9 a. m. these vessels dragged from the yacht moorings, and stranded 2½ miles NE. of the station. The surfmen assisted them afloat and back to their moorings, completing the work at 12.15 p. m.
Aug. 5	.....do.....	Slp. Milwaukee.....	At 10.30 a. m. the keeper detailed a surfman to assist the master of this vessel, who was alone on board, in working his sloop from an exposed anchorage outside to a secure berth in the harbor.
Aug. 5	Sheboygan, Wisconsin, Lake Michigan.	Aux. yt. Margaret..	At 8 a. m. a man came to the station and stated that he and a companion had, on account of bad weather, anchored this yacht in an exposed position and abandoned her. The life-saving crew pulled to the vessel in the surfboat, and found that she had parted her cable and was drifting toward destruction on the lee shore. They immediately boarded, made sail, worked her to the harbor entrance, then towed her to a safe anchorage.
Aug. 6	Gloucester, Massachusetts.	Gas. lch. Cornell.....	Disabled by broken machinery, ½ of a mile E. of station. The crew went to her relief in surfboat, towed her to Magnolia Cove, a distance of 3 miles, then landed her master and four passengers.
Aug. 6	Atlantic City, New Jersey.	Am. slp. Carrie Egner.	Stranded on the middle-ground 1 mile N. of station, at 4.28 p. m.; crew of two, and 12 passengers on board. The station crew put out to the vessel in the surfboat, and found her fast aground and heavy seas breaking over her. They transported passengers to the shore, then returned to the sloop, and ran her cable to a naphtha launch, which hauled her afloat on the rising tide.
Aug. 6	Sullivan's Island, South Carolina.	Catboat, no name..	Adrift 2 miles S. of station, no one on board, a strong sea running, with a fresh wind that drove her rapidly toward a rocky lee shore. The keeper and crew went to the vessel in a small boat and found her with rudder unshipped, sails furled, and

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Aug. 6	Sullivans Island, South Carolina.	Catboat, no name..	a trapping and hunting outfit on board. They shipped the rudder, made sail, and worked her to a secure anchorage off the station, where the owner recovered his property.
Aug. 6	Marblehead, Ohio, Lake Erie.	Rowboat, no name.	Two girls attempted to row alongshore in this boat, but were driven out into the lake by a fresh SW. wind, whereupon two surfmen pulled to them in the dory and towed them to a safe position under the lee of the land.
Aug. 6	Middle Island, Michigan, Lake Huron.	Am. str. Colonial; Am. sc. F. A. Georger.	The steamer had the schooner in tow, both laden with iron ore, from Ashland, Wisconsin. They encountered a NW. gale off Presque Isle light-house at 4.30 p. m., and both began to leak seriously and came to anchor under False Presque Isle Point. They kept their pumps going through the night, and in the morning started for Alpena, but grounded at 9 a. m. on a shoal 4 miles NW. of station, the master of the steamer at once proceeding to the station in his yawl boat to telephone for a steam pump. The life-saving crew went to the stranded craft in surfboat, and rendered assistance by carrying messages and passengers, transporting provisions for the crew, running lines, and throwing overboard about 200 tons of the steamer's cargo. The Georger was hauled afloat, with but little damage, by the steamer Alpena, at 8 p. m. of the 8th, and proceeded to port the following morning in tow of the steamer Massachusetts, while the Colonial was released at 3 p. m. of the 9th with damage estimated at \$500.
Aug. 6	Vermilion, Michigan, Lake Superior.	Am. str. E. M. Peck.	Stranded at 7 a. m., during thick weather, 8 miles E. from station. The keeper received information of the casualty by telephone, and at 7.40 a. m. the life-saving crew put out in surfboat, arriving alongside the vessel at 9.10 a. m. The mate had gone ashore to telegraph for assistance, as it was impossible to release the stranded craft without tugs, but the life-savers remained on board at the solicitation of the master. During the day the wind increased to a strong NW. gale, and heavy seas swept across the ship, carrying away the deck house and part of the after-cabin, flooding the holds and quenching the fires in the furnaces. On the following morning the storm had abated, and the surfmen assisted the crew in clearing up the wreckage; also landed the only passengers, two ladies, at Whitefish Point, then returned to the vessel in tow of a tug, from which they transported provisions for the crew of the Peck. Later two tugs arrived with a steam pump on a lighter, and, after pumping out the ship and dredging about her, succeeded in hauling her afloat at 2 a. m. The surfmen assisted throughout, rigging steam pump, handling lines, and performing other imperative duty.
Aug. 6	Point Reyes, California...	Gas. sc. Copper Queen.	Stranded at 1.30 a. m., during thick weather, on the shore 7 miles N. of station. As she was a small vessel of light draft, she struck close to the shore and the crew of five landed in safety. The keeper received notice of the casualty by telephone, and after investigation hired a conveyance and with his crew proceeded overland to the wreck. Upon reaching the scene the surfmen found the schooner rapidly breaking to pieces, and were able to save nothing beyond a small part of the cargo of fish.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Aug. 7	City Point, Massachusetts.	Am. str. Ella	Lost propeller while transporting passengers from the public landing to Castle Island, and lay disabled $\frac{1}{2}$ of a mile NNE. of station. The life-saving crew went to her aid with steam launch and rowboat, transporting her passengers, thirteen in number, back to the landing; then towed the vessel to a dock and moored her.
Aug. 7	Cuttyhunk, Massachusetts.	Nph. yt. Gloria	Dragged anchor in a fresh NW. wind, and stranded at 10 p. m., about $\frac{1}{2}$ mile WNW. of station. The E. patrol soon discovered her and reported to the keeper, who proceeded to the place with one surfman, laid out the vessel's anchors, and left her lying easy on a falling tide. At 5.20 a. m. the station crew repaired to her and hove her afloat by the anchors already laid out, after which the keeper piloted her to a safe offing.
Aug. 7	Long Beach, New York...	Sharple, no name...	Sprang a leak, filled, and capsized, throwing overboard two young men, one of whom swam ashore while the other clung to the bottom of the boat, crying for help. The accident was observed at the life-saving station, $\frac{1}{2}$ of a mile distant, and the keeper and one surfman immediately manned the small boat, rescued the endangered man, and towed the capsized craft to the beach.
Aug. 7	Indian River Inlet, Florida.	Am. sc. Joseph M. Brooks.	Came to anchor 3 miles ENE. of house of refuge, and signaled that she was short of provisions. Immediately after, a very heavy squall came up lasting into the night, but at 3 a. m. the weather became better and the keeper went out in his power boat, towed the schooner's small boat to Fort Pierce, where the master procured provisions, then towed it back to the vessel.
Aug. 7	Port Austin, Michigan, Lake Huron.	Am. str. Metropole..	At 10.20 p. m. the lookout reported that he had heard a whistle out in the lake, but so indistinctly that he was unable to determine its source. The crew at once manned the lifeboat and under oars and sails made a careful search for 5 miles, in the direction of the sound, but, finding nothing, returned to shore at 12.15 a. m. of the 8th. At 4.30 a. m. a resident of the neighborhood came to the station and stated that a shipwrecked man and woman had reached his place. Upon investigation the life-saving crew found seven more persons on the beach 1 mile E. of station. They proved to be the crew, nine all told, of the steamer Metropole, which sprang a leak 12 miles NW. by N. from station, and sank in half an hour, the crew taking to the yawl boat, in which they reached the shore. The whistle heard by the lookout was blown by the master of the sinking ship, in a vain endeavor to attract the attention of another vessel, in sight at the time. The shipwrecked people were succored for the day at the station, and were provided with dry clothing from the stores of the Women's National Relief Association.
Aug. 7	Duluth, Minnesota, Lake Superior.	Slp. Dovre	Capsized at 4.30 p. m., $\frac{1}{2}$ of a mile S. of station, while gybing in a fresh breeze, precipitating the occupants, five men, into the water. The lookout immediately sounded the alarm and the life-savers promptly put out in the surfboat and rescued the imperiled men, some of whom undoubtedly would have drowned, as they were $\frac{1}{2}$ of a mile from shore, and their boat was so heavily ballasted that she afforded only frail support. The keeper provided the rescued men with needed stimulants, and dry clothing from

Services of crews—Continued.

Data.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Aug. 7	Duluth, Minnesota, Lake Superior.	Slp. Dovre.....	the stores of the Women's National Relief Association, and the surfmen righted and bailed out the boat and towed it to dock, where it was held for the owner.
Aug. 8	Gloucester, Massachusetts.	Dory, no name.....	This dory, laden with lobster pots, swamped while en route to the fishing grounds in tow of a gasoline launch. The accident occurred near the station, and surfmen assisted the owner in bailing out his boat, also in recovering his lobster pots, most of which had gone to the bottom.
Aug. 8	Sheboygan, Wisconsin, Lake Michigan.	Rowboat, no name.	Capsized at 3.30 p. m., 2 miles E. of station, throwing overboard the occupants, two men, who were soon picked up by a tug. Surfmen put out in small boat, righted and bailed out the capsized craft, and took the rescued men to the station, where they were provided with dry clothing from the stores of the Women's National Relief Association.
Aug. 9	Velasco, Texas.....	Slp. Arizona.....	Disasted at 5.45 p. m., 2½ miles SSW. of station, while sailing in a fresh breeze, with a pleasure party on board. The life-saving crew assisted to clear up the wreckage, and the schooner Golden Arrow, at anchor close by, got under way and towed the disabled craft to a safe anchorage.
Aug. 9	South Haven, Michigan, Lake Michigan.	Slp. Spray.....	Two men who were evidently inexperienced in boating went pleasure sailing in the lake, in this sloop, but were unable to manage it in the fresh NW. wind. They were observed by the lookout and the station crew pulled to their relief in surfboat, and the keeper boarded the sloop and sailed it into the harbor.
Aug. 9	Evanston, Illinois, Lake Michigan.	Slp. yt. Iolanthe....	Parted moorings in a fresh NE. wind and lay pounding on the beach, ¼ of a mile N. of station. The keeper and four surfmen walked alongshore to the yacht, worked her afloat and moored her securely.
Aug. 9	Milwaukee, Wisconsin, Lake Michigan.	Gas. lch. Clipper....	Machinery got out of order and vessel drifted upon a lee shore, 2½ miles N. of station. The crew landed without trouble and telephoned the life-saving crew, who put out in surfboat, hove the launch afloat, and towed it to a secure place inside the breakwater.
Aug. 10	Saluria, Texas.....	Slp. Athene.....	Stranded during a heavy squall, at 7 a. m., 3 miles W. by N. from station, and set a signal of distress. The life-saving crew proceeded to her in supply boat, ran out her large anchor with a full scope of cable, and got her afloat without damage.
Aug. 10	Deer Park, Michigan, Lake Superior.	Rowboat, no name.	Two women landed on the beach, 2 miles W. of station, from this boat, but the boat filled and they were unable to haul it out of the water. Station crew pulled to their aid, hauled the boat up on the shore and transported the women, who were wet and tired out, to their home.
Aug. 10	White River, Michigan, Lake Michigan.	Am. sc. Waleska....	During a fresh northerly wind with rough sea, surfmen assisted this schooner to a secure berth in the harbor by tending her lines and warping her along the piers.
Aug. 10	Holland, Michigan, Lake Michigan.	Slp. yt. Jeannette...	Ran aground on the bar a short distance from station, at 8.30 p. m. Surfmen ran her anchor with Whitehall boat and hove her into deep water.
Aug. 10	.....do.....	Slp. yt. Widsith....	Moored to S. pier, and pounding dangerously in a fresh NW. wind and rough sea. Surfmen ran a line to another pier, hauled her clear, and her crew then sailed her into the harbor.
Aug. 11	Hunniwells Beach, Maine.	Slp., no name.....	The master, being unacquainted in the waters of the vicinity, brought his vessel to anchor in a dangerous position, where she was likely to ground and fill on the next tide. The life-saving crew went to her relief in surfboat and towed her to a safe anchorage.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Aug. 11	Hereford Inlet, New Jersey.	Am. slp. Pittsburg.	Grounded on Hereford Bar $\frac{1}{2}$ of a mile SE. of station at 3.10 p. m., while standing to sea with a pleasure party on board. Station crew pulled to her in surfboat and landed four of her passengers. The vessel floated on the flood tide.
Aug. 11	.....do.....	Rowboat Bessie....	Capized in the breakers 200 yards from station, throwing overboard the occupants, two young men. Surfmen hastened to the scene in a fishing skiff, rescued the men and recovered their boat.
Aug. 11	Chicago, Illinois, Lake Michigan.	Slp. yt. Elnor.....	Missed stays about 1.20 a. m., during a brisk NW. wind, and drifted into breakers $\frac{3}{4}$ miles S. of station, where her crew dropped her anchor and brought her up. The surfman on patrol soon discovered her and, after burning a Coston signal, hastened to the station and reported, and the life-saving crew at once manned the surfboat and started to her relief. Meantime the sloop chafed off her cable and drifted ashore, the crew landing in safety and proceeding to the station. Upon reaching the yacht the surfmen hauled their own boat up on the beach, then hove the stranded craft up clear of the surf and returned to the station. In the morning they went to the sloop, freed her of water, patched a hole that had been stove in her hull, hove her afloat, and worked her into the harbor.
Aug. 12	City Point, Massachusetts.	Gas. lch., no name..	Adrift in Dorchester Bay, machinery disabled. Surfmen took vessel in tow of steam launch to moorings at the Columbia Yacht Club floats.
Aug. 12	Charlotte, New York, Lake Ontario.	Slp. yt., no name....	Stranded off Sea Breeze, New York, 4 miles SE. of station. The life-saving crew went to her assistance in surfboat and ran a line to a steamer, which hauled her afloat uninjured.
Aug. 12	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Am. str. George Cooper.	Disabled by broken machinery, and drifting in the lake 1 mile E. of station. In response to her signal for help, the life-saving crew pulled to the vessel in surfboat, then at request of the master returned to the station and telephoned for a tug, which towed the helpless craft into port.
Aug. 13	City Point, Massachusetts.	Gas. lch. Hazel.....	Brought a leak in her gasoline tank. At request of the master the keeper had steam launch tow the disabled craft to a repair shop.
Aug. 13	Erie, Pennsylvania, Lake Erie.	Yawl Rough.....	Capized and abandoned in Erie Bay, 3 miles SW. by W. from station. The crew put out in surfboat, righted and hauled the boat and delivered it to the owner.
Aug. 14	Burnt Island, Maine.....	Slp. yt. Mary L.....	Dragged anchor in a fresh breeze and fouled another sloop. Surfmen pulled out in small boats cleared the vessels, and took the Mary L. to secure moorings.
Aug. 14	Aransas, Texas.....	Am. str. Angie and Nellie.	Arrived off the bar at 12.30 a. m. and signaled for a pilot, who resided near by and was promptly notified by the surfman on watch. Soon after she sounded four blasts of her whistle, which were answered by a Coston signal, and the station crew manned the surfboat, and taking the pilot with them pulled to the vessel, and found her to be a tugboat short of fuel. As bad weather portended the master was anxious to get into port, therefore the pilot took her into harbor, the surfboat towing astern until near the station.
Aug. 14	Brazos, Texas.....	Am. str. Manteo....	The Manteo had been lying at anchor off the bar, but owing to an increasing NE. wind with seas running high, dragged toward Padre Island, and at 9 a. m. slipped her cables and attempted to make the harbor by the pilot range flags. She soon became unmanageable in the seaway, stranded in the N. breakers, and

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Aug. 14	Brazos, Texas.....	Am. str. Manteo.....	set a signal calling for the life-saving crew to come to her assistance. The master then lowered a boat manned by the mate and two seamen, intending to run an anchor, but the boat capsized in the breakers and its crew, fortunately, succeeded in landing safely on Padre Island. Meanwhile the surfboat left the station short-handed and pulled to the pilot boat Ada, where three volunteers were secured then picked up the mate from Padre Island, and pulled to the stranded craft. The vessel, however, had shifted position so that she afforded no lee for the life-savers, who found it impossible to get alongside through the seething mass of breakers, and as she appeared to lie easy and was in no immediate danger of breaking up, it was decided to abandon operations until a more favorable time. The next day the wind and sea had moderated, and the surfmen rendered assistance by carrying dispatches, running lines, and performing other necessary duty until the 19th, when they boarded the schooner Olga and helped to lay out a heavy anchor from the stranded vessel to deep water outside the bar. At 10 p. m. the Manteo was floated, and the next morning she went into the harbor, having sustained no material injury.
Aug. 14	South Haven, Michigan, Lake Michigan.	Gas. lch. Nita.....	Adrift in the lake 2 miles N. of station, with machinery disabled. The life-saving crew launched surfboat and towed the helpless craft to a safe anchorage near the beach.
Aug. 14	Sheboygan, Wisconsin, Lake Michigan.	Rowboat, no name.	Parted mooring line and drifted into the lake. The lookout reported the fact, and three surfmen pulled out in Whitehall boat, towed the rowboat to N. pier, and delivered it to the owner.
Aug. 15	Harbor Beach, Michigan, Lake Huron.	Slp. yt. Valiant.....	Becalmed while cruising with a pleasure party on board, and finally drifted upon a reef 1½ miles N. of station. The life-saving crew went to her relief in surfboat, kedged her afloat and into deep water, and towed her into the harbor.
Aug. 16	White Head, Maine.....	Sc. yt. Barbara.....	Mis-stayed in baffling winds and at 7 p. m. stranded on Southern Island Reef, 3 miles W. of station. The life-saving crew promptly went to her aid in surfboat and found her hard and fast on a ledge. As the tide fell she listed on her beams ends, and the surfboat transported the passengers to Tennant's Harbor, where they found shelter for the night, while the crew, three men, landed in their own boat. The surfmen then returned to the yacht, ran out her anchors, rigged masthead tackles and righted and hove her afloat on the rising tide, completing their work at 6 a. m. of the 17th. The yacht, a valuable craft of 21 tons, sustained only small injuries.
Aug. 16	Hunniwells Beach, Maine.	Slp. Emma L.....	Stranded at 6 a. m. on rocky bottom near Stage Island, ½ mile E. of station. Surfmen immediately pulled to her assistance in dory and succeeded in getting her afloat uninjured.
Aug. 16	Cleveland, Ohio, Lake Erie.	Catboat Leotia.....	At 4.15 p. m. the lookout reported a small sailboat capsized ½ mile SW. of station, and the keeper and two surfmen at once put out in dingey and found three men clinging to the bottom of the overturned craft. The life-savers rescued the imperiled men and righted and bailed out their boat.
Aug. 17	Assateague Beach, Virginia.	Am. slp. Sagitta....	While on a cruise with four passengers and a crew of three on board, the Sagitta was becalmed off Chincoteague Bar, 3½ miles SW. of station, and came to anchor at 9.45 p. m. She rolled so heavily that the passengers, of whom two were women,

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Aug. 17	Assateague Beach, Virginia.	Am. slp. Sagitta....	became alarmed, and the master burned a torch for assistance. The surfman on patrol saw the signal, hastened to the station with the information, and the crew launched the surfboat and transported the frightened passengers to the station. The men were cared for over night at the station and the women at a cottage near by, and the following morning the life-saving crew carried them all to Chincoteague, Virginia. (See letter of acknowledgment.)
Aug. 17	Cape Henry, Virginia.....	Slp. from U. S. light-ship No. 46.	The crew of the light-ship brought the mate on shore and left their boat anchored near the beach $1\frac{1}{2}$ miles W. of the station. During their absence the sloop drifted into the surf and swamped, and the surfmen went to it at 7 p. m. and hauled it up to a safe position.
Aug. 17	Ludington, Michigan, Lake Michigan.	Rowboat, no name.	Capized at station landing, throwing three people into the water. Surfmen assisted all safely to shore, righted the boat, and recovered some coats and jackets that had gone adrift.
Aug. 18	Hog Island, Virginia.....	Am. sc. Annie E. Edwards.	Stranded on shoals $\frac{1}{2}$ mile SSW. of station at 8 a. m., while beating out of the channel. Station crew boarded in surfboat, ran out an anchor, hove the vessel aboard and assisted in working her to a safe anchorage. As the sea was rough, the schooner would have pounded dangerously after the turn of the tide, and the assistance rendered undoubtedly saved her from serious damage.
Aug. 18	Thunder Bay Island, Michigan, Lake Huron.	Gas. tug Shasta; pile driver, no name.	The Shasta had the pile driver, which was heavily laden with nets, in tow about 2 miles off Scare Crow Island and 15 miles SW. of station. At about 9.30 p. m. a heavy squall struck them, parting the towline, and in maneuvering they collided, the pile driver staving a hole in the tug, which sank in 12 fathoms of water, the crew escaping to the pile driver. At 8 a. m. of the 20th the life-saving crew received information of the casualty by telephone and promptly proceeded to the place in the lifeboat. They found the pile driver in a sinking condition and at once towed it to a harbor, saving both vessel and nets; then returned to the station. On the 23d the keeper observed a wrecking steamer passing and immediately went out to her and reported the sinking of the Shasta, and the wreckers proceeded to the scene of casualty and succeeded in raising the foundered craft. (See letter of acknowledgment.)
Aug. 18	Racine, Wisconsin, Lake Michigan.	Slp. yt., no name....	At 1 p. m. the keeper received a telephone message to the effect that a sailboat had capized off Racine College, 3 miles S. of station, and that three people could be seen clinging to the boat. The life-savers hastily launched the surfboat and, as a strong head wind prevailed, the keeper, to save time, employed a tug, which towed them to the place of disaster. They reached the capized sloop in 15 minutes and found two young men and a young woman clinging desperately to the boat, but nearly exhausted by cold and fatigue. The life-savers took the imperiled people into the surfboat, put them aboard the tug, righted and bailed out the sailboat, and were then towed by the tug to the station, where the rescued people were given stimulants and were provided with dry clothing from the stores of the Women's National Relief Association.
Aug 18	Kewaunee, Wisconsin, Lake Michigan.	Am. sc. Kate E. Howard.	Arrived in port leaking badly and surfmen assisted to free her of water, and to stop the leaks by pumping sawdust into the seams.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Aug. 19	Plum Island, Massachusetts.	Slp. yt. Ragtime...	Capized in a squall at 11.50 a. m. 2½ miles NW. of station, throwing overboard four persons, who were rescued and taken ashore by some fishermen near by. The keeper and two surfmen went to the vessel in small boat and assisted a man who had her in charge to right and bail her out.
Aug. 19	Oak Island, and Fire Island, New York.	Am. sc. Robert McClintock.	Stranded on Fire Island Bar at 11.30 a. m. and set a signal of distress; fresh southerly wind and rough sea. The life-saving crews ran out an anchor, hove the schooner afloat on the rising tide, and worked her to a safe anchorage in the inlet. She sustained no apparent damage.
Aug. 19	Long Beach, New York...	Sharple, no name...	The keeper discovered a small sharpie on the beach and hauled it up to a safe place to await owner.
Aug. 19	Wallops Beach, Virginia...	Sailboat, no name...	Four persons on a pleasure trip in this boat landed on the beach near the station and walked for some distance along shore. During their absence the boat swamped in the surf and they were unable to recover it, whereupon the surfmen went to their aid, recovered their boat, and, as they were then belated, succored them at station until morning.
Aug. 19	Saluria, Texas.....	Slp. Katarina.....	Dragging anchor in a fresh breeze, the owner, who had landed in a small skiff, being unable to get on board in the prevailing wind and sea, and the keeper went to his assistance in station supply boat, carried him to his vessel, and assisted him to let go another anchor and secure the sails.
Aug. 19	Michigan City, Indiana, Lake Michigan.	Sailboat, no name...	At 7.30 p. m. the lookout reported a lantern waving from a vessel in the lake about ¼ of a mile to westward. Station crew put out in surfboat and found a small boat containing two men who were afraid to enter the harbor on account of the choppy sea between the piers. The surfmen took them in tow and landed them at the station in safety.
Aug. 19	Baileys Harbor, Wisconsin, Lake Michigan.	Am. sc. Cape Horn...	At 4.30 p. m. the lookout sighted this schooner about 2 miles NE. of station flying a signal of distress, and the crew started for her in the surfboat, but could not overhaul her, as she was running before a NW. wind; so they returned to the station, manned the lifeboat, made sail, and started in pursuit. They overtook the distressed craft 20 miles S. of station and found that she had lost her foresail, jibs, foregaff, and stay in a heavy squall on the 18th, and had been driven before the wind ever since. The surfmen assisted to bend some makeshift sails and to work the vessel into Baileys Harbor, arriving at 3 p. m. of the 20th, and on the 22d the keeper and four surfmen assisted in fitting a new foregaff and repairing the sails.
Aug. 20	Point Allerton, Massachusetts.	Am. sc. Redskin....	Capized in a squall at 2.40 p. m. while lying at anchor 1½ miles W. of station. The surfmen pulled to her relief and, with the assistance of a crew from the light-house steamer Mayflower, righted and secured her at moorings, and the next day recovered an anchor that she had lost.
Aug. 20	Gurnet, Massachusetts...	Slp., no name.....	Came to anchor in a dangerous position, and the keeper and a surfman boarded her at 8 p. m. and assisted the crew to work her to a secure berth.
Aug. 20	Atlantic City, New Jersey.	Nph. lch. Chloris....	Pitchpoled in a heavy sea on Absecon Bar, ¾ of a mile ESE. of station, then sank on the bar, entirely submerged except a small portion of her bow, to which the crew of two clung for their lives. The lookout promptly reported the casualty and the crew hastened to the rescue in

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Aug. 20	Atlantic City, New Jersey.	Nph. lch. Chloris...	surfboat. Just as they reached the wreck one of the imperiled men was swept away by a high sea, but the keeper threw him a boat drogue and saved his life. The other man was also rescued, and both were taken to the station and provided with dry clothing and cared for until they had recovered from the effects of the casualty. The launch finally drifted into the inlet with the tide and was saved.
Aug. 20	Fairport, Ohio, Lake Erie	Am. str. Queen of the West.	Sprang a leak 10 miles NW. of station and set a signal of distress, but the water gained so fast that the crew, 15 all told, were obliged to abandon her, and were taken off by the steamer Codorous. The station lookout sighted the distress signal at 5.40 a. m. and the life-saving crew manned the surfboat and, in tow of a tug, started for the sinking ship. On the way they encountered the Codorous and took off the master and mates of the Queen of the West. The life-savers assisted them to recover a quantity of clothing and valuables from the wreck, which soon after went down in 12 fathoms.
Aug. 21	Fire Island, and Oak Island, New York.	Am. slp. Martin W. Mott.	Dragged anchor, stranded, and swamped on Fire Island Bar at 8 p. m., the crew being taken off by another sloop. Early the following morning both life-saving crews pulled to the vessel, but could do nothing until low water, when they filled her hold with empty oil barrels. At high water she floated, but grounded in the inlet on another shoal, from which she was released the 8th of the following month.
Aug. 21	Little Egg, New Jersey...	Am. sc. Mary A. Fisher.	The master, being unacquainted with the waters of the vicinity, sailed his vessel into the wrong channel, and she stranded at 7.30 a. m. on a sand bar 1½ miles SW. of the station. The life-saving crew made four unsuccessful attempts to float her, as the tide served, but on the 23d instant got her afloat, apparently uninjured, and anchored her in the channel.
Aug. 21	Corson Inlet, New Jersey.	Bateau, no name...	At 10 a. m. two surfmen who were near the railroad bridge across the beach thoroughfare heard cries for help, and on investigation found two men, who had capsized in a small boat, clinging to the bridge pier. The life-savers climbed through the trestlework, rescued the men from their dangerous situation, and assisted them in recovering their boat and outfits.
Aug. 21	Holly Beach, and Hereford Inlet, New Jersey.	Slp. yt. Sarah.....	Stranded on the beach between the stations at about 9 p. m. and fired a gun as a signal of distress. Both life-saving crews pulled to the vessel, ran out anchors, and at 4 a. m. hove her afloat and took her to a safe anchorage in Anglesea Harbor.
Aug. 21	Two Mile Beach, New Jersey.	Nph. lch. Rocketann	Engine refused to work and the launch stranded on the N. bar of Turtle Gut Inlet, ½ mile ENE. of station. She was discovered at 4.50 a. m. the following morning by the life-saving crew, who succeeded in floating her and adjusting her machinery, after which they assisted the man in charge to take her to Holly Beach.
Aug. 21	Santa Rosa, Florida.....	Catboat Whaleback.	Struck centerboard and capsized in shoal water 4 miles NE. of station. The lookout immediately reported the casualty and station crew manned the surfboat, pulled to the vessel, towed her to the beach and assisted to ball her out and put her in order.
Aug. 21	Niagara, New York, Lake Ontario.	Sailboat 1900.....	Sailing in Niagara River in a fresh SW. wind, in charge of two men who were incompetent to handle a boat and were in

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Aug. 21	Niagara, New York, Lake Ontario.	Sailboat 1900	imminent danger of capsizing. The lookout reported to keeper and the station crew manned the surfboat, pulled to the sailboat, and finding her nearly full of water and her rudder carried away, took in her sail and towed her to the Canadian side of the river.
Aug. 21	Marquette, Michigan, Lake Superior.	U. S. st. scow, no name.	Took fire at 5 a. m. while lying at the breakwater $\frac{1}{2}$ mile S. of station, and was in danger of complete destruction, when the N. patrol sounded the alarm, and the surfmen hastened to the scow, and after a hard fight extinguished the flames.
Aug. 21	Duluth, Minnesota, Lake Superior.	Scow Joubert.....	This vessel while towing through the canal at 1 a. m., with a deck load of gravel struck the S. pier, shifted her cargo, and listed so badly that she was in danger of sinking. The tug which had her in charge ran her aground, and the surfmen boarded and assisted in jettisoning the cargo until she was on an even keel, when she floated and proceeded on her way.
Aug. 21	Old Chicago, Illinois, Lake Michigan.	Skiffs (2), no names.	At 12.30 p. m. a small boy got into a bait box at Thirty-sixth street and was carried out into the lake. Three men went after him in a skiff and got him into their boat, but were unable to pull back to shore against a strong SW. wind and a rough sea, whereupon three men manned another skiff and went to their aid, but found themselves in the same perilous situation. At 1.25 p. m. the keeper received information of the case by telephone, and the life-savers immediately set out in the surfboat and brought the endangered people to shore.
Aug. 22	City Point, Massachusetts	Rowboat, no name.	Three small boys who had been out on a fishing trip in this boat were unable to return to shore against a strong SW. wind that had sprung up, and were in danger of capsizing. Surfmen went to their assistance in steam launch and landed them in safety.
Aug. 22	.....do.....	Str. Hester.....	Disabled and adrift in Dorchester Bay, two persons on board. Surfmen went to her in steam launch and towed her to a yacht-club landing at South Boston.
Aug. 22	.....do.....	Sailboat, no name..	Capsized while racing in a fresh SW. wind, throwing overboard two men, who were promptly rescued by the life-savers.
Aug. 22	.....do.....	Slp. Trio.....	Capsized in a squall at 5 p. m. $1\frac{1}{2}$ miles ESE. of station, throwing overboard four men, who clung to the bottom of the overturned craft. The keeper discovered the casualty, and surfmen put out in both steam and gasoline launches, one crew carrying the shipwrecked party to the station, where they were provided with dry clothing, while the other took charge of the sloop, freed her of water and towed her to secure moorings.
Aug. 22	Island Beach New Jersey.	Sailboat, no name..	Capsized in the bay $1\frac{1}{2}$ miles W. of the station during a fresh SW. wind, throwing overboard three young men. Surfman No. 1 witnessed the capsize and immediately went to the rescue in a sailboat and brought the imperiled men to shore.
Aug. 22	North Manitou Island, Michigan, Lake Michi- gan.	Am. sc. R. Kanfers.	Dragged her anchors into 40 fathoms of water and veered to 90 fathoms of chain during a SW. gale. In response to a signal for assistance the life-savers boarded the vessel and helped the crew to heave up the anchors, they being unable to perform the work unaided.
Aug. 22	Pentwater Michigan, Lake Michigan.	Am. sc. Albion.....	Becalmed 1 mile N. of station, drifting toward the shore, and only one man on board. The life-saving crew pulled to the vessel in surfboat and towed her to a safe offing.
Aug. 23	Newburyport, Massachu- setts.	Slp. Island Home...	Being unable to stem the tide in the river this sloop came to anchor $\frac{1}{2}$ mile E. of the station and signaled for help. Surfmen

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Aug. 23	Newburyport, Massachusetts.	Slp. Island Home...	pulled alongside in surfboat and finding on board a pleasure party of fourteen persons, who were mostly seasick and all anxious to get ashore, landed them on the beach, making two trips to complete the work.
Aug. 23	Gloucester, Massachusetts.	Slp. Helen.....	Stranded on the Reef of Normans Woe, 1½ miles SW. of station, at 4.30 p. m. Surfmen boarded promptly, ran an anchor, hove the vessel aloft as the tide rose, and towed her to a good offing.
Aug. 23	City Point, Massachusetts	Am. slp. Amero....	While cruising with a pleasure party of ten on board this sloop carried away her mast in a fresh NW. wind, and lay helpless, ¾ miles SE. by S. from the station. Upon learning of the casualty the life-saving crew proceeded to the disabled craft in steam launch and towed her to moorings in Pleasure Bay.
Aug. 23	.....do.....	Gas. lch. Teaser....	Ran out of fuel and lay helpless in President Roads 1½ miles E. of station. Surfmen went to her aid in launch and towed her to a landing.
Aug. 23	Quonochontaug, Rhode Island.	Canoe, no name....	Capsized near the station, throwing overboard the two occupants, who were picked up by the life-savers.
Aug. 23	Michigan City, Indiana, Lake Michigan.	Am. sc. Ford River.	Arrived off the harbor during the forenoon, and no tug being obtainable the life-saving crew assisted her into port by hand-ling lines and warping her along the pier.
Aug. 23	Evanston Illinois, Lake Michigan.	Slp. Wafer.....	Capsized in a squall ½ mile E. of station, the crew, four men clambering upon the bottom as she went over. The life-savers manned the surfboat, rescued the men, righted the boat, and towed it into harbor.
Aug. 24	Manomet Point, Massachusetts.	Dory, no name.....	At 9.30 a. m. surfmen pulled to a dory adrift in the lake 5 miles E. of station, brought it to the beach and hauled it up to a secure position.
Aug. 24	Old Harbor, Massachusetts.	Rowboat, no name.	Drifting unattended to sea, and surfmen towed it to the station, where it was held to await owner.
Aug. 24	.....do.....	Slp. yt., no name...	Arrived off port just before night and at request of master, who was unacquainted with the channel, the keeper piloted the sloop to an anchorage in Chatham Harbor.
Aug. 24	Point Lookout, and Short Beach, New York.	Am. sc. Emma E Overton.	Stranded on the bar at the entrance to Jones Inlet at 11.30 a. m. light breeze and moderate sea. Both life-saving crews boarded the vessel and by use of anchors and sails assisted in getting her afloat on the afternoon flood tide.
Aug. 24	Cold Spring, New Jersey..	Catboat, no name..	Stranded near Cold Spring Inlet. Surfmen proceeded to the vessel at 6.20 a. m., and finding no one on board, launched her through the surf, made sail and worked her to an anchorage in the harbor.
Aug. 24	Duluth, Minnesota, Lake Superior.	Sc. Fritz.....	Parted moorings and drifted into the harbor. Surfmen boarded the vessel in dingey, took her to a dock and secured her.
Aug. 25	Hunniwells Beach, Maine.	Skiff, no name.....	Two boys in a small skiff were about to attempt a dangerous landing through the surf, when a surfman hastened to their aid and assisted them safely to the shore.
Aug. 25	Shinnecock, New York....	Catboat, no name ..	While returning from liberty in a rowboat, Surfman No. 1 saw this catboat capsize, precipitating three persons overboard. He hastened to the rescue and succeeded in landing them all on the beach in safety.
Aug. 25	Moriches, New York.....	Catboat Coquette ..	Capsized with two women, in shoal water, 2 miles N. of station. Two surfmen pulled to the scene in a skiff, assisted the women to shore, then returned to the boat and helped right it and free it of water.
Aug. 25	Eatons Neck, New York..	Slp. Marie.....	While returning from his home at 4.30 p. m. the keeper was overtaken 4 miles E. of the station by a violent thunderstorm.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Aug. 25	Eatons Neck, New York..	Slp. Marie.....	After the storm subsided he distinguished a signal upon an object about $\frac{1}{2}$ of a mile offshore, and, running to a boathouse near by, he procured a skiff, pulled out and rescued two men, whom he found clinging to the bottom of a small sloop capsized by the storm. After taking the rescued men to a residence, where they found shelter, the keeper proceeded to the station and the next day returned to the capsized craft, and assisted to bail it out and to repair some of the gear that had carried away at the time of the casualty.
Aug. 25	Sandy Hook, New York.	Slp., no name.....	Caught in a very heavy squall and the crew, three men, became alarmed, ran her aground, and jumped ashore. They were chilled and wet, and the keeper provided them with dry clothing from the stores of the Women's National Relief Association, and sheltered them at the station over night. After the storm subsided the life-saving crew got the sloop afloat and took her to a safe anchorage.
Aug. 25	Hereford Inlet, New Jersey.	Catboat Lena	Stranded at 2 p. m., on Hereford Bar, 1 mile SE. of station. The surfmen went to the aid of the distressed craft in surfboat, landed five of her passengers on the beach, then ran out anchors and got her afloat uninjured.
Aug. 25	Lewes, Delaware.....	Nph. Ich., no name.	Parted moorings and blew ashore in a fierce squall about 11 p. m.; no one on board. She was discovered by the W. patrol, and at low water the station crew calked some seams that had opened, and floated her on the rising tide.
Aug. 25	Erie, Pennsylvania, Lake Erie.	Yawl Enola.....	Grounded in the bay, $\frac{1}{2}$ of a mile SSW. of station. The life-saving crew went to her relief but were unable to get her afloat. They then ran a line to a tug that had arrived and the stranded craft was hauled afloat uninjured.
Aug. 27	North Scituate, Massachusetts.	Dory, no name.....	A patrolman found this boat beating in the surf and the surfmen hauled it out on the beach, and later delivered it to owner.
Aug. 27	Rockaway, New York..	Catamaran, no name	Swamped and then capsized, throwing overboard two men, who were rescued by a surfman in a fishing skiff.
Aug. 27	Little Beach, New Jersey.	Catboat E. D. Phelps.	Stranded in the thoroughfare 2 miles W. of station, and set a signal of distress. The life-saving crew promptly responded, and succeeded in floating the boat uninjured.
Aug. 27	Hereford Inlet, and Tahams, New Jersey.	Am. str. Vigilant...	Stranded on a sand bar between the two stations and signaled for help. Both crews pulled to her in their surfboats, ran out her anchors and assisted her afloat, she having sustained no damage.
Aug. 27	Portage, Michigan, Lake Superior.	Am. str. Thomas Davidson.	Stranded during a fog, on Gratiot Point, 15 miles NE. of the station, at 12.30 a. m., and at 6 a. m. sounded her whistle for aid. A surfman reported the whistles and, the fog having lifted, the keeper with the marine glasses distinguished the smoke of a steamer, which, from its location, indicated her to be ashore. After an ineffectual effort to procure a tug, the life-saving crew pulled to the vessel in the surfboat, and found her to be a craft of 2,226 tons, laden with iron ore, and fast aground. They assisted the crew to jettison 100 tons of cargo, after which the steamer succeeded in working herself afloat, having sustained no perceptible injury. (See letter of acknowledgment.)
Aug. 27	Duluth, Minnesota, Lake Superior.	Rowboat, no name.	Adrift in the harbor, 13 miles SE. of station, the occupant, a young girl, being unable to pull against the fresh wind prevailing. The life-savers put out in surfboat, rescued the girl, and towed her boat to shore.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903.			
Aug. 27	Racine, Wisconsin, Lake Michigan.	Am. sc. Ottawa....	Lying in an exposed position at the pier, a fresh ENE. wind blowing and a heavy sea rolling in. At request of the master, surfmen assisted to warp the vessel to secure moorings.
Aug. 27	Milwaukee, Wisconsin, Lake Michigan.	St. lch. Norman....	Parted her mooring lines and was rapidly drifting upon a lee shore, when the life-savers reached her in surfboat and towed her back to her moorings.
Aug. 28	Eatons Neck, New York..	Catboat Majuba....	The crew of the Majuba became frightened and beached their boat 3 miles E. of the station; surfmen went to their aid and assisted them to haul her up clear of the surf.
Aug. 28	Cape Lookout, North Carolina	Am. bkt. James H. Hamlen.	Stranded at 12.30 p. m. on Lookout Shoals about 8 miles S. by E. from station, while en route from Jacksonville, Florida, to Portland, Maine, with a cargo of cross-ties. The lookout soon discovered the stranded craft, and the surfmen manned the lifeboat and got alongside the vessel at 5.30 p. m. As she had filled and the weather appeared threatening, the life-savers took the crew, eight all told, into the lifeboat, then took the ship's longboat, loaded with the personal effects of the crew, in tow, and returned to the station. The master was supplied with needed clothing from the stores of the Women's National Relief Association and all of the shipwrecked men were succored until the afternoon of the 30th. Several tugs visited the Hamlen but she could not be floated, and ship and cargo were lost.
Aug. 28	Sturgeon Point, Michigan, Lake Huron.	Am. str. John Duncan.	Sprung a leak in a NE. gale and high sea and hoisted a signal of distress, which was discovered by the lookout at 10 a. m., the vessel then bearing SE. from the station, distant 6 miles. The surfmen launched the lifeboat and, after a hard struggle of two hours, reached the distressed craft, which had come to anchor in the open lake, the heavy seas sweeping over her from stem to stern. With the lifeboat standing by to render any needed assistance, the master then slipped his cables and beached the ship to save her from sinking, as the leak could not be controlled. As soon as she struck, the life-savers pulled alongside and succeeded in safely landing the ship's company, which consisted of fourteen men and one woman, the rescued people finding shelter at Harrisville. On the morning of September 2 the station crew repaired to the stranded vessel in surfboat, assisted wreckers to set up a steam pump on board, picked up some hatches that had washed ashore, and transported the crew and a quantity of supplies to the vessel, which was then hauled afloat and towed into port by a wrecking tug. (See letter of acknowledgment.)
Aug. 28	Duluth, Minnesota, Lake Superior.	Sailboat Betsey Jane.	Dragging anchor, and in danger of stranding on a lee shore during a NE. gale. Station crew pulled to her relief in surfboat at 7.05 a. m. and put out an extra anchor, which enabled the vessel to ride out the storm.
Aug. 29	Old Harbor, Massachusetts.	St. lch. Monomoy..	Parted moorings in a fresh NE. wind and rough sea and stranded 1½ miles SSW. of station at 5 a. m. The lookout promptly reported the casualty and the life-saving crew pulled to the sloop, ran anchors, hove her afloat and towed her into Chatham Harbor with the surfboat.
Aug. 29	Sandy Hook, New York..	Yawl belonging to Am. sc. Henry P. Mason.	At 9.30 a. m., during a heavy NE. gale with sea running very high, the keeper received from Monmouth Beach station information by telephone to the effect

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Aug. 29	Sandy Hook, New York..	Yawl belonging to Am. sc. Henry P. Mason.	that a yawl, full of people, lay moored to a fish pound 14 miles offshore, exposed to the storm and in great peril. As it was impossible to launch the boats through the surf from the stations nearest the yawl, Keeper Patterson, of Sandy Hook station, boarded the steamer Sunbeam at anchor near at hand, and interviewed C. O. Iselin, who at once placed his tug Navigator at the disposal of the life-savers. The surfmen then manned the lifeboat and, in tow of the Navigator, proceeded to the southward about 10 miles, where they found the yawl of which they were in quest, containing twelve persons, ten men and two women. The master of the tug then held his vessel to windward and poured oil overboard, thus rendering valuable service in curbing the fury of the terrific seas rolling in, and the surfmen cast off their towline and by skillful and courageous management, succeeded in the hazardous enterprise of transporting the imperiled party from their frail craft to the deck of the Navigator, which then steamed back to harbor, towing the lifeboat to the station, where it arrived at 2.30 p. m. The rescued people proved to be the passengers and crew of the schooner Henry P. Mason, which foundered in the storm during the night. All hands escaped from the sinking vessel in the boat and, fortunately, succeeded in making fast to the fish pound, when otherwise they must have been carried into the surf. When the life-savers arrived, the line holding the yawl had chafed nearly off and the crew were about to attempt a landing through the breakers, an alternative in which some, if not all, in all probability, must have lost their lives.
Aug. 29	Bayhead, New Jersey....	Am. sc. S. O. Co. 91.	This vessel, while en route from Sabine, Texas, to New York, with a cargo of oil, sprang a leak, became water-logged, and at 10 a. m. was abandoned by her crew, 8 miles offshore. She drifted before the wind and at 4.20 p. m. stranded 200 yards S. of the station, a fresh NE. wind and high sea rendering it impossible for the life-savers to do anything for her relief. Meanwhile the master reached New York, and on the evening of the 30th arrived at the station. He at once instituted proceedings to save his vessel and the surfmen rendered service by transporting messages, running and hauling lines, and boating men, until the 3d of September, when the stranded schooner was floated and taken in tow for port.
Aug. 29	Niagara, New York, Lake Ontario.	Br. str. Chippewa..	During thick fog with fresh wind and rough sea, this vessel, a passenger steamer from Toronto, Canada, was reported lost, and at 3.30 p. m., in response to the request of the owner's agent, the life-saving crew launched the surfboat and sailed into the lake in search of the missing craft. They found her about 4 miles offshore and, learning that the master was simply lying to for clear weather, returned to the station and reported the facts. (See letter of acknowledgment.)
Aug. 29	Harbor Beach, Michigan, Lake Huron.	Slp. yt. Averill.....	Anchored in shoal water and pounding bottom owing to a rough sea. Station crew pulled to her in surfboat, ran a line to a crib near by and hauled her to an anchorage in deep water.
Aug. 29	Hammond, Michigan, Lake Huron.	Am. sc. Herschel...	Anchored on a lee shore during an ENE. gale, and pounding bottom in the rough sea. Being short-handed, the master was afraid to get his vessel underway and sent a message for help to the life-savers, who responded in surfboat, ran a line to a

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903.			
Aug. 29	Hammond, Michigan, Lake Huron.	Am. sc. Herschel ...	dock at hand, assisted to heave up anchor, make sail, and work the schooner to an offing, when she proceeded on her way.
Aug. 29	Beaver Island, Michigan, Lake Michigan.	Str. Badger.....	At 8 p. m., during a fresh ENE. blow with rough sea, this vessel, a small fish tug, became disabled by broken machinery, and lay rolling dangerously in the trough of the sea 2½ miles SE. of the station. The keeper had been watching her and, recognizing the danger, at once mustered a volunteer crew (no crew employed at station), manned the Mackinaw boat and put out to the rescue under close reefed sail. Upon reaching the imperiled craft, the life-savers got a line to her, and, having a fair wind and sea, succeeded in towing her safely into port.
Aug. 30	Hunniwells Beach, Maine.	Rowboat, no name.	At 11.45 p. m. the watch reported that an intoxicated man had just left shore for Pond Island in a small rowboat. The keeper and a surfman pulled to the island in a skiff and, finding the man lying in the bottom of his boat in a helpless state, took him to his home, then returned to the boat, which was beating on the rocks and hauled it up on the shore.
Aug. 30	City Point, Massachusetts	Slp. Leona.....	Dragged ashore near the station in a NE. gale, and surfmen hauled her afloat with steam launch and took her to an anchorage.
Aug. 30	.....do.....	Slp. United.....	Parted moorings in Dorchester Bay during a NE. gale and was rapidly drifting toward the lee shore, when surfmen reached her in steam launch, towed her into smoother water, and anchored her securely.
Aug. 30	.....do.....	Sc., no name.....	Missed her moorings, for which she was making in a NE. gale, and collided with a pier at City Point. Surfmen went to her aid, took her in tow of the steam launch, and made her fast at moorings near at hand.
Aug. 30	.....do.....	Slp. Carrie Nation..	Dragging anchor and in danger of stranding during a NE. gale. The life-saving crew took her in tow of steam launch, anchored her with a good scope of cable, and she rode out the gale in safety.
Aug. 30	Quonochontaug, Rhode Island.	Catboat Hartford..	At 1 p. m. the lookout reported that a sail boat had capsized during a squall, in Quonochontaug Pond, 1 mile NW. of the station, and the life-savers immediately pulled to the scene in surfboat and rescued three men whom they found clinging to the overturned craft. Later the surfmen carried the men to their homes in a launch, and the following morning assisted the owner in recovering his boat.
Aug. 30	Oak Island, New York...	Am. slp. Burdette..	Missed stays in a heavy NE. gale and stranded on Fire Island Bar, 2½ miles ESE. of station. The crew, two men, landed in a sharpie and were met by the life-savers, who took them to the station. On the flood tide the surfmen accompanied the master to the stranded vessel, got her afloat, worked her across the bar, and anchored her in a safe harbor.
Aug. 30	Louisville, Kentucky.....	Skiff, no name.....	At 5.30 p. m., in response to an alarm sounded by the lookout, the station crew manned a boat and rescued four boys who were in danger of drifting over the falls in a rowboat, and towed the boat to shore.
Aug. 31	City Point, Massachusetts	Gas. lch., no name..	Disabled by broken machinery, and the occupants, being unable to make repairs, signaled for help, whereupon surfmen put out in steam launch and towed the distressed craft to a landing.
Aug. 31	Manomet Point, Massachusetts.	Sailboat, no name..	Swamped in the surf and was in danger of pounding to pieces, when surfmen proceeded to her relief and assisted the owner in hauling her above high-water mark.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Aug. 31	Point of Woods, New York.	Catboat Lou.....	Parted anchor cable in an ENE. gale and stranded 3 miles W. of station. Surfm men went to her relief, got her afloat, and sailed her to a safe anchorage near the station.
Aug. 31	Fort Lauderdale, Florida.	Sharple Ariel.....	While sailing out of the channel at about 9 a. m. the Ariel struck on the bar careened in the strong tide running, and lay in a precarious position, while her occupant, an infirm man of advanced age, was unable to release her. The keeper ran to the shore, swam to the vessel, assisted to get her afloat, then sailed her into smooth water under the land, jumped overboard, and swam ashore.
Sept. 1	Newburyport, Massachusetts.	Slp. yt. Ida May....	This yacht being in a dangerous position, the master, who was unacquainted with the locality, requested the life-saving crew to pilot him to a safe anchorage, which was done by two of the surfmen in the yacht's tender.
Sept. 1	Sleeping Bear Point, Michigan, Lake Michigan.	Skiff, no name.....	Having received a telephone message that a man in a skiff had blown offshore and, having only one oar was unable to return, the keeper launched the surfboat and towed him to a safe landing.
Sept. 2	Niagara, New York, Lake Ontario.	Sailboat, no name..	At 6 p. m. this boat was seen by the lookout drifting rapidly out into the lake. The keeper and crew proceeding to her in the surfboat, found that the occupants, two men and a woman, knew nothing of the management of a sailboat, and, having tried without success to pull her against the wind, were very much frightened. She was taken in tow to Niagara, where the people landed.
Sept. 2	White River, Michigan, Lake Michigan.	Sailboat, no name..	Capsized in White Lake; the keeper and crew assisted to haul boat out on beach and free her of water.
Sept. 2	Holland, Michigan, Lake Michigan.	Slp. yt. Ruth.....	Capsized; the keeper and crew righted her and turned her over to owner.
Sept. 2	Old Chicago, Illinois, Lake Michigan.	Am. sc. Cape Horn..	At 4 a. m. the master of this vessel, which was lying at South pier, came to the station and, stating that there were 76 inches of water in her hold and that his crew refused duty at the pumps, requested assistance. Four surfmen were sent, who manned the pumps and freed her of water.
Sept. 3	Cape Henlopen, Delaware.	Am. sc. Emily Belle.	At 7 a. m., having received information that a dismasted vessel was anchored just S. of the Cape, the keeper and crew launched the surfboat, proceeded to the vessel, and, with the assistance of the keeper and crew of the Lewes station, cleared up the wreckage. They then returned ashore for dinner and in the afternoon both crews went on board, hove up the anchor, hoisted a jury staysail, and towed the schooner with surfboat to a safe anchorage inside of the breakwater.
Sept. 3	Tawas, Michigan, Lake Huron.	Slp. yt. Mistake....	This yacht capsized while racing in Tawas Bay. The keeper and crew immediately proceeded to her in surfboat, assisted to right her, and, after she had been towed to her moorings by a steam yacht, landed her crew at Tawas Beach. (See letter of acknowledgment.)
Sept. 3	Grand Marais, Michigan, Lake Superior.	Skiff, no name.....	This stone-laden skiff, while in tow of a gasoline launch, parted the towline and was drifting into the breakers. The rough water making it unsafe for the launch to turn around and pick up the skiff, the keeper and crew launched the surfboat and, putting a surfman into the nearly sunken skiff to bail her out, towed her into the harbor and turned her over to the owner.
Sept. 4	Brant Rock, Massachusetts.	Slp. Helen.....	The keeper, at 9 p. m., observing this vessel, with no one on board, drifting out to sea, sent three surfmen in the dory, who towed her to a safe anchorage.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Sept. 4	Orleans, Massachusetts ..	Am. sc. Hortensia ..	At 4 a. m., in a thick fog, this vessel finding herself in shoal water between the outer bar and the shore, anchored, and sounded her fog horn to attract the attention of the life-saving patrol; this being heard, the surfboat was launched, a kedge anchor run to seaward from the schooner, and she was hauled offshore, where, with room to maneuver, she was sailed over the bar and out of danger.
Sept. 4	Cuttyhunk, Massachu- setts.	Catboat, no name..	About 3 p. m., having received a telephone message that a catboat, apparently disabled, was in sight off Nashawena Island, the keeper and three surfmen, in a motor sailboat, proceeded to the place, found the boat at anchor, with the mast carried away, and towed her with her two occupants to moorings in Cuttyhunk Pond.
Sept. 4	South Chicago, Illinois, Lake Michigan.	Nph. lch., no name..	This launch, with disabled machinery, and having three men on board, was, at the request of the owner, towed to outer harbor and made fast to the pier.
Sept. 5	Gloucester, Massachu- setts.	Slp., no name.....	The keeper, seeing this sloop adrift and blowing out to sea in a heavy N.E. wind, rain, and thunder storm, manned the small boat, and, taking from the vessel four women and a boy sent them ashore in charge of surfmen, while he remained on board and worked her to a safe anchorage near the station, using an anchor and cable belonging to the Life-Saving Service. Two of the women and the boy were sheltered for the night at the station, and medicines were furnished the women.
Sept. 5	New Shoreham, Rhode Island.	Am. sc. Jennie R. Dubois.	A message having been received that a sunken schooner had been seen about 5 miles S.E. of the light-house, the keeper hired a schooner and proceeded to the wreck. Such sails and gear as could be saved were taken on board and brought ashore to the station.
Sept. 5	Ditch Plain, New York...	Br. sc. Exception ...	At 2 a. m. the patrol discovered this vessel stranded off Montauk Point; he fired a Coston signal and then reported her at the station. The keeper and crew launched the surfboat, proceeded to her and found that she was resting easily and not leaking. At the request of the master a telegram was sent to the owner, and during the morning several trips were made to and from the vessel, lines were run to a fishing steamer that made an unsuccessful attempt to haul her off, and, as the weather became threatening in the afternoon, a shot line was run ashore from the vessel. At 5.30 the next morning the owner was taken on board, and at 6.35 the schooner was floated by a wrecking steamer, and proceeded under her own sail.
Sept. 5	Bulow, Florida.....	Small boat, no name	The keeper, seeing a small boat bottom up in the breakers, swam out and brought it ashore.
Sept. 5	Grays Harbor, Washing- ton.	Am. sc. Robert R. Hind.	At 11.45 a. m. this vessel set a signal for a tug; the life-saving crew acknowledged the signal, and, pulling across to Ocosta, telegraphed for a tugboat, which came and took the schooner into port.
Sept. 6	City Point, Massachu- setts.	Gas. lch. Genesta ...	The deck watch reporting a gasoline launch in trouble near the middle ground, the Relief was manned, and, proceeding to the place, found that the boat had struck the rocks and so damaged the machinery that the propeller could not be turned. At the request of the owner the launch was taken in tow to Hull Harbor and made fast to her mooring.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Sept. 6	City Point, Massachusetts.	Gas. lch. Anna M . . .	This launch, having engine disabled and being towed by her tender, appeared off the station at 7 p. m., and was taken in tow by the Relief and carried to her moorings.
Sept. 6	Monmouth Beach, New Jersey.	Slp. yt. Avoca	At 7 a. m. this yacht was discovered fast to a fishing stake near the line of breakers. The keeper and crew, in a motor boat, went out to her and found that she had a fishing party of ten persons on board. They left Brooklyn early that morning, and upon arriving off the station a rising wind and sea had forced them to anchor. The sloop soon parted her cable and drifting alongside the fishing stake, was made fast to it. She was towed by the surfmen a safe distance offshore, when she proceeded on her way.
Sept. 7	Newburyport, Massachusetts.	Slp. Jim Corbett	This sloop stranded on a reef at the entrance to the river and rolled down so that the sea was breaking into her. The keeper and crew manned the Swampscott boat, and proceeding to the vessel, ran out an anchor and hauled her into deep water.
Sept. 7	City Point, Massachusetts.	Gas. lch., no name . .	Seeing this launch drifting about in the bay, the keeper sent the Relief to her, and the surfmen finding that she was disabled by the expenditure of all of her gasoline towed her to the float of the South Boston Yacht Club.
Sept. 7	Manomet Point, Massachusetts.	Catboat Maud S	Capsized; the keeper and crew, in Swampscott boat, went to her assistance, bailed her out, picked up gear adrift, and towed her ashore. The three occupants having been picked up by a launch, the keeper took them into his boat to the station, gave them hot drinks and offered them dry clothing, which was declined. (See letter of acknowledgment.)
Sept. 7	Orleans, Massachusetts . .	Slp., no name	On the previous afternoon Allen Kilburn was sailing in this boat, and, in attempting to tack, a sea boarded and partly filled his vessel, compelling him to beach her on the inner S. side of Nauset Inlet. The young man left the boat, returned the next morning, and, assisted by several others, endeavored without success to save her from the breakers. At 10.30 a. m. word was received from the Nauset station that a boat, which could not be seen from the Orleans station because of a high intervening bluff, was in trouble near the inlet. The keeper and crew repaired to the place, made a line fast to the bow of the boat, and, with the crew in the water to keep her stern to sea, and the assistance of the others at the bow line, hauled her ahead with every inrolling sea until she was high enough to be clear of them. The water was then bailed out, and, attaching the keeper's horse to the bow line, the boat was hauled above high-water line out of danger.
Sept. 7	Lone Hill, New York	Slp. Mary Bell	At 12.30 p. m. stranded 1 mile W. of station: the keeper and crew went on board and endeavored for two hours to float the vessel, but, as the tide was falling, were not successful. At 8 p. m., the tide having risen, the life-savers again went on board, ran out anchors and lines, and at 8.30 hauled the vessel afloat and she proceeded on her way.
Sept. 7	Eatons Neck, New York . .	Lch., no name	Just after sunset this launch, when abreast of the station, disabled her machinery. The keeper and crew went out to her in the small boat and towed her ashore, where a machinist was procured, who repaired the engine, and she then proceeded on her way.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Sept. 7	Frankfort, Michigan, Lake Michigan.	Am. sc. Charley J. Smith.	At 5 p. m., in a fresh E. wind, the keeper and crew assisted this vessel to enter the harbor.
Sept. 7	Michigan City, Indiana, Lake Michigan.	Gas. lch., no name	At 9 p. m. this launch, with an excursion party of twelve persons on board, made a signal of distress. The keeper and crew launched the surfboat, proceeded to her, and, finding that the machinery was disabled, towed her into the harbor.
Sept. 7	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Am. sc. La Petite...	At 2 p. m. this schooner, 12 miles S. of the station, and flying a signal for a tug, was seen by the lookout. A tug was telephoned for, and, arriving at the station at 4.45 p. m., took the lifeboat, with keeper and crew, in tow and proceeded to the vessel. She was found to be at anchor and on approaching her the captain hailed and requested assistance at the pumps, as the vessel was leaking very badly. At great risk to the lifeboat, because of the heavy sea running, three men were put on board the schooner, a line was made fast to her, and the boat dropped astern. The tug, after several attempts, got a line to the vessel, the anchor was slipped, and she was taken in tow. After proceeding for a distance of 5 miles, she filled with the heavy seas and capsized. The lifeboat was immediately hauled up to the vessel, and, with much difficulty, the crew of eight men, who were clinging to the rail, with every sea sweeping over them, were taken into her, the towline cut, and the boat dropped clear of the wreckage with which she was surrounded, and by which she was greatly endangered. The tug then towed the lifeboat to the station, where the shipwrecked men were provided with dry clothing from the supply of the Women's National Relief Association, and succored until the morning of the 9th instant. The vessel was lost.
Sept. 7	Plum Island, Wisconsin, Lake Michigan.	Am. sc. D. A. Wells.	At 7.45 a. m. this vessel, at anchor close to a reef near the station, made a signal, and the keeper and two surfmen going to her, found that she wished to be piloted into smoother water. Being so near the reef, it was necessary to slip her anchor, and a surfman was sent on the vessel to pilot her into Detroit Harbor.
Sept. 7	Southside, California.....	Am. sc. Honoipu ...	At the request of the master of this vessel, which was anchored $\frac{1}{2}$ mile S. of the station, a message was telegraphed to her owners, who sent a tug to tow her into the harbor.
Sept. 8	City Point, Massachusetts	Gas. lch. Helene....	The engine of this launch having been disabled, the owner made a signal for assistance, and the keeper sent the station steam launch which towed the disabled launch to moorings abreast the South Boston Yacht Club.
Sept. 8	Manomet Point, Massachusetts.	Small boat, no name	This boat, with two old men in her, capsized in landing through the surf. The life-saving crew assisted the men to land, picked up their gear, righted the boat, and hauled her up on the beach.
Sept. 8	Point Judith, Rhode Island.	Slp. yt. Curlew.....	Stranded at 11.15 a. m. on Point Judith beach. The keeper and crew launched the surfboat, went to her, landed the master's wife and four children on the beach to be cared for at a cottage nearby, ran out anchors and lines, and, as the tide was falling, returned to the station. At 5 p. m. the life-saving crew returned to the vessel, hauled her afloat, and carried the wife and children on board.
Sept. 8	Harbor Beach, Michigan, Lake Huron.	Am. sc. Helvetia....	At 1.30 p. m. this vessel was towed into the harbor with a signal of distress flying. The keeper and crew launched the surfboat, went to her, found her leaking, and at request of master assisted to make her

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903.			
Sept. 8	Harbor Beach, Michigan, Lake Huron.	Am. sc. Helvetia....	fast to the breakwater; also assisted to man the pumps during the afternoon and the forenoon of the next day.
Sept. 8	Pointe aux Barques, Michigan, Lake Huron.	Am. sc. Chas. H. Burton.	At 9.30 p. m. the lookout reported this schooner stranded on Pointe aux Barques reef, and a few minutes later four whistles from her were answered by a Coston signal from the station. The surfboat was launched and the keeper and crew proceeded to her, found that she, with another, was in tow of the steamer Westford. When the Burton struck the reef the other vessel let go her towline and was taken clear of reef and anchored. The steamer having returned, the life-saving crew ran hawser to her and assisted to throw overboard 60,000 feet of lumber from the stranded schooner, which was then hauled afloat.
Sept. 8	Portage, Michigan, Lake Superior.	Am. sc. Matanzas..	At 4.30 p. m., in response to a signal from the vessel, the keeper and crew launched the surfboat, boarded her, found that her rigging had been carried away and steering gear disabled, and at request of the master ran hawser to a tug, which towed her into the harbor.
Sept. 8	Duluth, Minnesota, Lake Superior.	Slp. Naled; slp. Margrave; sailboat Arnetta; sailboat Audrey; yawlboat No. 2.	These vessels, in a W. gale and heavy rain storm, parted their moorings and stranded on the beach. The keeper and crew hauled them into deep water and made them fast at yacht club dock.
Sept. 8	.....do.....	Gas. lch., no name..	The keeper being informed by the caretaker at the yacht club house that this launch was adrift and in danger of going to pieces, proceeded to her with crew and made her fast in a safe place.
Sept. 8	.....do.....	Canoes (2), no names	These canoes, while out with pleasure parties, were caught in a terrific wind squall and driven ashore. The keeper and crew assisted the occupants to land and hauled the boats to a safe place on the beach.
Sept. 8	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Adrift; picked it up and delivered it to owner.
Sept. 8	Point Adams, Oregon....	.....do.....	The keeper seeing this boat adrift in the river sent three surfmen who picked it up and brought it ashore to await a claimant.
Sept. 9	City Point, Massachusetts	Slp., no name.....	The master being unacquainted with the locality, the patrol piloted this sloop from the S. side of Castle Island into the channel.
Sept. 9	.....do.....	Skiff, no name.....	Adrift; picked her up, and delivered her to owner on the 12th instant.
Sept. 9	Port Austin, Michigan, Lake Huron.	Slp., no name.....	Capsized. The surfboat was launched and the keeper and crew, proceeding to her, righted her, picked up the boy who was sailing her, and landed him on the beach.
Sept. 10	Erie, Pennsylvania, Lake Erie.	Catboat, no name..	Capsized. The keeper and crew launched surfboat, and, proceeding to the boat, righted and bailed her, towed her ashore, and delivered her to the owners.
Sept. 10	Grande Pointe au Sable, Michigan, Lake Michigan.	Am. str. Two Myrtles.	At 7.15 a. m. the lookout reported this steamer as sounding a signal of distress. The keeper immediately telephoned to the keeper of the Ludington station to send a tug to the rescue. He then launched the surfboat, and proceeding to the vessel found that her machinery was disabled, waited the arrival of the towboat, and, no further assistance being necessary, returned to the station.
Sept. 10	Ludington, Michigan, Lake Michigan.	Gas. lch., no name..	This launch having been reported as having engine disabled and in danger of swamping, the keeper and crew launched the surfboat and proceeding to her found that she had stranded on the beach and was likely to pound to pieces in the surf. The occupants having already landed, the life-saving crew, with the assistance of others, hauled the vessel onto the beach clear of danger.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Sept. 11	Buffalo, New York, Lake Erie.	Lch., no name.....	This launch, having engine disabled, was towed into Erie Basin and made fast to dock.
Sept. 11	Grand Haven, Michigan, Lake Michigan.	St. lch. Arthur S....	This launch having been reported as drifting near the shore and apparently disabled, the keeper procured a tug and taking the surfboat in tow went to her assistance. She was found at anchor, a flue having blown out of the boiler. A line was passed to her, the anchor hove up, and she was towed into port and made fast to the dock.
Sept. 11	Baileys Harbor, Wisconsin, Lake Michigan.	Am. sc. J. M. Harvey	At 1 p. m., while the keeper and crew were out in the small boat, this schooner, while trying to make the wharf in the harbor, was seen to miss stays and run aground. She was immediately boarded, an anchor run out, lines run to the dock, and the vessel hauled off the shoal and made fast to the wharf.
Sept. 12	City Point, Massachusetts	Gas. lch. Crystal....	Disabled by the exhaustion of her gasoline supply. The keeper went to her in launch Relief and, at request of the owner, towed her to her mooring. The following day similar assistance was rendered to this launch.
Sept. 12	Point of Woods, New York.	Slp. yt. Nomad.....	At 5.20 p. m. the lookout reported this vessel ashore, about 2 miles N.W. of the station. The surfboat was launched, and the keeper and crew going to her, ran out an anchor, and setting mainsail, hauled the yacht afloat and started her on her way.
Sept. 12	Duluth, Minnesota, Lake Superior.	Slp. yt. Margrave....	This boat, lying alongside yacht club dock, in a gale of wind, was pounding heavily and in danger of going to pieces. The keeper and three surfmen went to her and hauled her to lee side of wharf and made her fast. During the night she filled with water and the next morning was bailed out by the life-saving crew.
Sept. 12	.....do.....	Slp. Stranger.....	Foundered while lying at anchor in SW. gale. At her owner's request the life-savers baled her and moored her in deeper water.
Sept. 12	Duluth, Minnesota, Lake Superior.	Sailboat Fritz	Stranded during SW. gale; the next day the life-saving crew assisted to haul vessel out on beach.
Sept. 12	.....do.....	Gas. lch., no name; gas. lch. Martha W.	These launches foundered during a SW. gale; the next morning the life-saving crew hauled them out on yacht club float, bailed them, and left them in care of the yacht club care-taker. The Martha W. sinking again because of a hole in her bottom, was raised on the 14th instant. (See letter of acknowledgment.)
Sept. 12	Grand Haven, Michigan, Lake Michigan.	Am. sc. H. A. Richmond.	Stranded in attempting to enter the harbor; the keeper and crew went to her, ran out anchors and lines, hauled her afloat, and made her fast to the pier.
Sept. 12	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Am. sc. German.....	This vessel, in a rough sea, parted the line while towing into the harbor, and drifted into the breakers; the life-saving crew launched the surfboat and ran a hawser to the tug which then brought the schooner in. The life-savers also picked up, bailed, and delivered to the vessel her small boat which was towing astern and foundered while she was entering the canal.
Sept. 13	City Point, Massachusetts	Catboat United	Stranded the previous evening on Rainsford shoal, and filled with the incoming tide. The next morning, at the request of the owner, the keeper took the launch and small boat, proceeded to the place, bailed her out, hauled her off the rocks, and towed her to her mooring abreast Columbia Yacht Club.
Sept. 13	.....do.....	Long boat belonging to sc. Mary Wiley.	This boat, while being towed down the harbor astern of the schooner, capsized and parted from her. The keeper, in launch Relief, went to her assistance,

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Sept. 13	City Point, Massachusetts	Long boat belonging to sc. Mary Wiley.	and, with the help of the vessel's crew, righted and bailed her, and carried her back to the schooner.
Sept. 13	.....do.....	Rowboat, no name.	Drifting in the bay; picked it up and took it to the station to await claimant.
Sept. 13	Point Judith, Rhode Island.	Sharple, no name...	Stranded, in a thick fog; the life-saving crew assisted to float her. Stranding again the next day, in getting under way, the life-savers launched the surfboat, floated her, and towed her to a safe offing.
Sept. 13	Atlantic City, New Jersey	Nph. lch. Sharples Wonder.	At 10 p. m., having received from the keeper of the South Brigantine station a telephone message that this launch, with three men and a woman on board, had disabled her engine, and was adrift in Absecon Inlet, the keeper and crew launched the surfboat, went in search of the boat, and, finding her stranded on the beach, hauled her afloat, made her fast to a wharf, and repaired her machinery. The keeper of the South Brigantine station then appeared on the scene in a steam launch, and, taking the party aboard, towed the surfboat to Atlantic City, where all were landed. The Sharples Wonder followed under her own power.
Sept. 13	Evanston, Illinois, Lake Michigan.	Slp. yt., no name...	Stranded; the surfboat was launched and the keeper and crew, going to the vessel, hauled her off the beach and moored her in a safe place.
Sept. 14	City Point, Massachusetts	Gas. lch. It is.....	At 5 p. m. this boat, being disabled, was taken in tow by launch Relief, anchored abreast of the station, and the occupants landed at float of South Boston Yacht Club.
Sept. 14	South Manitou Island, Michigan, Lake Michigan.	Am. sc. Mary A. Gregory.	At 1.30 a. m. this vessel, in attempting to get under way in a fresh N.E. wind, dragged her anchor, drifted to within 100 feet of the lee shore, and, making a signal of distress, was answered by a Coston signal from the patrol. The keeper and crew immediately launched the surfboat, went to her assistance, ran out an anchor to windward, and hauled her off shore. The mainsail having been ripped during the night, the life-savers assisted to mend it, and then, making sail on the schooner, took her to a safe anchorage in the bay.
Sept. 15	City Point, Massachusetts	Slp. Senator; gas. lch., no name; rowboat, no name	The Senator disabled her steering gear in collision with another vessel; the launch had her machinery disabled; towed them, with launch Relief, to safe moorings. The rowboat was capsized by its intoxicated occupant; rescued the man, and, he being in a quarrelsome mood, delivered him to the police.
Sept. 15	Block Island, Rhode Island.	Bge. Nora.....	At 5 p. m., during a dense fog, the patrol having reported this vessel very near the beach and sounding her whistle, the keeper and crew launched the surfboat, and, going to her, found her at anchor; her towline had parted, and the towboat being unable to find her in the fog, had left her. As a heavy sea was running, the crew of the barge were taken ashore and sheltered for the night at the station. The next morning, the weather having cleared and the tug having returned, the men were placed on board the Nora, which was then taken in tow. About an hour later, the towline again parted and the vessel drifted into the surf and went to pieces. The crew were taken on board the tug.
Sept. 15	Metomkin Inlet, Virginia.	Am. slp. John L. Mills; slp. Decoy.	During a N.E. gale, these boats dragged their anchors and were driven ashore, high and dry, on the meadow land. At the request of the masters, the life-saving crew took tools and a wheelbarrow from the station, and assisted to dig a canal to the vessels, and float them.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Sept. 15	Parramore Beach, Virginia.	Am. slp. John Wesley.	This vessel, during a heavy NE. gale, was driven ashore on the meadow land, about 300 yards W. of the station. At the request of the master, the life-savers assisted to run anchors, and heave her into deep water.
Sept. 15	Chicamacomico, North Carolina.	Am. sc. Lonie Buren	At 11 a. m. on the 16th instant, the lookout reported this vessel in Pamlico Sound, about 3 miles S. of the station, flying signal of distress. The keeper and four surfmen proceeded to her in supply boat, and found that in the gale of the previous night she had dragged her anchors and was driven ashore on the marsh. She was high and dry, and, as nothing could be done until the master procured materials for launching her, the life-savers returned to the station. On the 28th instant, the life-saving crew, with the assistance of the crews of the Gull Shoal and New Inlet stations, placed skids under the vessel, and, working on her for four days, moved her across the marsh, dug a canal through a reef, and, on October 1, launched her into deep water.
Sept. 15	Big Kinnakeet, North Carolina.	Am. scs. (2) Rebecca Bell, and Thelma C.	These vessels were driven ashore in a heavy NW. gale. At the request of the owners, the keeper and crew, assisted by the crew of the Little Kinnakeet station and other people in the vicinity, placed bed-ways and rollers underneath them, and, working at every favorable opportunity, launched the vessels into deep water, the Bell on September 29 and the Thelma C. on October 14.
Sept. 15	Thunder Bay Island, Michigan, Lake Huron.	Am. str. Olympia...	Stranded in a very exposed position; the keeper and crew launched the surfboat, proceeded to her, and brought the master to the station to telephone for assistance. The life-saving crew assisted to lighter 800 tons of coal from the steamer, and also helped the wreckers to float vessel, which they did on the 18th instant.
Sept. 16	Fletchers Neck, Maine....	Slp. Silver Spray...	At 4.30 p. m., during a thick fog and almost calm weather, the patrol, seeing this vessel close in and heading directly for the beach, shouted and warned her of danger and, fearing that she would drift onto the rocks, ran to the station and reported the circumstance. The dory was manned, and the sloop towed clear of the rocks, when, the wind springing up and the fog lifting, she proceeded on her way.
Sept. 16	Rockaway, New York....	Slp. Forest Burr....	Stranded during heavy SE. gale; on the 21st instant, the life-saving crew in surfboat, ran out anchors and lines, and assisted to haul the vessel afloat.
Sept. 16	Rockaway Point, New York.	Am. sc. Caroline Augusta.	This vessel, in a SE. gale, shifted her ballast and was driven ashore, high on the beach. The keeper, seeing her go ashore, hastened with crew and beach apparatus to her assistance, but she was driven so close in that the apparatus was not necessary. The life-savers waded out to the vessel, assisted to make things secure, took the men ashore, gave them dry clothing, and sheltered them at the station. The life-saving crew also assisted the crew of the sloop to place skids under her, transport her across the beach, and, on October 2, to launch her into Jamaica Bay.
Sept. 16	Spermaceti Cove, New Jersey.	Slp. Ida.....	Stranded and filled during SW. gale; the life-saving crew assisted to bail her and haul her out on the beach.
Sept. 16	Seabright, New Jersey....	Sc. Mayflower.....	Stranded, during a gale of wind, on a sand bar in the Shrewsbury River, and, setting a signal of distress, the surfboat was launched, and the keeper and crew, proceeding to her, ran out anchors and lines to prevent her from going farther up on the bar. The vessel having lost her

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Sept. 16	Seabright, New Jersey....	Sc. Mayflower	yawlboat while coming up the river, the master was taken into the surfboat to search for it. The surfmen found it on the beach, full of water, and after bailing it, returned it to the schooner.
Sept. 16	Barnegat, New Jersey ...	Slp. Dart.....	Stranded at 2.30 p. m.; the keeper and crew, in surfboat, went to her, found her hard and fast ashore, and as the tide was falling and nothing could be done returned to the station. The next day the life-savers again boarded her, and with the assistance of the crew hauled her afloat and took her to a safe anchorage.
Sept. 16	Corson Inlet, New Jersey..	Small boat, no name	Adrift in surf; picked it up and delivered it to the owner.
Sept. 16	Hereford Inlet, New Jersey.	Am. slp. Stella.....	Dragged anchors and went ashore, high on the beach; at the request of the master the life-saving crew, on the 19th instant, assisted to float the vessel.
Sept. 16	Lewes, Delaware.....	Catboat Maud S ...	Parted mooring and dragged ashore, high and dry; the life-saving crew assisted to make preparations and, a few days later, to launch the boat.
Sept. 16	.....do.....	Am. sc. Hattie A. Marsh.	This vessel, with sails torn to tatters, was driven by a gale of almost hurricane force ashore on Delaware Breakwater. As soon as she struck she was thrown broadside onto the rocks, and the heavy seas broke continuously over her. A short time afterwards the house washed overboard, carrying with it five of the crew who were sheltered behind it; the mate and a seaman, the only ones remaining, managed to crawl up the rigging, clear of the force of the seas. These two men, about 9 o'clock, were rescued by the steam pilot boat Philadelphia, after heroic efforts in wind and sea. During the gale the weather was thick, and flying sand and spume prevented the life-savers, 4 miles away, from seeing the wreck, but about 9.30 a. m. the weather moderated and cleared, and, the outlook reporting the vessel, the surfboat was launched, and proceeding toward her the keeper and crew were hailed by the pilot boat and informed of the rescue of two of the crew and the loss of the others. The rescued men were taken into the surfboat; one, who was injured, sent to the marine hospital, and the other taken to the station and sheltered.
Sept. 16	Ocean City, Maryland....	Am. bk. Essex.....	At 3 a. m., in a high sea, this vessel anchored about 4 miles E. of the station, and at 9.30 made a signal of distress. The surfboat was launched, and the keeper and crew going to her found that her sails had blown away and that the master anchored to prevent her from going ashore. At the request of the master the owners were informed of the condition of the vessel, and a telephone message was sent to Lewes for a tug, which came and towed her into the harbor.
Sept. 16	Wachapreague, Virginia..	Am. sc. Mary Virginia.	Blown ashore on the marshes during the gale of the 15th instant. At 2.30 p. m. on the 19th instant she displayed a signal of distress; the life-saving crew proceeded to her, and at the request of the master assisted to man the pumps, and, at high water, to haul her into deep water.
Sept. 16	Buffalo, New York, Lake Erie.	Launch, no name...	Engine disabled; the life-saving crew, at the request of the master, towed her into Erie Basin.
Sept. 16	Charlevoix, Michigan, Lake Michigan.	Am. str. Welcome..	At 2 a. m., in a thick fog, the lookout reported a vessel blowing four blasts of her whistle; the patrol also saw the steamer ashore, burned a Coston signal, and reported her to the station. A tug was notified of the disaster, the surfboat was

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Sept. 16	Charlevoix, Michigan, Lake Michigan.	Am. str. Welcome ..	launched, and the keeper and crew proceeding to the stranded vessel ran a line from her to the tug. The tug parted two lines, and another towboat appearing both of them tried without success to haul the steamer afloat. The master was then taken ashore to telephone for more powerful tugs, and returned to his vessel. It now began to blow hard from the NW., and the rising sea caused the vessel to pound heavily on the rocks. At 7.30 p. m. the master deciding that it would be unsafe to remain on her, he and the crew of nine persons were landed, taken to the station, furnished meals, and sheltered for the night. Four of the crew were also furnished with dry clothing. On the 21st and 22d instant the life-savers assisted the master of the Welcome in placing and manning pumps and running lines, and on the 24th transported him to the vessel and, ascertaining that the gale of the previous day had made her a total loss, assisted him to save such articles as could be taken from the wreck.
Sept. 17	Nahant, Massachusetts...	Dory, no name.....	Adrift; picked it up and the next day delivered it to the owner.
Sept. 17	City Point, Massachusetts.	Sc. Myroca, slp. yt. Neptune, slp. Evelyn, slp. Omar, slp. Scioto, yawl Evelyn, catboat Dorothy, gas. lch. Pastime.	These vessels parted moorings or dragged anchors during a southerly gale, and were stranded on the beach. The keeper and crew, with launch Relief, hauled them off and made them fast to safe moorings.
Sept. 17	.....do.....	Slp. yt. Tourist, slp. yt. Nonpareil, slp. Mistral, yawl Weejok.	These vessels parted or dragged their moorings, and fouled other vessels. The keeper and crew, with launch Relief, proceeded to their assistance, cleared them, and made them fast to secure moorings.
Sept. 17	Point Allerton, Massachusetts.	Slp. yt. Al-Kyris, slp. Juniata.	The Al-Kyris dragged anchor and the Juniata parted cable in a gale of wind and both vessels stranded on the beach; the keeper and crew took an anchor and line, proceeded to the vessels, ran out the anchor, hauled them into deep water, and anchored them in safe places.
Sept. 17	Cold Spring, New Jersey..	Nph. lch., no name..	At 6.30 a. m. the owner of this launch came to the station, informed the keeper that she was at anchor $\frac{1}{2}$ mile W. of the station, in a dangerous position, and requested the assistance of the life-saving crew. The surfboat was launched, and taking the owner and two of his crew to the launch, the surfmen assisted to take her around Cape May Point for shelter.
Sept. 17	Ocean City, Maryland....	Sharpie, no name...	At 10 a. m. the owner of this boat appeared at the station, and, stating that she had sunk on a sand bar and was in danger of being taken away by the tide, requested assistance in saving her. The life-saving crew went to her and hauled her out of the water to a safe place on the beach.
Sept. 17	Marblehead, Ohio, Lake Erie.	Nph. lch. Lakeside..	At 10 a. m. a telephone message was received stating that this boat had sunk at her pier and was in danger of going to pieces. The life-saving crew proceeded to her, bailed her, removed her ballast, and finding two holes in her bottom patched them. The tide was too low to haul out the boat, so she was made fast to the pier and the crew returned to the station. On the 19th instant, at high water, the life-savers again proceeded to the boat and hauled her to a place of safety.
Sept. 17	Holland, Michigan, Lake Michigan.	Str. Joe.....	At 12.10 p. m. the lookout having reported this steamer as blowing four whistles and having displayed a signal for a tug, the keeper telephoned to Holland for a

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Sept. 17	Holland, Michigan, Lake Michigan.	Str. Joe	tug, then launched the surfboat, and with the crew went to the vessel. She was found at anchor, having been disabled by the blowing out of the hand-hole plate in the bottom of the boiler. While waiting for the arrival of the tug the boiler was repaired, and, at the request of the master, two surfmen were sent on board to assist in pumping up boiler. While at this work, the fresh breeze and rough sea caused the vessel to drag her anchor, and she stranded on the bar and rolled over, and two passengers were taken into the surfboat and landed. The vessel was lost.
Sept. 17	Coquille River, Oregon...	Gas. lch. Alta; bge., no name.	While proceeding out of the river with the barge in tow, the engine of this schooner became disabled and both vessels stranded on the bar. The life-saving crew, in surfboat, went to their assistance, and ran a line to a tug which appeared on the scene and towed them to an anchorage in the river. The crew working on the engine for some time and being unable to repair it, the life-savers towed the schooner and barge to the wharf at Bandon.
Sept. 18	Harvey Cedars, New Jersey.	Slp. Red Dragon...	Stranded and wrecked. The life-saving crew went to her and found no life nor bodies on board, but recovered some articles of clothing, containing papers, a silver watch, and \$25.20 in money, which were delivered to the proper authorities.
Sept. 18	Cape Henlopen, Delaware.	Am. sc. Bear Ridge.	About 2 a. m., the lookout having reported a vessel in the harbor of refuge blowing long-continued blasts of the whistle, the keeper telephoned to the keeper of the Lewes station for assistance, and both crews, in surfboat, proceeding to the place, found the coal barge Bear Ridge, with a tug alongside of her, at anchor, and on fire. The life-savers immediately went to work to assist in extinguishing the fire, but, not meeting with success, it was decided to take the vessel inshore and land her on the mud flats. The fire being forward it was impossible to slip the anchor, so the life-savers procured cold chisels and sledge hammers from another vessel, and, succeeding in parting the chain, the barge was towed onto the flats. Holes were then cut in the decks, and, with the assistance of a wrecking tug and two others, water was pumped into the hold, and the fire extinguished. The life-savers returned to their stations at 1 p. m., nearly exhausted by their long fight with the flames, the keeper of the Cape Henlopen station being so overcome with heat and smoke that he was taken home.
Sept. 18	North Beach, Maryland.	Catboats (2) Bettie Dennis, and Nellie Jones.	These boats, during a heavy gale on the morning of the 16th instant, parted their cables and were driven ashore on the marsh. On the 18th, at the request of the owners, the keeper and crew took the necessary material from the station, proceeded to the vessels, and successfully launched them.
Sept. 18	Kewaunee, Wisconsin, Lake Michigan.	Am. sc. Dawn.....	At 11.30 p. m. the lookout reported that this vessel, in attempting to enter the harbor, struck the pier, was leaking badly, and drifting ashore; the keeper and crew, proceeding to her in surfboat, wished to tow her into the harbor, but, as the schooner was full of water, the master allowed her to go ashore. The two persons on the vessel were furnished meals, and sheltered at the station for 2½ days. During this time the wind breezed up, and, the sea becoming rough, the vessel went to pieces.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Sept. 19	City Point, Massachusetts	Gas. lch. Rose.....	Disabled by getting a line foul of her propeller; the keeper sent the launch Relief, which took her in tow and made her fast at the float of the yacht club.
Sept. 19	.....do.....	Rowboat, no name..	This boat, belonging to the sloop Colanthe, went adrift and was picked up by the patrol and delivered to the owner.
Sept. 19	Tawas, Michigan, Lake Huron.	Am. sc. L. M. Mason.	This vessel having made a signal of distress the keeper and crew, in surfboat, went to her and found that, in the fresh breeze and choppy sea, she was pounding heavily against the dock, and, there being no tug in Tawas, was unable to get away from it without assistance. The life-savers ran a line from the schooner to another dock and hauled her into a position where she made canvas and sailed out into the bay and anchored.
Sept. 19	Bois Blanc, Michigan, Lake Huron.	Slp. yt. Dream.....	At 7 p. m. this vessel, while entering the harbor, stranded on the beach near the station. The surfboat was launched, and, proceeding to her, the life-saving crew ran out an anchor and line, and after an hour of hard work, hauled the yacht into deep water.
Sept. 19	Grand Marais, Michigan, Lake Superior.	Am. str. A. A. Parker.	This large steamer, loaded with iron ore, sprung a leak when about ten miles off the station, and, the water gaining rapidly on the pumps, at 12 noon, she headed for the shore, set a signal of distress, and blew continuous blasts of her whistle. The lookout reporting these signals, the surfboat was launched and the keeper and crew, after a pull of fifty minutes, boarded the vessel, and found that she was in imminent danger of foundering. The surfboat being unable to accommodate the crew of 17 persons, the yawlboat of the steamer was lowered, and 8 of the people being placed in her, the rest were taken into the surfboat, and both boats started to pull for the beach. When about two miles had been made toward the shore, the steamer sank. The wind had now increased to a S.W. gale, and the boats found it hard and slow work pulling against wind and sea. After pulling about three hours and when within ½ mile from the harbor, the tug E. M. B. A. came out and at the request of the keeper, towed the yawlboat into the harbor; the surfboat continued for a half mile farther when she was taken in by the tug J. W. Wescott. The shipwrecked people were taken to the station, furnished dry clothing from the supply of the Women's National Relief Association, and meals and shelter at the station until the morning of the 21st instant.
Sept. 19	Portage, Michigan, Lake Superior.	Am. sc. Angus Smith.	At 3 a. m. the patrols, hearing a steamer blowing a signal of distress, fired Coston signals in answer, and then reported her to the station. The keeper and crew launched the surfboat, and, proceeding to the place, found the steamer H. D. Coffinberry with water-logged, lumber-laden schooner barge Angus Smith in tow, and, at the request of the master, communicated with the barge. She was not able to get into the harbor, and the steamer towed her in, the life-saving crew assisting to make her fast to the pier. On the 20th and 21st instants, at the request of the master, who was unable to procure other help, the life-savers assisted to lighten the cargo of the barge in order that the pumps could be worked and, on the 22d instant, to reload her. One of the crew of the barge, having lost his clothes, was furnished with wearing apparel from the supply of the Women's National Relief Association. (See letter of acknowledgment.)

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Sept. 19	Yaquina Bay, Oregon....	Am. str. T. M. Richardson.	This steamer, while on her way to Newport, stranded on a sand bar in the Yaquina River. Two surfmen, in the small boat, making five trips from the vessel to the shore, landed her mail and express matter, and 28 passengers. The vessel was floated at high water.
Sept. 20	City Point, Massachusetts	Slp. yt. Elsie.....	At 5.05 p. m. the keeper, being informed that this yacht had stranded on the S. side of Peddocks Island, went immediately to her assistance, in launch Relief, pulled her off the rocks, and made her fast to moorings near the station.
Sept. 20	.....do.....	Gas. lch., no name..	At 2.28 p. m. this boat was seen, by the deck watch, drifting down the bay; the launch Relief was immediately sent to her, and, ascertaining that she had lost her propeller, towed her to Pleasure Bay, made her fast to her mooring, and landed the occupants.
Sept. 20	Point of Woods, New York.	Am. slp. Burdette..	Stranded. The life-saving crew ran out anchor and line, hauled vessel around so that her sails filled, slipped the cable, and sailed her into deep water. The anchor was then picked up and delivered to her.
Sept. 20	Louisville, Kentucky....	Skiff, no name.....	This skiff, containing a gentleman and lady, was discovered by the lookout to be in danger of going over the Falls; the life-savers pulled to the rescue, and towed out of danger the imperiled boat with its occupants.
Sept. 20	Duluth, Minnesota, Lake Superior.	Sailboat, no name..	This boat, while being sailed in the lake, in a brisk wind, by two inexperienced persons, became unmanageable, and was beached and left by them. The life-saving crew launched the surfboat, towed the boat into the harbor, and delivered her to her owner.
Sept. 20	Yaquina Bay, Oregon....	Small boat, no name	Found on the beach; the life-savers hauled her up on the beach, clear of surf, and later delivered her to the owner.
Sept. 21	City Point, Massachusetts	Catboat, no name...	This boat, having sail torn and halyards parted, made a signal for assistance. The launch Relief was sent to her aid, and towed her to the station float, the sail and gear were repaired, and the boat made fast.
Sept. 21	.....do.....	Small boat, no name	The life-saving crew pulled this boat off the beach, where she had stranded on the 17th instant, and towed her to the shipyard.
Sept. 22	Yaquina Bay, Oregon....	Skiff, no name.....	Drifting out to sea; the life-saving crew picked her up, and landed her on the beach to await a claimant.
Sept. 23	Newburyport, Massachusetts.	Am. sc. Herbert M. Rogers.	Stranded at 12.50 p. m. on the N. side of the Merrimac River; the keeper, in the dory, boarded the vessel, and, at the request of the master, telephoned for a tug to haul her off at the next high tide. At 11.30 p. m. the keeper and crew returned to the Rogers, and, as the tug had not arrived, ran out anchors and endeavored, without success, to float her. The next day they again proceeded to the schooner, and, with the help of the crew of the Salisbury Beach station, ran hawser to tug, and, after vessel was afloat, assisted to furl sails and bring her to a safe anchorage.
Sept. 23	City Point, Massachusetts	Sc. yt. Minerva	Fouled by a sunken small boat, which was likely to do her damage; at the request of the owner, the keeper took the launch Relief and towed the boat clear of her.
Sept. 23	Orleans, Massachusetts...	Am. sc. John T. Williams.	At 9 p. m. the patrol discovered this vessel stranded on Orleans bar; the surfboat was manned, and, going on board, the keeper ascertained that she was leaking badly, there being already four feet of water in the hold. The pumps were manned, and, at high water, she was floated over the bar and anchored. The life-savers remained on board to assist

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Sept. 23	Orleans, Massachusetts ..	Am. sc. John T. Williams.	at the pumps, the vessel leaking so badly as to require their constant use. At 10 the next morning, a light N.W. breeze springing up, the Williams was gotten underway, and, the wind increasing from the N., worked into Vineyard Haven, and run upon the flats there, arriving about 8 p. m. The life-saving crew continued working the pumps until the master secured help from ashore. At 6 a. m. September 25 the keeper and crew left the vessel, and, proceeding to Woods Hole, made arrangements for shipping the surfboat, took the train, and arrived at the station at 8 p. m.
Sept. 23	Atlantic City, New Jersey.	Nph. lch., no name.	Alongside jetty, engine disabled, and in danger of going to pieces; at the request of the master, the life-saving crew launched the surfboat, and towed her to a safe anchorage.
Sept. 23	Cape Lookout, North Carolina.	Am. sc. Effie M. Gilliken.	Stranded; the life-saving crew went on board, and, at high tide, hauled her into deep water.
Sept. 24	Salisbury Beach, Newburyport, Massachusetts.	Am. sc. Gatherer....	Stranded on a sand bar in the Merrimac River; the keepers and crews of both stations assisted, by running anchors and working sails, to float the vessel.
Sept. 24	City Point, Massachusetts	Gas. lchs. (2), no names.	These two boats, having engines disabled, were towed to safe moorings by launch Relief.
Sept. 24	Cape May, New Jersey....	Slp. yt. Sunlight....	This vessel, in attempting to beat inside the capes against a strong N. wind and sea, split her sails, and became unmanageable; she was anchored, but parted her cable, was drifting to sea, and, being old and unseaworthy, soon began to leak. The surfboat was launched and the keeper and crew towed the sloop abreast the station and moored her with an anchor and cable provided by the keeper. During the afternoon she was pumped out several times, and the next day, the wind having shifted to S.W., was taken inside of Hughes Jetty for a harbor. The four occupants were sheltered at the station until the afternoon of the 25th instant.
Sept. 24	Two Rivers, Wisconsin, Lake Michigan.	Rowboat, no name.	Adrift; the life-saving crew picked her up, made her fast to station wharf, and, later, delivered her to her owner.
Sept. 25	Middle Island, Michigan, Lake Huron.	Am. str. Rube Richards.	At 7.30 a. m. this vessel with consort was seen heading for the station, and blowing continuous blasts of her whistle; the surfboat was launched, and the keeper and crew, proceeding to the steamer, found that she was leaking, and, as the wind was blowing fresh from the S. and the barometer falling, the keeper, at the request of the master, piloted her to a safe anchorage. She was furnished with 5 gallons of kerosene oil, her supply having become exhausted.
Sept. 26	Gloucester, Massachusetts	Am. sc. William M. Walker.	Stranded on Dog Bar Breakwater; the keeper and crew went to her, and, finding that she was pounding heavily and leaking, took the personal effects of the crew to the station, bailed her, and beached her in a safe place. The crew were furnished with dry clothing from the supply of the Women's National Relief Association, and with stimulants from the medicine chest; they were also furnished with meals and sheltered at the station over night. The vessel being repaired, the things taken out of her were returned on the 27th instant.
Sept. 26	City Point, Massachusetts	Gas. lch. Imp.	Engine disabled, the life-saving crew towed her to a safe mooring and landed the occupants.
Sept. 26	Coskata, Massachusetts..	Catboat Mischief ...	Slipped her moorings and drifted onto the beach; the keeper and crew made sail on her and worked her to her mooring and made her fast.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903.			
Sept. 26	Holland, Michigan, Lake Michigan.	Pile driver, no name	Adrift in Black Lake; the life-saving crew picked her up and towed her back to her anchorage.
Sept. 26	Old Chicago, Illinois, Lake Michigan.	Slp. yt. Outlaw.....	Parted cable, and drifting before a stiff SSW. breeze; the life-savers picked her up, towed her to station pier, and later delivered her to her owner.
Sept. 26	.....do.....	Rowboat, no name..	Adrift; picked her up and delivered her to owner.
Sept. 26	Kenosha, Wisconsin, Lake Michigan.	Slp. Shamrock 4th..	Capsized; the life-saving crew proceeded to her, picked up the three occupants and took them to the station, towed the boat ashore, bailed her, and delivered her to the young men who were sailing her.
Sept. 26	Southside, California.....	Br. bk. Gifford.....	Stranded on Mussel Rock, 4½ miles S. of the station; the keeper telephoned to the Golden Gate station requesting that a message for tugs be transmitted to the city; the lifeboat was then manned, and, proceeding to the place found this large four-masted bark on the rocks, with the master and third officer on board, the remainder of the crew having landed in their own boats. At 11.30 a. m. four tugs, one of them with the boat and crew of the Fort Point Life-Saving Station in tow, appeared on the scene. The crew of the stranded vessel refused to return on board, so, the keeper and four of the crew of the Golden Gate station were taken to assist in tending lines and hawsers, while the crew of the Fort Point station ran the small hauling lines from the tugs. It was with great difficulty that the hawsers were hauled on board, as they had to be taken to the capstan, forward, where the vessel was flooded with every sea, requiring the men to take to the rigging until it passed. The hawsers were made fast, but after pulling on them half an hour they parted, and the tugs gave up the attempt to haul her off, and returned to the city. The life-savers then landed all hands on the beach, and returned to their stations. A surfboat load of fresh water was taken to the shipwrecked crew, there being no water in the vicinity of their camp, and 18 of the 30 men of the crew, with part of the baggage, were taken to the station, fed, and sheltered over night. The next day several boxes and bags, containing food, clothing, papers, tools, etc., were brought ashore, another boat load of water carried to the crew, and the ship's chronometers and other instruments taken to the station for storage. On October 4 three wreckers having nearly drowned by capsizing of their skiff, the life-saving crew, at the request of the master wrecker, went to the place, and the keeper decided to stand by. Sent to the station for the beach apparatus, and, the next morning, rigged it, and also ran a wire rope from the vessel to the shore as a trolley to haul out the boats when the surf was moderate. At 7 a. m. October 6 two boat loads of stavedores went off to the wreck by this means. At 8.30 the wind freshened, a heavy fog set in, and the sea increased at an alarming rate, breaking over the ship and washing away everything on deck, so that at 11 a. m. it was decided to leave her. The surf at this time was so heavy that it was dangerous to land in boats, and the life-savers rescued the 27 men, taking them ashore with the beach apparatus. A surfman was kept on watch until the 9th instant, when, the vessel beginning to break up and it being impossible to do anything more for her, the beach apparatus was unrove and taken back to

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Sept. 26	Southside, California.....	Br. bk. Gifford.....	the station. The captain and the first officer of the wrecked vessel were sheltered at the station during this time. (See letter of acknowledgment.)
Sept. 27	Newburyport, Massachusetts.	Gas. lch., no name..	At 1.40 p. m., the wind being fresh from S. and the sea choppy, the owner of this boat made a signal for assistance; the surfboat was launched, the crew proceeded to her, and, finding the engine disabled and the boat helpless, towed her to a safe anchorage in the river.
Sept. 27	City Point, Massachusetts	Slp. yt. Alagasman.	This yacht having lost her rudder, the owner came to the station and requested assistance; she was taken in tow by launch Relief, and made fast to her mooring, abreast of the Boston Yacht Club.
Sept. 27	.....do.....	Slps. (2) Aikaine, and Kismet.	These vessels while out sailing had their masts carried away; the keeper and crew, in launch Relief, proceeded to them, assisted to clear the wreckage, took them in tow, and made them fast at secure moorings.
Sept. 27	.....do.....	Slp. Gracie Belle...	Dragged anchor, in fresh SW. wind, and in danger of fouling other vessels; took her in tow with launch Relief, cleared her anchor, and safely moored her.
Sept. 27	.....do.....	Catboat Daisy; small boat, Zulu.	In a fresh SW. breeze, these boats parted their moorings, and stranded on the beach; pulled them off with launch Relief and made them fast to safe moorings.
Sept. 27	Point Allerton, Massachusetts.	Slp. Vilda.....	The keeper seeing this boat stranded on Great Brewster Island, manned the surfboat, made haste to her assistance, and found that the sloop was bound on a fishing trip with six men who knew nothing of handling her. An anchor and line, taken from the station, was run out, and the vessel hauled off the beach to a safe position, from which she proceeded on her way.
Sept. 27	North Scituate, Massachusetts.	Small boat, no name..	A signal for assistance having been made from this boat, at anchor off Cowen Rock, the keeper sent three surfmen in station dory to her relief. They found two men in the boat, who, because of the strong wind, were unable to row her ashore, and, taking her in tow, they landed her on the beach and hauled her out.
Sept. 27	Gurnet, Massachusetts...	Sailboat, no name..	At 10.15 a. m., the patrol having reported this boat as capsized off Bass Rock, the keeper immediately launched the dory and went to her assistance. While at some distance from her, the two occupants were taken into a nearby boat which proceeded with them to Plymouth. The capsized boat, which was full of water with only the top of the mast showing, was with much difficulty, because of a strong wind and rough surf, taken in tow by the dory, landed safely on the beach, and afterwards delivered to the owner.
Sept. 27	Wood End, Massachusetts.	Br. st. yt. Albacross.	At 3.30 p. m. this vessel, lying in the trough of a rough sea with engine disabled, made a signal of distress. The keeper immediately telephoned to Provincetown for a steamer, then launched the surfboat, went on board, and anchored the yacht to prevent her from going ashore. A fishing steamer then came out and towed her into the harbor.
Sept. 27	Cleveland, Ohio, Lake Erie.	Rowboat, No. 21...	Capsized; the surfboat was launched and, proceeding to her, the life-saving crew found a man clinging to the boat. He was taken to the station and furnished with dry clothing from the supply of the Women's National Relief Association. The boat was righted, towed ashore, bailed, and delivered to the owner.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Sept. 27	Harbor Beach, Michigan, Lake Huron.	Sailboat, Comfort...	This boat, anchored in the harbor, was at 3.30 a. m. discovered by the lookout to be dragging into a steamer lying at the dock; the surfboat was launched, and the life-saving crew, proceeding to her, took her in tow, and anchored her in a safe place.
Sept. 27	Tawas, Michigan, Lake Huron.	Am. sc. Senator....	At 1.30 p. m. this vessel, in tow, passed the station, signaled for assistance, and then anchored. The life-saving crew went on board of her, found that she had 7 feet of water in the hold, manned the pumps and worked at them continuously for 24 hours. The schooner having a steam siphon on board but no fuel to run it, the life-savers made two trips in the surfboat with the vessel's yawl in tow and brought six tons of coal on board. The life-savers assisted also at the pumps on the morning of the 29th instant, and at 1.30 p. m. the vessel left the harbor in tow of a steam lighter.
Sept. 27	Holland, Michigan, Lake Michigan.	Sc. L. B. Forester...	This vessel while seeking an anchorage in a gale of wind fouled her anchor in her bobstays and drifted onto an old wreck. The keeper and crew went to her assistance, cleared the anchor, ran it out to windward, and hove her into deep water.
Sept. 28	Fletchers Neck, Maine....	Dory, no name.....	Adrift, about 3 miles from the station; picked it up, towed it to the station, and posted notice of the fact in the local post-office.
Sept. 28	Wallops Beach, Virginia..	Am. slp. Maud R...	Dismasted, in a fresh breeze and a high sea, and anchored off the bar; the life-saving crew launched the lifeboat, went to her, assisted to get sails and wreckage on board, and then took the three occupants to the station. A tug which had been sent for, arriving later, the life-savers put the men on board their boat, and assisted to heave up anchor and run lines. The sloop was towed into Chincoteague Harbor.
Sept. 28	Cleveland, Ohio, Lake Erie.	Yawlboat, no name.	Adrift and full of water; the life-savers picked her up, bailed her, and made her fast at station to await a claimant.
Sept. 28	Galveston, Texas.....	Slp. Sappho.....	Capized at 3 p. m. in harbor channel, the crew of two men clinging to her side; the life-saving crew launched the surfboat, rescued the men, righted and bailed the sloop, and delivered her to them.
Sept. 28	South Haven, Michigan, Lake Michigan.	Rowboat, no name.	Capized in the surf, throwing the occupant overboard; station crew rescued the man, and assisted him to right and bail out his boat.
Sept. 29	City Point, Massachusetts	Gas. lch. Helen M...	At 3.50 p. m. E. S. Cloutman came to the station stating that his wife, who had left that morning in the Helen M., had not returned, and, fearing that the boat was disabled, requested assistance to find her. The keeper proceeded in launch Relief, and, finding the launch in tow of a catboat, took her line, and towed her to the station float.
Sept. 29	Gurnet, Massachusetts ..	Am. sc. Harry C. Chester.	Stranded on Browns Island; the keeper launched surfboat, went to her, found that she was leaking badly, manned the pumps, and, after two hours work, freed her of water. The tide having risen in the meantime, sail was made, the schooner floated, and anchored in the channel, near the station, to await the arrival of a tug.
Oct. 1	Portsmouth, North Carolina.	Am. sc. Ruby and Bessie.	Took the wrong channel while working into Ocracoke Inlet, and stranded 3½ miles ENE. of station. The following morning the master set his colors for assistance, and at 11.30 a. m. the life-saving crew boarded, and, by working the sails and heaving on the anchors, succeeded in releasing the vessel at 8.30 p. m. They then returned to station and

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903.			
Oct. 1	Portsmouth, North Carolina.	Am. sc. Ruby and Bessie.	carried fresh water to the schooner, her supply having become exhausted.
Oct. 1	Saluria, Texas.....	Gas. lch. Puritan...	Arrived off the station short of fresh water, and was supplied from station cistern. The master was unacquainted with the channels of the vicinity, and the keeper furnished him with sailing directions to his destination.
Oct. 1	Harbor Beach, Michigan, Lake Huron.	Scow, no name.....	Adrift and water-logged, 1 mile S. of station, and the life-saving crew towed it ashore with surfboat, and hauled it up on the beach.
Oct. 1	Sleeping Bear Point, Michigan, Lake Michigan.	Am. sc. George W. Westcott.	Weather-bound in the harbor at Glen Haven, and, at request of the master, surfmen went to her relief and assisted to heave her out to an anchorage, and then to make sail and work her to an offing.
Oct. 1	Manistee, Michigan, Lake Michigan.	Rowboat, no name.	Two men were rowing in this boat, about 1 mile NW. of station, when they broke an oar, and were unable to get through a rough surf breaking across the entrance to the harbor. The life-savers pulled to their aid, and, finding the boat partly filled with water, took the men into the surfboat and towed their boat to shore.
Oct. 2	Blue Point, New York....	Gas. lch. Signa.....	Grounded on a shoal 2 miles NE. of station, at 7 a. m., and surfmen went to her relief in a sloop and hauled her afloat.
Oct. 3	Fletchers Neck, Maine....	Slp. Alice.....	Took the wrong channel and grounded on a rocky bar 1 mile NNE. of station, at 2.30 p. m. Surfmen pulled to her aid in a dory, and, by listing her, succeeded in working her afloat.
Oct. 3	City Point, Massachusetts	Gas. lch. Mary Jane.	Machinery disabled and vessel lying helpless, 1 mile ENE. of station. Surfmen went to her assistance in steam launch and towed her to moorings.
Oct. 3	Deer Park, Michigan, Lake Superior.	St. lch., no name...	Engine broken down, and vessel drifting into the lake, with two men on board. At 9 a. m. the lookout sighted the disabled craft, 2 miles NW. of the station, and surfmen at once pulled to her assistance and towed her to a place of safety with the surfboat.
Oct. 3	Jackson Park, Illinois, Lake Michigan.	Sailboat, no name..	Capized in a strong SW. wind, at 3.30 p. m., 2 miles NE. of the station, the two occupants clinging to the bottom of the overturned craft. The lookout promptly sounded an alarm, and surfmen pulled to the scene in Whitehall boat and rescued one of the imperiled men, while a sailboat picked up the other. The surfmen then righted the capized boat, bailed it out, and towed it to shore.
Oct. 3	Baileys Harbor, Wisconsin, Lake Michigan.	Gas. lches. (3), no names.	At 12 midnight a fresh SW. wind, with high seas, prevailing, one of these launches parted its moorings, drifted foul of the others, and all three struck the pier and were in danger of being dashed to pieces, when surfmen hastened to them and saved them from destruction.
Oct. 5	City Point, Massachusetts.	Gas. lch. Imp.....	Engine disabled and vessel drifting before a strong SSW. wind, upon a lee shore in Dorchester Bay. Surfmen went to her assistance in steam launch, and, at request of the master, who was the only occupant, towed the helpless craft into a harbor.
Oct. 5	Little Beach, New Jersey..	Catboat Katie.....	Stranded at 12.30 p. m. on the shore 1 mile E. of station, and soon filled, the crew of five men landing safely, though chilled and wet. The master set a signal of distress to which the life-savers promptly responded, but, being unable to relieve the vessel on the rising tide, they took the shipwrecked men to the station, supplied them with dry clothing from the stores of the Women's National Relief Association, succored them until the next day, and then transported them in surfboat to the mainland. At low water the catboat was found to be badly damaged, and later she was stripped and abandoned.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Oct. 6	Whitehead, Maine.....	Am. sc. Jubilee.....	Stranded at 4 p. m. on a rocky ledge 4 miles ENE. of station, the casualty occurring through baffling winds and strong currents. The life-saving crew hastened to her relief, but could do nothing until the flood tide, when she floated uninjured, and they towed her clear of the ledges with the surfboat.
Oct. 6	City Point, Massachusetts.	Slp. yt. Bonnie Boy.	Stranded on rocks 1½ miles ENE. of station and was hauled afloat uninjured by the life-saving crew in the surfboat.
Oct. 6	South Manitou Island, Michigan, Lake Michigan.	Am. sc. Harry Ransom.	At 4 p. m. the keeper received notice from the weather bureau of a heavy storm approaching from SE., and observing this vessel anchored in dangerous proximity to the lee shore, he at once boarded her and warned the master, who immediately procured a tug and towed to a safe anchorage.
Oct. 6	Old Chicago, Illinois, Lake Michigan.	Slp. yt. Thorbjorn..	Parted moorings at 11.30 p. m. in a southerly gale and collided with S. pier, where she was in danger of pounding to pieces in a rough sea. The life-saving crew pulled to her in surfboat, got a hawser on board, and towed her to a secure berth.
Oct. 6	Fort Point, California...	Skiff, no name.....	Drifting unattended to sea and was observed and reported by the lookout at 2.30 a. m., whereupon the crew launched surfboat, recovered the skiff, and towed it to the station.
Oct. 7	Seabright, New Jersey....	Br. str. Terence.....	Stranded on Highlands Beach at 4. a. m. during thick weather. The life-saving crew boarded at 6.45 a. m. and ran hawsers to two tugs, which, however, could not haul the ship afloat. The surfmen then returned to the station with a telegram for the agent, who employed a wrecking company to release the vessel, the work being accomplished at 8.30 p. m.
Oct. 7	Ludington, Michigan, Lake Michigan.	Sailboat, no name..	Broke adrift in a gale and was in danger of beating to pieces against a pier, when the life-savers went to her assistance and tracked her to a secure berth.
Oct. 7	White River, Michigan, Lake Michigan.	Am. sc. Elizabeth...	Lying in an exposed situation at a pier during a strong S. wind with seas running high. At 3.30 a. m., in compliance with the request of the master, surfmen assisted in warping the vessel to a secure berth.
Oct. 7	Muskegon, Michigan, Lake Michigan.	Rowboats (7), no names.	At noon a telephone message was received from a boatman on the water front, who stated that his boathouse was being undermined and wrecked by the high seas, and that he was unable to save his boats, seven in number. The keeper and 5 surfmen immediately went to his assistance, got the boats free of the wreckage, and took them to a secure place.
Oct. 7	Old Chicago, Illinois, Lake Michigan.	Yt. Mawaja.....	Parted moorings at 12.10 a. m. and drifted foul of a pier, against which she was in danger of pounding to pieces in the rough sea. Surfmen pulled to her relief in surfboat, towed her inside, and moored her securely.
Oct. 8	City Point, Massachusetts.	Slp. yt. Louise.....	Parted moorings in a fresh SE. wind and drifted foul of a landing float in Dorchester Bay. At request of the owner, the life-saving crew towed her to moorings with their steam launch.
Oct. 8	.....do.....	Slp. yt. Anthony...	Parted moorings, at 11 p. m., in a strong ESE. wind and fouled another vessel, moored under her lee. Two surfmen in patrol launch cleared the vessels, and anchored the Anthony in a safe berth.
Oct. 8	Caffeys Inlet, North Carolina.	Sailboat Leon Bruce	Capized in a squall, at 11 a. m., 14 miles S. of station, throwing overboard the man in charge, who was the sole occupant. The lookout immediately gave the alarm, and surfmen hastened to the rescue in a small boat, picked up the imperiled man and took the boat to shore.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903.			
Oct. 8	Grand Haven, Michigan, Lake Michigan.	Am. str. John Latham.	Lost her rudder in a fresh WNW. wind and rough sea and at 7.40 a. m., when about 1½ miles NW. of station, sounded her whistle for help. The keeper at once telephoned for a tug, then pulled to the distressed craft in surfboat and stood by her until the tug arrived and towed her into port.
Oct. 9	Hampton Beach, New Hampshire.	Rowboats (2), no names.	At 1 a. m. the N. patrol found a rowboat that had swamped at its moorings, and secured the oars and sails, removing them to a safe place. At 7 a. m. the keeper and 3 surfmen recovered a boat that had parted from its moorings, and hauled it up on the beach.
Oct. 9	City Point, Massachusetts.	Slp. yts. (3) Ariel, Evelyn, and Nautilus; and sc. yt. Trevor.	During the strong easterly gale that prevailed this date these yachts parted their moorings and went adrift, the life-saving crew recovering and securing them as the casualties occurred.
Oct. 9	.....do.....	Slp. yts. (2) Creon and Colanthe.	Stranded in Pleasure Bay during an easterly gale and were floated by surfmen, on the flood tide.
Oct. 9	Long Beach, New York..	Slp. Gad.....	Broke adrift from her moorings 2 miles W. of station and capsized. Surfmen towed her to the beach, righted her, bailed her out, and secured her; the owner claimed and received her on the 22d.
Oct. 9	Little Gull, North Carolina.	Am. sc. N. J. Mercedes.	Parted her anchor cables in a NNW. gale, at 11 p. m., and stranded 2½ miles N. of the station. In the morning her signal of distress was reported by the lookout, and surfmen boarded her in a flatboat, ran an anchor, hove her afloat, and took her into a creek, where she lay in safety until the storm abated.
Oct. 10	Salisbury Beach, Massachusetts.	Dory, no name.....	The sunset patrol S. found a dory pounding bottom in the surf, and, procuring rollers, he hauled it to a secure position on the beach.
Oct. 10	Gloucester, Massachusetts.	Gas. lch. Bertha C...	At anchor in an exposed situation 1½ miles NE. of station, and in danger of being wrecked in the prevailing NE. gale and rough sea. Upon the request of the owner the life-saving crew towed her clear of a point of rocks close to leeward, then made sail and worked her to a safe anchorage.
Oct. 10	City Point, Massachusetts.	Slp. Nokomis.....	Parted moorings in a NE. gale, and was drifting rapidly to leeward, when surfmen reached her in steam launch Relief and towed her to an anchorage.
Oct. 10	.....do.....	Slps. (4) Izeyl, Wasp, Petrel, and Creon, and sc. Veteran.	These vessels stranded at various points within range of the station during the NE. gale of this date, and the life-saving crew assisted to get them afloat and anchor or moor them, as circumstances required.
Oct. 10	.....do.....	Slp. Lillian.....	Parted moorings in a NE. gale and drifted foul of City Point Pier, against which she threatened to pound to pieces, when the station crew arrived in launch Relief and towed her to an anchorage.
Oct. 10	Tathams, New Jersey....	Am. slp. Stella.....	Parted her anchor cable in a heavy NE. gale with rough sea, became water-logged and drifted rapidly toward the lee shore. The life-saving crew discovered her at 7 a. m., 1½ miles SSW. of station, and at once boarded her in the surfboat, bailed her out, and towed her to an anchorage in Beach Creek.
Oct. 10	Cobb Island, Virginia.....	Am. sc. Alice Parks.	Parted anchor cables in a NE. gale, and, at 10 a. m., drifted foul of the station bridge. The surfmen supplied the vessel with an anchor and cable, and warped her to a secure anchorage, and the crew of three, having no quarters or provisions on board, were given food and shelter at the station until the storm abated. two days later.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Oct. 10	Smith Island, Virginia....	Am. slps. (4) Missouri, Hawk, Mary Washington, Maude and Ellis.	During the high northerly gale of this date these vessels, all small oystermen, parted from their anchors and stranded high up on the beach to the northward of the life-saving station. Their crews, fifteen men all told, landed without mishap, and were succored at the station until the storm abated, two days later. For several days thereafter surfmen assisted in floating the stranded craft, none of which suffered serious injury.
Oct. 10	.....do.....	Am. slp. Oregon....	Stranded during a high northerly gale, 4 miles NE of station, the crew landing with but little difficulty. The surfmen, who proceeded to the vessel upon hearing of the casualty, could not release her at the time, as she was fast aground; but on December 7 following, during an unusually high tide, they assisted the crew in getting her afloat, she having sustained no damage.
Oct. 10	Virginia Beach, Virginia..	Am. sc. Ocean Belle	At 2 p. m., during a gale of hurricane violence, with thick weather, the N. patrol reported that between squalls he had seen the protruding spars of a sunken vessel about 2½ miles N. of the station, and the keeper immediately dispatched the crew to the beach, on lookout for survivors of the wreck. The surfmen soon found a man in an almost exhausted condition, and two of them took him to the station, where he was given stimulants, wrapped in blankets, and put to bed. Meantime Surfman W. N. Capps found a man struggling in the surf, and immediately plunged in, brought him ashore, and dragged him to a sheltered place behind the sand hills, where he was found by other surfmen and taken to the station. Capps then hastened back to the beach and soon discovered another man in the surf. Quickly divesting himself of rubber boots and oil clothes the surfman again rushed in and brought the drowning man to shore. The keeper, meantime, had sent a wagon alongshore, carrying a physician with stimulants, and Capps and the rescued man were carried to the station in the wagon, both so completely exhausted as to require the use of stimulants. When the rescued men had sufficiently recovered, they stated that they were from the schooner barge Ocean Belle, which had foundered about a mile from the beach, and that the master and one seaman had drowned. The body of the master washed ashore next day, and, after being prepared by an undertaker, was shipped, with his trunk, also found on the beach, to his widow in Philadelphia. The body of the lost seaman was recovered two days later near False Cape station, and was given decent burial. The survivors were succored at the station for two days, and were provided with clothing from the stores of the Women's National Relief Association. (For detailed account see caption "Loss of life;" also see letter of acknowledgment.)
Oct. 10	Dam Neck Mills, Virginia..	Am. sc. Nellie V. Howlett.	At 10.05 a. m., during a strong NE. gale, with sea running very high and a blinding rain storm, the N. patrol sighted this three-masted schooner about a mile offshore, apparently unmanageable. He promptly reported to the keeper, who, judging that she must strike, immediately mustered his crew, ordered out the beach apparatus, and started alongshore, accompanied by several fishermen, who volunteered to assist. At 12.05 p. m., 3 miles S. of the station and 350 yards

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Oct. 10	Dam Neck Mills, Virginia.	Am. sc. Nellie V. Howlett.	from the beach, the schooner struck, and, with the heavy surf constantly pounding her, soon began to break up. The life-savers at once brought the Lyle gun into play, and, after four unsuccessful shots, fired a fifth that carried a line across the spanker boom, within reach of the shipwrecked crew. Before leaving the station the keeper had tried to telephone the Little Island crew, but failed, as the storm had broken down the wires. The safety of the inhabitants of Little Island had been menaced by sea and gale, and the surfmen had only just returned from transporting their families to a place of safety, when the lookout, through the rain and flying spray, dimly discerned the wreck, 4 miles distant, and keeper and crew mounted horses and hastened to the scene of disaster, arriving just as their comrades had fired the successful shot. The drifting wreckage seriously hampered the efforts of the surfmen, but they finally got a hawser to the schooner and landed the crew, eight all told, in the breeches buoy. The rescued men were provided with dry clothing from the stores of the Women's National Relief Association and were succored at the station for two days. The vessel proved a total wreck but most of her cargo of lumber was saved. (See letter of acknowledgment.)
Oct. 10	Duluth, Minnesota, Lake Superior.	Rowboat, no name.	At 2 a. m. of the 11th the keeper received information that a young man, Mr. Arthur Newman, had been missing from his home since about 8.30 the previous evening, when he had left his sister to procure a boat to transport them to their home. The life-savers at once instituted a search and at 4 a. m. found the boat lying swamped in Lake Avenue slip, 1 mile from the station. Part of the crew towed the boat to the station with the surfboat, while the keeper and one surfman remained on the scene and at 8.30 a. m. recovered the body and delivered it to the coroner. No clue as to the reason of the accident was obtainable, but it is probable that Mr. Newman fell overboard while attempting to land and, being unable to swim, soon drowned.
Oct. 10	Durants, North Carolina.	Am. sc. Annie C. Thomas; slp., no name.	These vessels, both small craft, stranded 1 miles SW. of station during a fresh NNW. gale, and were floated and taken to safe anchorage by the life-saving crew.
Oct. 10	Tawas, Michigan, Lake Huron.	Sailboat, no name.	Stranded and filled, at 5 a. m., 2 miles NE. of station, a fresh W. wind prevailing. The NE. patrol reported the casualty and surfmen hastened to the distressed craft, bailed her out, and hauled her up on the beach.
Oct. 11	Fletchers Neck, Maine.	Sc., no name.	Parted her anchor cable in a fresh wind and rough sea, and stranded $1\frac{1}{2}$ miles NW. from station; no crew on board. The N. patrol discovered her at 5.40 a. m. and surfmen went to her relief, but, finding her so badly stove in as to make repairs doubtful, they stripped her and removed her sails, spars, and rigging to a secure place.
Oct. 11	City Point, Massachusetts.	Slp. Alice; slp., no name; cat boat Maud S.; catboat, no name; gas. lch. Marion; Am. scs. (2) Ida, and Raven.	These vessels, all small craft, parted moorings or dragged during the NE. gale of this date, and stranded at various places within scope of station operations. The life-saving crew assisted in floating them, and in mooring, anchoring, or getting them under way, as the occasion in each case demanded.
Oct. 11	Manomet Point, Massachusetts.	Dory, no name.	During a NE. gale the surfman on S. patrol in the middle watch found a fisherman's dory bottom up in the surf. Being

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903.			
Oct. 11	Manomet Point, Massachusetts.	Dory, no name	unable to recover it alone, he called the owner, who lived near by, and assisted him to secure his property.
Oct. 11	Zachs Inlet, New York....	St. Ich. Paquita	Stranded at 11.30 a. m., 12 miles NE. of station, a strong NE. wind prevailing. At high water surfmen ran anchors with the surfboat, then boarded the launch, and assisted the crew to heave her afloat.
Oct. 11	Popes Island, Virginia....	Slp. Minnie Frances	Stranded in the night, during a strong NNE. gale, 2 miles N. of station. Early in the morning the lookout sighted her flag at half-mast, and the life-savers pulled out in surfboat and brought the crew to the station for shelter. The next day, the storm having abated, the surfmen carried the men back to their vessel, which they succeeded in floating at high water.
Oct. 11	Assateague Beach, Virginia.	Am. slp. Alberta....	Lost one anchor and dragged the other during a NNE. gale, and, at 7.45 a. m., stranded 2 miles S. of station. The surfmen hastened to her relief, and, fearing that she would drag over the point on the flood tide and be driven to sea, they made sail on the vessel, worked her afloat, and piloted her to a safe anchorage.
Oct. 11	.....do	Am. sc. E. A. Cranmer.	Stranded and swamped, 2 miles S. of station, during a strong NNE. gale. The two men constituting her crew landed in safety and were succored at the station for 36 hours. At low water on the 13th the surfmen boarded the vessel, pumped her free of water, calked her defective seams, and, as the tide made, hove her afloat and anchored her in good water.
Oct. 11	Hog Island, Virginia.....	Am. sc. Benjamin Russell.	Encountered a violent NE. gale off the New Jersey coast on the 10th and ran before wind and sea until 10.30 a. m. of the 11th, when she crossed Hog Island Bar, rounded to, and anchored; but, being unable to hold on, dragged into heavy breakers 3 miles SSE. of the station, lay pounding heavily, with the sea sweeping over her, and soon swamped. After a three hours' struggle with the elements the life-saving crew reached the distressed craft in the surfboat, rescued the crew of five men by taking them one by one from the jib boom, and started back for the station, but were unable to weather the storm, and finally effected a landing on Cobb Island, and then went to Cobb Island station, where all were succored over night and the shipwrecked men were provided with dry clothing from the stores of the Women's National Relief Association. The next day they proceeded to the Hog Island station, and the shipwrecked crew were there given food and shelter for four days. The Russell was floated after her cargo of lumber had been thrown overboard, and later towed to Norfolk for repairs. (See letters of acknowledgment.)
Oct. 11	Wash Woods, North Carolina.	Am. sc. Mabel Rose.	This vessel, laden with lumber, became water-logged in a strong NNE. gale, and, at 6 p. m., struck on the outer reef, 1 of a mile SE. of the station. The life-saving crew, who had observed her before she struck, were unable to reach her with wreck gun or lifeboat on account of the storm, high seas, and location of the wreck, but stood by with the beach apparatus, ready at the first opportunity to rescue the crew. At midnight the schooner beat over the reef, and, at 3 a. m., the receding tide enabled the surfmen to bring the Lyle gun within range. They soon fired a line on board the wreck, rigged gear, and safely landed the crew, eight all told, by the breeches buoy.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Oct. 11	Wash Woods, North Carolina.	Am. sc. Mabel Rose.	During the night two surfmen from Penneys Hill station arrived, and assisted at the rescue work. The shipwrecked company were provided with dry clothing from the stores of the Women's National Relief Association, and were succored at the station for two days. The schooner proved a total loss, but the greater part of her cargo was saved.
Oct. 11	Paul Gamliels Hill, North Carolina.	Am. sc. J. B. Holden.	Stranded at 2 p. m. 1½ miles N. of station; fresh N. wind and high surf. The life-saving crew reached the scene with the beach apparatus at 2.15, and at the third shot with the Lyle gun laid a line between her fore and main masts, and soon had the breeches buoy in operation. Meanwhile the crew of Caffey's Inlet station arrived and assisted in the rescue work. The shipwrecked crew of seven men were landed in safety, and were given dry clothing from the supplies of the Women's National Relief Association, and succored at the station for three days. The schooner proved a total wreck and was abandoned by the owners.
Oct. 11	Kitty Hawk, North Carolina.	Yawl boat, no name.	During the middle watch the S. patrol found a slightly damaged yawl boat on the beach. The crew hauled it to a safe point above high-water mark, and the keeper reported it to the Commissioner of Wrecks.
Oct. 11	Charlotte, New York, Lake Ontario.	Slp. yt. Nox.....	Parted moorings in a fresh NE. wind, at 12.50 a. m., and stranded 150 yards W. of station. The life-saving crew ran an anchor with the surfboat, then boarded the sloop and hauled her afloat un-injured.
Oct. 11	Erie, Pennsylvania, Lake Erie.	Slp. Spray.....	Capsized in a fresh breeze at 12.56 p. m. 1½ miles W. of station, throwing overboard two men, who clung to the bottom of the overturned craft. The life-saving crew put out in the surfboat, rescued the men, and landed them, then returned to the sloop, righted it, towed it into shoal water, and bailed it out.
Oct. 11	Coquille River, Oregon ...	Skiff, no name.....	At 6.30 a. m. a surfman observed this boat drifting to sea on a strong ebb tide, and, jumping into a small rowboat, he pulled to the derelict craft and towed it to the station.
Oct. 12	Hunniwells Beach, Maine.	Br. sc. Hattie C.....	This schooner endeavored to sail into the mouth of the Kennebec River, but was carried to leeward by a strong NE. wind and ebb tide. She dropped anchor close to the breakers along Popham Beach, ½ mile SE. of station, and lay pounding the bottom in a rough sea. The life-saving crew immediately boarded in the surfboat, and, by making sail, forced the endangered craft offshore a short distance, then laid out an anchor, which held her in place until the tide turned, when they kedged her into deep water, and a tug took her in tow. (See letter of acknowledgment.)
Oct. 12	City Point, Massachusetts.	Gas. lch., no name ..	Parted moorings during the night, and drifted on rocks near the pumping station, 1½ miles SW. of the life-saving station. Surfmen went to her aid in steam launch Relief, and, finding that she had stove her bottom planking and filled, towed her across the bay and beached her in a safe place.
Oct. 12	Block Island, Rhode Island.	Am. slp. Dauntless ..	Parted moorings in a strong northeaster, and stranded and filled, at a point 3 miles NE. of station. At request of the master the life-saving crew proceeded to the vessel, on the following day, and assisted to free her of water and get her afloat.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Oct. 12	Aransas, Texas.....	Bge. Thomas.....	While entering the harbor in tow of a tug this barge struck a submerged jetty, sprang a leak, and began to fill. In response to the tug's whistle for help the surfmen boarded the barge, already half full of water, and by pumping and balling kept her afloat until the tug ran her aground on mud flats inside the harbor.
Oct. 12	Lake View Beach, Michigan, Lake Michigan.	Catboat, no name...	On the morning of this date Jacob Grow, a fisherman, accompanied by two boys, Charles Hyde and Dan McMillan, aged 17 and 16 years, respectively, sailed out into the lake in this boat on a duck shooting expedition. During the forenoon the wind blew fresh, but, after noon, fell to a light breeze, while the sea was moderate. The boat was seen only twice by the station lookout and then indistinctly, as the weather was dark and cloudy. About 3 p. m. the hunters sighted a flock of ducks, and the two boys imprudently sprang to the lee side of the boat, which capsized, throwing the occupants overboard, the accident occurring about 2½ miles S.E. of the station and a mile from shore. Mr. Grow succeeded in casting adrift the mast and sail and, righting the boat, got the boys into it then seated himself astride of the bow and slowly sculled the water-logged craft toward the shore, fortunately being favored by a fair wind. Several times they capsized, but Mr. Grow stuck bravely to his work, each time righting the boat and assisting the boys, who were poor swimmers, back to their places. When only 100 feet from the shore they capsized for the last time, and Hyde, exhausted by the terrible ordeal, lost his hold on the boat and drifted away from it. Grow swam after the lad, who had now become lifeless, and grasped him, but McMillan also gave out at this time and, unable to save both, Grow seized the latter and succeeded in taking him to the beach, 2½ miles S.E. of the station. Keeper Plough, who was on his way from town to the station, learned from a small boy that an accident had occurred, and hastening alongshore, found the man and boy exhausted to the point of helplessness. With the aid of a passer-by he took them to the nearest residence, where they were succored until able to go home. Meantime the life-saving crew had learned of the disaster and arrived on the scene. Later in the evening the keeper found the body of the drowned lad and delivered it to the coroner.
Oct. 12	South Manitou Island, Michigan, Lake Michigan.	Am. str. Anspach...	Disabled 5 miles NW. of station by a broken propeller and sounded whistle for assistance. The life-saving crew at once pulled to the vessel in surfboat; then, at request of master, returned to the station and wired for a tug to tow the distressed craft to Manistee for repairs.
Oct. 12	Point Adams, Oregon	House boat, no name	Parted moorings and drifted down the river at 9.15 p. m.; no one on board. At request of owner the station crew put out in surfboat found the derelict craft foul of an old fish trap, and towed it to moorings near the station.
Oct. 12	Umpqua River, Oregon...	Skiff, no name.....	Drifting unattended down the river. Surfmen recovered the boat and later returned it to the owner.
Oct. 13	Point of Woods, New York.	Am. sc. Annie Louise.	At 12 m. the lookout reported this vessel aground 1 mile NW. of station, and surfmen pulled to her aid and hove her afloat by means of a line, which they ran to another vessel at anchor near by.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903.			
Oct. 13	South Haven Michigan, Lake Michigan.	Skiff, no name.....	Drifting out of harbor at 3.30 a. m. and the surfman on lookout pulled after it in a rowboat and towed it to the station.
Oct. 13	Coos Bay, Oregon.....	Sailboat, no name ..	At 7.30 p. m. two men in a rowboat landed at the station and reported that they had heard cries of distress off Eureka docks, but, on account of the darkness, could not locate them. The life-saving crew immediately put out in surfboat, and, after pulling about the bay for some time, found a man in a stupor, clinging feebly to the bottom of a capsized sailboat. Quickly securing the sailboat with the surfboat's anchor, the life-savers took the man to the station, restored him to consciousness, and provided him with the necessary comforts. The next day they recovered the appurtenances belonging to his boat, they having gone adrift, and towed the boat to the station.
Oct. 14	City Point, Massachusetts.	Dory, no name.	Arrived at the station in charge of two men who were intoxicated, and, fearing an accident, the surfmen took charge of the dory, and carried the men to City Point landing in steam launch Relief.
Oct. 14	Coos Bay, Oregon.....	Sailboat, no name ..	Swamped and stranded in the bay, 1½ miles from the station. The life-saving crew floated the boat, towed it to the station, and the following day delivered it to the owner.
Oct. 15	Erie, Pennsylvania, Lake Erie.	Nph. lch. Kite.....	Broke connecting rod, at 5.30 p. m., and drifted ashore 8 miles W. of station, the three occupants being unable to make repairs or get her afloat. Learning of the casualty by telephone, at 8.30 p. m. the life-saving crew proceeded to the relief of the distressed craft, in the surfboat, got her afloat, towed her to the station, and moored her in a safe place.
Oct. 16	Metomkin Inlet, New Jersey.	Am. sc. Shamrock ..	Grounded at 8 a. m. on the bar 2 miles SE. of the life-saving station. The crew at once boarded in surfboat and were about to lay out an anchor when the tide cut under the stranded craft, floating her, and, after assisting her crew to make sail, the surfmen returned to the station.
Oct. 16	Brazos, Texas.....	Am. sc. Josephine D.	Missed stays in a light breeze with strong tide, and stranded on the shore of Brazos Island, ½ mile NE. of station. The life-saving crew assisted in removing about 5 tons of freight from the vessel, but, owing to high surf, were unable to get her afloat until the 19th, when they ran an anchor offshore, hove the schooner off the beach, and assisted her crew to make sail. As the schooner was but a small craft, her crew of two were provided with food and quarters at the station while she lay ashore.
Oct. 16	Grand Haven, Michigan, Lake Michigan.	Am. sc. Swan.....	Stranded during a fresh WSW. wind, at 12.30 p. m., 2½ miles S. of station. As she was a small vessel, drawing only 18 inches of water, she brought up close to the shore. Her crew, two men, were provided with clothing from the stores of the Women's National Relief Association, and were succored several days at the station. On the 21st the life-saving crew got the vessel afloat and took her into harbor.
Oct. 17	Burnt Island, Maine.....	Am. sc. Post Roy...	Stranded at 11.30 p. m. on Burnt Island, ½ mile SW. of station. Rough sea, strong wind, and misty weather. The SW. patrol discovered the casualty at 12.30 a. m. of the 18th, and, after firing a Coston signal, which was answered from the vessel, he hastened to the station and reported. The life-saving crew in surfboat pulled to the wreck, but finding the sea too rough for them to go alongside returned to the station and started overland with the beach apparatus. Meantime the

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Oct. 17	Burnt Island, Maine	Am. sc. Post Boy ...	vessel drifted close to the shore, and the crew (five men) landed by climbing along the main boom. Being wet and destitute, they were provided with clothing from the stores of the Women's National Relief Association, and succored at the station for 12 hours, when the surfmen transported them to Port Clyde. Vessel and cargo, valued at \$5,300, were lost.
Oct. 17	Spermaceti Cove, New Jersey.	Fr. bk. Bayard.....	At 11 a. m., during foggy weather with light southerly wind, this vessel ran aground $\frac{1}{2}$ mile SE. of the station. The life-saving crew immediately pulled to her relief in the surfboat, but at the master's request returned to the shore and telegraphed for assistance. The following day three tugs arrived and made a futile attempt to haul the bark afloat, then gave her up to a wrecking company, which succeeded in floating her at high water the next day. Fouled her propeller with weeds and lay helpless a short distance from the station. The surfmen manned a boat and towed her to a secure anchorage, then transported her crew of three across the channel to enable them to reach their homes.
Oct. 17	Erie, Pennsylvania, Lake Erie.	Nph. lch. Geneva...	Early in the morning the keeper discovered this boat adrift in the lake, $\frac{3}{4}$ miles E. of the station, and procured a tug, which towed it to the station.
Oct. 17	Beaver Island, Michigan, Lake Michigan.	Sailboat, no name..	Parted anchor cable and stranded on the shore of Black Lake. The station crew went to her relief, ran a line to her anchor, hauled her afloat, and secured her at anchor.
Oct. 17	Holland, Michigan, Lake Michigan.	Slp. yt. Snipe.....	This steamer sprang a leak while en route from Buffalo to Chicago with coal, and was hugging the weather shore for safety when she stranded on Whitefish Point, 7 miles NNE. from the station. The life-saving crew were unable to tell whether she was aground or not until the tug Annie D. arrived and informed them, when they telephoned for a powerful tug, then proceeded to the New Orleans in tow of the Annie D., arriving at 6.30 p. m. They at once set to work with the ship's crew to jettison the cargo, and at 10 p. m. the tug Duncan City arrived and attempted to haul the stranded craft afloat but failed. The efforts were continued until the evening of the 18th, when a strong wind and rough sea rendered the work dangerous, and the surfmen took the shipwrecked crew to Baileys Harbor, 17 miles distant, the tugs also putting into port. On the following morning both the Baileys Harbor and Sturgeon Bay Canal life-savers towed to the New Orleans, but found that she had shifted position and filled during the stormy weather in the night, and her crew abandoned her and took passage on the tug Duncan City for port, the surfmen returning to their stations. The underwriters took charge of the New Orleans and succeeded in floating her on the 24th instant.
Oct. 17	Sturgeon Bay Canal, Wisconsin.	Am. str. New Orleans.	Engine broken down and vessel lying helpless, $\frac{1}{4}$ of a mile SSW. of station. A surfman on patrol discovered the disabled craft and telephoned to the keeper, and the life-saving crew went to her relief in surfboat, anchored her with surfboat anchor, landed her crew of two men, and the following day towed her into harbor. Carried away her mainsail in a strong NW. wind, anchored in a precarious situation on a lee shore, and made a signal of distress. Surfmen hastened to her assistance in steam launch and towed her to a landing, where she could lie in safety.
Oct. 18	Nahant, Massachusetts ..	Nph. lch., no name..	Engine broken down and vessel lying helpless, $\frac{1}{4}$ of a mile SSW. of station. A surfman on patrol discovered the disabled craft and telephoned to the keeper, and the life-saving crew went to her relief in surfboat, anchored her with surfboat anchor, landed her crew of two men, and the following day towed her into harbor. Carried away her mainsail in a strong NW. wind, anchored in a precarious situation on a lee shore, and made a signal of distress. Surfmen hastened to her assistance in steam launch and towed her to a landing, where she could lie in safety.
Oct. 18	City Point, Massachusetts	Slp. Tramp.....	Engine broken down and vessel lying helpless, $\frac{1}{4}$ of a mile SSW. of station. A surfman on patrol discovered the disabled craft and telephoned to the keeper, and the life-saving crew went to her relief in surfboat, anchored her with surfboat anchor, landed her crew of two men, and the following day towed her into harbor. Carried away her mainsail in a strong NW. wind, anchored in a precarious situation on a lee shore, and made a signal of distress. Surfmen hastened to her assistance in steam launch and towed her to a landing, where she could lie in safety.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903.			
Oct. 18	City Point, Massachusetts	Gas. lch. Rose.....	Lost her rudder while crossing Dorchester Bay and surfmen towed her to moorings with station launch.
Oct. 18	Gurnet, Massachusetts...	Am. sc. Luther T. Garretson.	Ran aground near Bass Rock buoy, 12 miles SSW. of the station, at 1 p. m. Surfmen boarded her and ran a kedge, to which she swung on the flood tide, and later a tug towed her into port.
Oct. 18	Assateague Beach, Virginia.	Slp. yt. Athene.....	Dragged anchor in a strong breeze and at 7 a. m. stranded $1\frac{1}{2}$ miles S. by E. from the station. The life-saving crew went to her aid in surfboat, recovered her yawl boat, which had gone adrift, then ran an anchor, and at high water assisted the crew to heave their vessel afloat and get her under way.
Oct. 18	Santa Rosa, Florida.....	Skiff, no name.....	Swamped by a heavy sea, $2\frac{1}{2}$ miles WNW. of station. The lookout at once gave the alarm, and the life-savers hastened to the scene in the surfboat. As they drew near the skiff she capsized, throwing overboard her sole occupant. The surfmen rescued the imperiled man and towed his boat into the harbor.
Oct. 18	Buffalo, New York, Lake Erie.	Slp. yt. Wilhelmina.	Carried away her rudder and stranded, staving a hole in her side as she struck. Surfmen assisted to get her afloat, towed her to the station with the surfboat, landed her crew, four in number, and later delivered her to owner.
Oct. 19	City Point, Massachusetts	Catboat Gertie.....	Stranded $\frac{1}{2}$ mile S. by E. from the station, and surfmen hauled her afloat with steam launch.
Oct. 19	Oswego, New York, Lake Erie.	Slp. yt. Nautilus...	Parted moorings and drifted ashore $\frac{1}{2}$ mile E. of station. The life-saving crew pulled to the stranded craft at 5.30 a. m., but being unable to get her afloat notified the owner, who employed a tug for the purpose. After removing the sails and rigging from the vessel, the surfmen ran her line to a tug, which hauled her afloat uninjured.
Oct. 19	Charlevoix, Michigan, Lake Michigan.	Catboat Sea Gull....	Lost her sails in a fresh SW. wind, and at 9.30 p. m. was forced to anchor dangerously near the beach, $\frac{1}{2}$ mile N. of station, and the two men on board burned signals of distress. After answering with a Coast signal, the N. patrol apprised the life-saving crew of the casualty, and they manned the surfboat and towed the endangered craft into port.
Oct. 19	White River, Michigan, Lake Michigan.	Sc. Ada Caroline....	This schooner, a small vessel, grounded at the entrance to White Lake, and station crew ran her anchor and hove her afloat.
Oct. 20	Plum Island, Wisconsin, Lake Michigan.	Gas. lch. Dolphin...	Machinery broke down and vessel came to anchor dangerously near shore, $1\frac{1}{2}$ miles NE. by N. from station, a strong northerly wind with rough sea prevailing. The casualty occurred at 5.10 a. m. and was immediately reported by the lookout, whereupon the surfmen put out in the lifeboat and succeeded in towing the disabled craft into Detroit Harbor.
Oct. 21	Santa Rosa, Florida.....	Skiff, no name.....	Drifted ashore 2 miles W. of station, and surfmen recovered it and held it to await owner.
Oct. 22	City Point, Massachusetts	Gas. lch., no name..	Disabled by breaking down of engine, and surfmen towed it to a yacht-club landing with steam launch.
Oct. 22	Barneget, New Jersey....	Skiff, no name.....	Two fishermen were crossing the bar $1\frac{1}{2}$ miles NE. of the station in this skiff, which was heavily laden with fish and fishing gear, when a heavy sea capsized the boat, throwing the occupants overboard. Two surfmen, who were fortunately near at hand in another boat, rescued the men, and others of the station crew soon arrived and helped to right the capsized skiff and recover the fishing gear.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Oct. 22	Cleveland, Ohio, Lake Erie.	Nph. lch. Resolute.	Machinery became disabled and vessel was drifting rapidly toward the beacon, $\frac{1}{2}$ mile S.W. of station, when surfmen reached her in their dingey and towed her into the harbor.
Oct. 22	Grand Marais, Michigan, Lake Superior.	Am. sc. Saveland...	About 7.10 a. m. the steamer Gettysburg, with the schooners Buffalo and Saveland in tow, headed in for the harbor, seeking shelter from the fierce N.W. gale prevailing. The Buffalo and Gettysburg entered in safety, but the Saveland parted her towline, then dropped anchor and made a signal of distress. The life-saving crew manned the surfboat and pulled for the vessel, but she dragged her anchors and drifted into the pile dike E, of the station. Owing to the heavy surf and the danger of staving their boat on the piles, which had been cut off at the water's edge, the surfmen were compelled to return to the harbor and approach the vessel from the inside. They finally succeeded in getting under her quarter, and rescued the crew, one by one, as they climbed down a swinging ladder, then dropped the boat astern, and were towed into the harbor by a power boat that had reached the scene. The shipwrecked crew, seven in number, were succored at the station until the next day, and were provided with clothing from the stores of the Women's National Relief Association. The Saveland filled and sank, but did not break up.
Oct. 22	Pentwater, Michigan, Lake Michigan.	Am. sc. Mary Ludwig.	Lying in an exposed berth, pounding dangerously against the pier in a rough sea, and surfmen assisted in warping her to secure moorings.
Oct. 23	Wallops Beach, Virginia.	Am. slp. Warren Burr.	Struck on Gunboat Bar $1\frac{1}{2}$ miles NNE. of station at about 7.15 p. m., came to anchor in a dangerous situation, and burned a night signal for help. The N. patrol answered the signal with a Coston, then hastened to report at the station, and the life-saving crew pulled to the sloop in the surfboat, got her underway, and piloted her into the harbor.
Oct. 24	Hunniwells Beach, Maine.	Fish boat, no name.	Sprang a leak and foundered at her moorings, $\frac{1}{2}$ mile ENE. of station. Surfmen pulled to her aid, and after slinging her with lines, which they hauled taut and belayed in surfboat, worked her upon a shoal, where the water would leave her at low tide.
Oct. 24	Race Point, Massachusetts.	Am. sc. Dawson City.	At 8 p. m., a strong NNW. wind and rough sea prevailing, this schooner stranded on the bar $1\frac{1}{2}$ miles W. of the station. As soon as she struck three of the crew took to a dory and succeeded in reaching Provincetown Harbor, while the rest, fourteen men, remained by the vessel. The W. patrol soon discovered the disaster, and it being too rough to pull alongshore the life-savers transported their surfboat by land, launched to leeward of the wreck, and after a perilous trip landed seven of the shipwrecked men. They attempted a second trip but the breakers swept them back on the beach, the steering oar being broken and the stern-post of the surfboat carried away. Observing that the vessel was working inshore, the keeper dispatched surfmen for the beach apparatus belonging to the Massachusetts Humane Society, which was near at hand. Meanwhile the schooner shifted within hailing distance, and under the direction of the keeper, her crew veered a dory to the beach by a long line, which was used for sending a hawser aboard, and the balance of the crew, seven men, were soon

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903.			
Oct. 24	Race Point, Massachusetts.	Am. sc. Dawson City.	landed by the breeches buoy, and were succored at the station for 24 hours. The schooner proved a total loss.
Oct. 24	Coos Bay, Oregon.....	Rowboat, no name.	At 8.05 p. m. the lookout reported cries for help in the direction of Rocky Point, and pulling along shore in the surfboat the life-saving crew soon discovered a man lying on the beach, apparently in a dying state. They quickly built a fire of driftwood, and by wise treatment succeeded in resuscitating him. He stated that his boat had swamped about 200 yards from shore and, having lost his oars, he attempted to swim to shore, but became tangled in the kelp and reached land with barely strength enough to call for help. The surfmen recovered the boat and carried the man to his home at Empire City.
Oct. 25	Nahant, Massachusetts..	Am. sc. Edith Emery.	This vessel's anchor fouled some sunken wreckage, and surfmen assisted the crew in getting it clear and making sail.
Oct. 25	Hog Island, Virginia.....	Am. sc. Gladys Whitney.	Stranded on Hog Island, 8 miles NE. of station at 1 a. m., the crew landing in safety. Owing to the state of wind and sea the life-saving crew found themselves unable to render her any assistance at the time, but on the 27th, 28th, and 29th surfmen helped to get the schooner afloat, she having sustained only minor injuries.
Oct. 25	Big Kinnakeet, North Carolina.	Am. sc. Leonora C..	At 9 a. m., during a NW. gale the lookout reported that this vessel had parted her chains and was drifting rapidly ashore. The life-saving crew hastened to her relief, and though she had struck and lay pounding heavily, with the seas breaking over her when the surfmen reached the scene, they succeeded in running an anchor, hove the vessel afloat, made sail, and took her into the harbor.
Oct. 25	Lake View Beach, Michigan, Lake Huron.	Nph. lch., no name..	Ran upon a pound net leader and fouled her propeller with the twine. Surfmen towed her to the beach with their skiff, hauled her on the beach, and removed the obstruction.
Oct. 25	Hammond, Michigan, Lake Huron.	Scow elevator, no name.	Parted moorings in a heavy gale, and stranded $1\frac{1}{2}$ miles W. of the station. Having been informed that there were three men on board whose lives were in danger, the life-savers pulled to the vessel through a dangerous sea, only to learn that the information was false, there being no one on board. On the 27th at request of the owner, surfmen assisted a tug to get the stranded craft afloat.
Oct. 26	Newburyport, Massachusetts.	Gas. lch. Leonora...	Fouled her anchor, and during a NW. gale dragged upon Black Rocks, $1\frac{1}{2}$ miles NW. of station. The life-saving crew ran out an anchor, hove launch afloat uninjured, and anchored her in a secure place.
Oct. 26	Straitsmouth, Massachusetts.	Am. sc. Ethel F. Merriam.	About 7.30 a. m., while working into Sandy Bay, this schooner took a heavy squall and quickly dropped her anchor, but dragged aground at Gap Head, $\frac{1}{2}$ mile NE. of the station. The life-savers boarded vessel and, by making sail, dragged the anchor into deep water, where the vessel lay in apparent security; but after noon the wind and sea increased, and, in response to a signal of distress made by the master, the life-saving crew procured a tug, which towed them in surfboat to the schooner. The surfmen then boarded her, hove up her anchor, and remained on board until the tug towed her into harbor.
Oct. 26	City Point, Massachusetts	Sailboat Carrie.....	Carried away rudderhead, and came to anchor in Quincy Bay, 3 miles S. by E. from the station. In response to a telephone message surfmen in the steam launch Relief proceeded to her assistance, and towed her into the harbor.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Oct. 26	Fire Island, New York...	Am. sc. Ruby and Bessie.	Ran short of provisions while on the way from Georgetown, South Carolina, to Patchogue, New York, and, upon request of master, the keeper provided her with sufficient supplies to carry her to her destination.
Oct. 26	Cleveland, Ohio, Lake Erie.	Yawl boat, no name	Adrift in the lake $\frac{1}{2}$ mile NW. of station, and surfmen towed it into harbor and delivered it to owner.
Oct. 26	Lake View Beach, Michigan, Lake Huron.	Am. sc. Grace Whitney.	At about 6.10 a. m., while running down the lake before a fresh NNW. wind and rough sea, this vessel attempted to jibe, and carried away her masts, leaving her at the mercy of the elements. The crew, five men, abandoned her in the small boat, and capsized in the breakers, but reached the shore and were taken to the station by an ex-surfman. The lookout saw the accident, and the life-saving crew put out in surfboat, but found themselves unable to assist the schooner, which had stranded, and returned to the station, where they found the shipwrecked crew. One of them was suffering greatly from the rough experience, but was relieved by the treatment administered by the surfmen, and all were provided with dry clothing from the stores of the Women's National Relief Association, and were succored until the next day. On the 29th the station crew pumped out the stranded craft and assisted to get her afloat.
Oct. 26	Tawas, Michigan, Lake Huron.	Catboat, no name..	Carried away her halliards block in a high wind, and her crew, unable to go aloft to make repairs in the heavy sea running, signaled for help to the life-saving station, 1 mile distant. The surfmen immediately put out in the surfboat and towed the distressed craft to shore.
Oct. 27	Great Egg, New Jersey...	Catboat Old Homestead.	Ran aground in the beach thoroughfare $\frac{1}{2}$ mile SW. of station, and the surfmen ran an anchor, and, at high water the next day, hove her afloat.
Oct. 28	City Point, Massachusetts	Gas. lch., no name..	Disabled by broken machinery, and the life-saving crew in patrol launch picked her up 2 miles ESE. of station, and towed her to secure moorings.
Oct. 28	Tathams, New Jersey....	Am. sc. Valcour....	In response to a signal surfmen boarded this vessel and piloted her into the harbor.
Oct. 29	Jerry's Point, New Hampshire.	Slp., no name.....	Stranded on Wood Island, 1 mile ENE. of station, and surfmen assisted the master to run an anchor and get her afloat.
Oct. 29	Fire Island, New York...	Am. sc. Charles W. Lynde.	Stranded $\frac{1}{2}$ mile W. of station at 8 a. m., and the life-saving crew assisted to run anchors and heave her afloat.
Oct. 29	Zachs Inlet, New York...	Am. sc. Belle Bartlett.	This schooner, from Cape Verde Islands for New York, with general cargo, ten passengers and twelve of crew, carried away her rudder, became unmanageable, and at 9.40 p. m., stranded $\frac{1}{2}$ miles westward of the station. She was immediately discovered by the N. patrol, who burned a Coston signal to apprise the crew of help at hand, and then hastened to the station with the tides. The surfmen reached the stranded craft at 11 p. m., and, to guard against loss of life, transported the ship's company to shore in surfboat, and succored them at the station until the following day, some of them being provided with needed clothing from the stores of the Women's National Relief Association. At 3.30 p. m. the next day a wrecking tug hauled the schooner afloat, and, the surfmen having taken the passengers and crew on board the vessel, she proceeded to her destination in tow of the tug.
Oct 30	Old Chicago, Illinois, Lake Michigan.	Am. str. Wawatam.	Ran aground at 4.25 p. m. on a shoal 1 mile from shore and 6 miles N. of station. Upon receiving information of the casu-

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Oct. 30	Old Chicago, Illinois, Lake Michigan.	Am. str. Wawatam.	ality the keeper telephoned to the tugboat office; then the life-saving crew manned the surfboat and proceeded to the stranded ship, arriving alongside at 8 p. m. They rendered service, taking soundings and handling and running lines, remaining by the steamer until she was released at 7.40 p. m. the following day, having jettisoned 580 tons of her cargo of iron ore. She proceeded into port under her own steam. The keeper buoyed the shoal, reporting the same to the United States Engineer Department.
Oct. 31	Blue Point, New York...	Br. bkt. Savoia.....	Arrived off station, from Hayt for New York, short of provisions, and upon request of master the keeper supplied the deficiency.
Oct. 31	Charlotte, New York, Lake Ontario.	Slp. yt. Iola.....	Capsized in a squall at 3.45 p. m., 1½ miles SE. of station. The occupants, a man and woman, were rescued by some hunters near at hand, and the life-savers, who hastened to the scene in surfboat, righted the yacht, towed it to the station, and delivered it to the owner.
Nov. 1	Saint Joseph, Michigan, Lake Michigan.	Rowboat No. 6	Two boys were fooling in this boat and capsized it. The lookout gave the alarm, and the crew, manning the surfboat, rescued one boy, while the other was picked up by a near-by boat. The capsized boat was righted and returned to the owner.
Nov. 2	Brazos, Texas.....	Sailboat, no name..	Capsized; the two occupants being picked up by a near-by rowboat. Four surfmen in station supply boat righted the sailboat, towed it to Isabel, and delivered it to owner.
Nov. 3	City Point, Massachu- setts.	Skiff, no name.....	Adrift; surfmen picked it up and made it fast on shore.
Nov. 3	Oswego, New York, Lake Ontario.	Br. sc. S. and J. Col- lier.	Collided with the pier in attempting to enter the harbor, and carried away her jib boom and fore-topmast. The life-saving crew assisted to clear away the wreckage and make the vessel fast to the pier.
Nov. 3	Humboldt, California.....	Am. str. Peerless...	At 9 a. m. this vessel, on fire, was observed by the lookout to be standing into the harbor in tow of a tug. The supply boat was furnished with buckets, and the keeper and two surfmen proceeding in it to the steamer, boarded her on the weather side and began to extinguish the flames. In the meantime the tug had let go the tow line and the vessel drifted ashore. The rest of the life-saving crew waded out to her and, with buckets, soon quenched the fire. On the 10th instant the life-savers assisted to right and ball the vessel, when she was hauled off the beach and towed to Eureka by a tug.
Nov. 4	South Manitou Island, Michigan, Lake Michi- gan.	Am. str. Walter L. Frost.	At 3.30 p. m., during a thick fog, a steamer sounding signals of distress was heard; the surfboat was launched, and, proceeding in the direction of the sound, found this vessel stranded on the SW. end of the island. At the request of the master, one of the surfmen was sent to the station to telegraph for a tug, and the rest remained by the vessel to lighten the cargo. At midnight the wind came out fresh from NW. and a high sea caused her to pound heavily and spring a leak forward, whereupon the master ordered her to be scuttled to prevent her from going to pieces. The life-savers stood by until a wrecking tug arrived at 1.30 a. m., on the 6th instant, when they returned to the station. At 8 a. m. the same morning the keeper and four surfmen returned to the vessel and assisted to jettison the cargo, remaining by her until 3 p. m. the next day, when the sea had so increased that the wrecking tug was compelled to seek harbor. They then returned to the station, launched the surfboat, and pro-

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Nov. 4	South Manitou Island, Michigan, Lake Michigan.	Am. str. Walter L. Frost.	ceeding to the stranded steamer in tow of the tug, took seven men to the station. The Favorite and another tug present fearing to tow the boat again to the wreck, the keeper and crew pulled to her, arriving at midnight, anchored to windward, veered alongside, and took seven men, the last on board, to the station. Seven had made a landing before dark in their own boat, by veering a line until she had drifted through the heavier breakers, and then cutting the line and going broadside onto the beach. The rescued men were given stimulants and dry clothing, and twenty of them were, until the 15th instant, furnished meals and shelter. The vessel proving a total loss, the life-saving crew assisted to save some of the more valuable articles on board and to recover the anchors and chains.
Nov. 4	Sleeping Bear Point, Michigan, Lake Michigan.	Gas. lch., no name..	Parted moorings and stranded on the beach; the life-saving crew rove tackles and hauled her up on the beach, clear of danger.
Nov. 4	Ludington, Michigan, Lake Michigan.	Am. sc. A. T. Bliss.	At 11 p. m. the tug Sydney T. Smith came into the harbor and reported that about 12 miles NW. of the station the line with which she was towing this schooner parted, and after several attempts to get another line to her she came to the station to obtain aid to rescue two men who were left on board. The keeper and crew launched the lifeboat, and, being towed one mile to windward of the vessel, which was found at anchor and on fire (the men being at her stern), let go the tow line, pulled to the schooner, and threw a line to her. The heavy sea prevented a near approach so a heaving line was hove from the vessel to the life-savers, and one of the men making it fast around his body jumped overboard and was hauled into the boat. The other man, watching his chance, cast off the line making fast the lifeboat to the wreck, secured it around his body, jumped into the water, and was rescued. The men were provided with cork jackets and wrapped in the staysail; sail was made on the lifeboat and the sea being too heavy to land at the station, the men were taken into the harbor and put on board a tug, where dry clothing was furnished them.
Nov. 5	Cross Island, Maine.....	Slp. Mildred.....	Stranded near the station; the life-saving crew ran out an anchor and hauled the vessel into deep water.
Nov. 5	South Manitou Island, Michigan, Lake Michigan.	Am. sc. Robert Howlett.	While at work on the stranded steamer Walter L. Frost, the keeper was notified that this schooner, in a waterlogged condition, was anchored in the bay, and that her yawl boat had gone ashore on the island. The yawl was hauled off the beach and delivered to the vessel. The Howlett was further assisted on the 6th and 7th instants, and on the 9th and 11th was pumped out by the life-saving crew. Sank at her dock; the life-saving crew assisted to pump her out.
Nov. 5	Pentwater, Michigan, Lake Michigan.	Am. str. Helen Taylor.	Lying at a dock near the station, in an exposed position, wind and sea increasing. At the request of the master the life-saving crew assisted to haul her to a safe place up the river.
Nov. 5	Racine, Wisconsin, Lake Michigan.	Am. sc. Ottawa.....	About 9 p. m., while the wind was blowing with hurricane force, it was reported to the keeper that the mail carrier, in a small boat on the flats, was in distress. The lifeboat was launched, and, proceeding to him, found that his boat was nearly swamped. The carrier and his mail were landed at Westport, the boat being left at anchor on the flats.
Nov. 5	Grays Harbor, Washington.	Small boat, no name	

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Nov. 6	Cuttyhunk, Massachusetts.	Catboat Nellie.....	Dragged anchor and stranded; the life-savers cleared her anchor, hauled her into deep water, and securely moored her.
Nov. 6	Assateague Beach, Virginia.	Am. sc. Benjamin W. Latham.	At 8.50 a. m. the lookout reporting this vessel ashore in the harbor, the keeper and crew launched the surfboat and, proceeding to her, ran out an anchor, made an unsuccessful attempt to haul her off, and, as the tide was falling, returned to the station. At 6 a. m. the next day a line was run from the schooner to another vessel anchored near, and by heaving on this line and the line to the anchor, simultaneously, the schooner was floated at 7.15.
Nov. 6	Cape Lookout, North Carolina.	Am. sc. Loring C. Ballard.	Dragged anchors and stranded; the life-saving crew ran a line from her to another schooner anchored near and assisted to haul her into deep water.
Nov. 7	Buffalo, New York, Lake Erie.	Small boat, no name.	Capsized; the life-savers assisted to right the boat and haul it up on the beach.
Nov. 7	Louisville, Kentucky.....	Skiff, no name.....	At 1 p. m. the lookout gave the alarm that two boys in this boat were in danger in the Indiana chute of the falls; the small boat was manned and the life-savers caught the skiff and towed it to a safe place.
Nov. 7	Middle Island, Michigan, Lake Huron.	Am. str. Cumberland.	At 11.45 a. m., in response to a signal from this vessel, the keeper and crew launched the surfboat, and, proceeding to her, found that the crank pin of the low-pressure engine had broken, and, at the request of the master, telegraphed the fact to the owners.
Nov. 8	Grays Harbor, Washington.	Am. sc. C. A. Thayer.	At 9.20 a. m., this vessel having been discovered ashore on Damon Point, $4\frac{1}{2}$ miles NNW. from station, the life-saving crew launched lifeboat, and, in tow of a tug, proceeded to the place. The lifeboat was towed as near to the schooner as safety permitted, and the crew then endeavored to pull to her, but, after 1½ hours' struggle against a strong sea and current, it was found impossible to do so. The tug then towed the boat to the station, where the beach apparatus was procured, and the tug then conveyed the life-savers across the bay to the inside of the point, where they landed. The keeper then hired a wagon, transported the crew and gear across the point to the outside beach, set up the apparatus, fired a line across the stranded vessel, and landed the crew of eight men in the breeches buoy. It was now dark and blowing a gale, and, it being impossible to pull across the bay, the crew camped on the beach, and returned to the station the next morning. At the request of the master, they went across the bay on the 16th and 24th instants and stood by the vessel while her crew were endeavoring, with the assistance of a tug, to float her. She was floated on December 1. (See letter of acknowledgment.)
Nov. 9	South Manitou Island, Michigan, Lake Michigan.	Am. sc. Alert.....	Parted chain at 10.30 p. m. and stranded on the beach; the life-saving crew launched the surfboat, proceeded to her, took off the crew of two men, brought them to the station, and sheltered them for the night. At 8.30 the next morning the life-savers ran a line from the stranded schooner to a tug, which towed her off the beach to a dock, and then assisted to pump her out.
Nov. 10	Plum Island, Massachusetts.	Am. slp. On Time...	Stranded on the bar, about $4\frac{1}{2}$ miles SSE. of station; the keeper and crew launched the surfboat, proceeded to the vessel, ran out an anchor, and, at high water, hauled her into deep water, after which sail was made and the keeper piloted her over the bar.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Nov. 10	Straitsmouth, Massachusetts.	Am. sc. Laughing Waters.	This schooner having, off Thatcher's Island, carried away her foremast, came into the bay and anchored, and, at the request of the master, the keeper telephoned to Gloucester for a tug, which came and towed the vessel out of the harbor.
Nov. 10	Great Egg, New Jersey....	St. dredge Gray Eagle.	At the request of the master of this vessel, the life-saving crew manned the surfboat and towed ashore a pontoon belonging to her, filled it with fresh water, and returned it to her. The dredge had no boat, was out of fresh water, and could not proceed without it.
Nov. 10	Cape Henlopen, and Rehoboth Beach, Delaware.	Nph. lch. Jessie.....	Stranded on the beach and filled with water; the life-saving crews placed rollers under her, hauled her out on the beach clear of danger, and bailed her out. On the 15th instant, repairs having been made to the vessel, the life-savers launched her.
Nov. 11	Point of Woods, New York.	Am. sc. Ruby and Bessie.	At the request of the master, the keeper and crew made four attempts to pilot the schooner out of a deep pocket surrounded by shoal water, each time the vessel stranding. On the next day an anchor was run out, and, after working for 3 hours, she was hove over the bar. On the 13th she was piloted to Fire Island.
Nov. 11	Sullivan's Island, South Carolina.	Scow, no name.....	Adrift; the life-saving crew picked it up, towed it onto the beach, bailed it, and notified the owners.
Nov. 11	Sturgeon Point, Michigan, Lake Huron.	Gas. lch. Margarette.	This launch was anchored near the beach on the evening of the 10th instant, the crew coming on shore. During the night the wind freshened, and the next morning it was blowing a gale, and the boat, being in the line of the breakers, was in danger of going onto the rocks. The life-saving crew went to her and put out another anchor, and, at 3.30 p. m., one of the mooring lines having parted, went again and laid out a second anchor, with a new line, which served to hold her until the storm abated. The next day the life-savers towed the launch clear of the rocks, and she proceeded on her way. If it had not been for the efforts of the life-saving crew the boat would have undoubtedly drifted onto the rocks and gone to pieces. (See letter of acknowledgment.)
Nov. 11	Point Adams, Oregon....	Am. sc. Joseph Russ.	This vessel, with no crew except the cook and two mates, was anchored with such a long scope of chain that there was danger, should the wind shift to the southward, of stranding on Desdemona Shoals. At the request of the master the life-saving crew launched the surfboat, went on board of the schooner, and assisted to heave in thirty fathoms of chain.
Nov. 11	Coos Bay, Oregon.....	Am. sc. Lily.....	This vessel displaying a signal of distress, the lifeboat was launched, and the keeper proceeding to her, ascertained that during the gale of the previous evening her boat had capsized and gone adrift. At the request of the master, search was made, and the boat, which was found bottom up on the beach, was launched, and returned to the schooner.
Nov. 12	Marblehead, Ohio, Lake Erie.	Am. sc. Geo. G. Houghton.	At 9.30 p. m., in a fresh SW. wind, this vessel carried away her spanker, missed stays, and let go her anchor, but, this failing to hold, stranded on the beach. The life-saving crew went to her the next morning, endeavored without success to haul her afloat, and then took the master to the station to telegraph for tugs. On the 15th instant they assisted to run lines to the tugs, and also on the 20th, when the schooner was hauled afloat. (See letter of acknowledgment.)

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Nov. 13	Gloucester, Massachu- setts.	Slp. Fanny H.....	In attempting to sail out of the harbor, missed stays, and drifted ashore, pounding off her keel. The life-savers went to her assistance, and, with the aid of another boat, pulled her off the beach.
Nov. 13	Little Beach, New Jersey.	Small boat, no name	While the crew of this boat, belonging to the Coast Survey launch Inspector, was trying to launch her through a heavy surf, she swamped. The life-savers assisted the men to launch the boat, and took them through the surf to their vessel.
Nov. 13	Sullivan's Island, South Carolina.	Slp. Lucy.....	Drifting out to sea in a thick fog, no one on board; the life-saving crew picked up the vessel, towed her into the harbor, bailed her, made her fast near the station, and, on the 18th instant, delivered her to the owner.
Nov. 13	Thunder Bay Island, Michigan, Lake Huron.	Gas. lch. Margue- rette.	Driven in behind the island, making signals of distress, and engine disabled; the life-saving crew launched the surfboat, went to her, and, as she was loaded with fresh fish in danger of spoiling, pulled her into the lake, and procured a tug to tow her to Alpena.
Nov. 14	Monomoy Point, Massa- chusetts.	Small boat, no name	This boat, belonging to the Pollock Rip light-ship, with mate and three men in her broke her rudder while coming through the rip, and was beached. The four men were taken to the station and given meals and shelter until the morning of the 16th, when, the boat having been repaired by the life-savers, it was launched.
Nov. 14	Watch Hill, Rhode Is- land.	Am. str. Uncatena..	In response to a signal from this vessel, the keeper reported her by telegraph to the owners at New Bedford, Massachusetts.
Nov. 14	Pentwater, Michigan, Lake Michigan.	Am. sc. Waleska ...	Struck the pier at 12.10 a. m. in attempting to enter the harbor, in a strong W. wind and rough sea, and stranded on the beach. The next day the life-saving crew assisted to pump her out and haul her off the beach.
Nov. 14	Umpqua River, Oregon ..	Am. sc. Lucy.....	Dragged anchor, and stranded in front of the station; the life-savers assisted to heave in anchors, and run lines to tugs, which towed her into deep water.
Nov. 15	Quoddy Head, Maine	Am. sc. Lycenia....	At 1.25 a. m., the lookout hearing signals of distress from this vessel, answered by burning two Coston signals, and then reported the facts to the station. The keeper and crew launched the surfboat, proceeded to her, and, finding that she had anchored over an old fish weir and at low water was pounding on the stakes, ran out an anchor, hauled her clear of the stakes, got her underway, took her to a safe place, and anchored her. In the afternoon she proceeded on her way, but encountered heavy weather during the night, and, losing part of her deck load and having her sails badly damaged in a squall, endeavored to get back to Quoddy Bay, but, being unable to do so in her crippled condition, anchored off the entrance to the harbor and made signals of distress. The life-savers went to her, patched her sails, and, on the turn of the tide, took her to a safe anchorage.
Nov. 15	Damiscove Island, Maine.	Br. sc. Georgia E...	Carried away her mainmast head, in a strong NW. wind; the life-saving crew boarded her, and assisted to rig jury sail and work her into Port Clyde.
Nov. 15	Little Beach, and Brigan- tine, New Jersey.	Br. sc. Bluenose....	Stranded at 5.30 a. m. on the bar at the entrance to Brigantine Inlet; the life-savers proceeded to her, ran out an anchor, and, at high water, made sail on her and worked her into deep water.
Nov. 15	San Luis, Texas.....	Am. sc. Hard Times	At 7 a. m. the lookout reporting this vessel with a signal of distress in her rigging, the keeper and crew launched the surfboat, proceeded to her, found that the

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903.			
Nov. 15	San Luis, Texas.....	Am. sc. Hard Times	master was unacquainted with the channel, and, at his request, piloted her across the bar.
Nov. 15	Aransas, Texas.....	Sc. Josephine D	Anchored off the bar at 9 a. m. and set a signal of distress; the life-saving crew went to her, found her steering gear disabled, made temporary repairs, and took the vessel into the harbor.
Nov. 15	South Manitou Island, Michigan, Lake Michigan.	Tug Fearless.....	Ran aground near the station; the life-savers ran out an anchor and assisted to haul the vessel into deep water.
Nov. 15	Grand Haven, Michigan, Lake Michigan.	Am. sc. Rob Roy...	The weather threatening, and a head wind preventing this vessel from working up the river to a safe harbor, the life-savers, at the request of the master, assisted to haul her to a sheltered place.
Nov. 16	Beaver Island, Michigan, Lake Michigan.	Str. Lillie Chambers	Parted from dock, stranded on the beach, and in danger of pounding to pieces. At the request of the master the keeper (inactive season) procured lines and tackles and assisted to secure the vessel from rolling, this being all that could be done until the sea subsided, when the owners made repairs.
Nov. 16	North Manitou Island, Michigan, Lake Michigan.	Gas. lch., no name..	Gasoline exhausted; the life-saving crew launched surfboat and towed her to the pier.
Nov. 16	South Manitou Island, Michigan, Lake Michigan.	Sc. X-10-U-8	At anchor, with signal of distress flying; the life-saving crew went to her, and, at request of the master, assisted to heave up anchor and get her underway.
Nov. 16	Milwaukee, Wisconsin, Lake Michigan.	Rowboat, no name.	Capsized in river, throwing two intoxicated occupants into the water; the life-savers immediately manned the surfboat, picked up the men as they were sinking locked in one another's arms, and took them to the station. One of the men left immediately for his home, the other was given dry clothing from the supply furnished by the Women's National Relief Association, and then rowed across the river, when he departed for his home. The boat was righted and towed to the station.
Nov. 16	Sheboygan, Wisconsin, Lake Michigan.	Am. sc. Robert Howlett.	Towed into the harbor in a water-logged condition; at the request of the master, whose crew were nearly exhausted, the life-savers manned the pumps, and, working from 4 to 10 p. m., freed her of water.
Nov. 17	North Manitou Island, Michigan, Lake Michigan.	Am. str. Chas. Stewart Parnell.	At 12.15 p. m., while seeking shelter under the island, stranded on Vessel Point. The life-saving crew immediately launched the surfboat, proceeded to her, sounded the water in the vicinity, and then went on board of her and stood by. At midnight the crew began to throw overboard the cargo of grain but were soon stopped by the sea washing over the bulwarks into the hatches. At 8.30 a. m. the master and ten of the crew were landed and taken to the station for shelter, five remaining on board. On the 19th instant a surfman was sent to Leland to telegraph for a wrecking outfit, which arrived the next morning. The life-savers assisted to unload the cargo, and carried dispatches until 8.45 a. m. of the 21st instant, when the steamer was floated.
Nov. 18	Hog Island, Virginia.....	Slp. Christina	This vessel with one man on board, while trying to enter the channel in a gale, was compelled to anchor, and soon began to drag into the breakers. The life-saving crew went on board of her, set three-reefed mainsail, and, after tacking for two hours against wind and tide, worked her to a safe anchorage.
Nov. 18	Galveston, Texas.....	Bge. Monroe.....	Dragged ashore and stranded on the Middle Ground; the life-savers launched the surfboat, proceeded to her in tow of a tug, and, as nothing could be done until change of tide, transferred the crew of

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903.			
Nov. 18	Galveston, Texas.....	Bge. Monroe.....	two men to the tug, and returned to the station. The next morning the life-savers assisted to heave up the anchors, pump out barge, and run lines to a tug, which pulled her off.
Nov. 18	Duluth, Minnesota, Lake Superior.	Am. str. Simon Langell.	Lying at the dock, with a fire in her hold, the life-savers assisted the fire department to extinguish the flames. (See letter of acknowledgment.)
Nov. 18	Old Chicago, Illinois, Lake Michigan.	Am. sc. Robert Howlett.	Came into port in a leaking condition; the life-saving crew, at the request of the master, assisted to pump her free of water.
Nov. 18	Racine, and Milwaukee, Wisconsin, Lake Michigan.	Am. sc. J. V. Taylor	At anchor off Wind Point, badly iced up, and crew exhausted; the life-saving crew assisted to pump her out, clear away the ice, and heave up anchor. While heaving up anchor, a tug arrived with the Milwaukee life-saving crew in tow; they assisted to heave up anchor, run lines to the tug, and work the pumps while the vessel was being towed to Milwaukee.
Nov. 19	Hunniwells Beach, Maine.	Br. sc. Catherine ...	Mis-stayed while attempting to enter the river, and stranded on Popham Beach; the life-saving crew launched surfboat, proceeded to her, ran out an anchor, hauled her head around so that sails would fill, set sail, and made an attempt to haul her off, which was unsuccessful because of the ebbing tide. The next morning they ran another anchor, took the line to the capstan, and, aided by the increasing tide and lifting seas, hauled the vessel off the beach. As shortly after, the sea began to increase, the schooner would have been a total loss had the life-savers not succeeded in floating her at this time. (See letter of acknowledgment.)
Nov. 19	Aransas, Texas.....	Am. sc. Lake Austin	In attempting to cross the bar, missed stays and stranded on a sand spit. The life-saving crew launched the surfboat, proceeded to her assistance, and, there being too much sea to run anchors, shook the reefs out of the sails, and managed to force the vessel afloat. As she was leaking badly, the pumps were manned, and she was hauled on the wind in an endeavor to sail across the bar; after several ineffectual tacks, the vessels steadily losing ground, the water gaining on the pumps, darkness approaching, and it being too rough for tugs to come out, it became evident that she would soon become water-logged and unmanageable, and, therefore, she was run in and beached about one mile S. of the bar, within about 50 yards of the shore. The sails were secured, and the crew of 3 men, with their personal effects and some of the provisions, were landed on the beach and taken to the station. The vessel was a total loss. The rescued men were sheltered at the station for 10 days, during which time the life-savers assisted them in stripping the vessel and saving the cargo.
Nov. 20	Atlantic City, New Jersey	Catboat Uncle Ben ny.	Stranded on the Middle Ground; the life-saving crew launched the surfboat, proceeded to her, and assisted to haul her into the channel.
Nov. 20	Holland, Michigan, Lake Michigan.	Am. str. City of Milwaukee.	At 11 p. m. while going out of the harbor stranded on sand bar at the entrance; after she had backed off, two surfmen in the skiff sounded a channel out of the harbor for her.
Nov. 20	Coos Bay, Oregon.....	Gas. lch. Comet....	At 6.30 p. m. during a heavy electric and rain storm, it being very dark, she lost her bearings and stranded high on the Middle Ground; the life-saving crew immediately went to her assistance, and

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Nov. 20	Coos Bay, Oregon.....	Gas. lch. Comet.....	the tide being too low to float the launch the 5 occupants were taken to the station and sheltered until the storm had subsided, when 3 of them went to their destination in one of the station boats, and the other two walked. The launch was floated later, and delivered to the owners.
Nov. 21	Metomkin Inlet, Virginia.	Slp. Cora A. Baker..	About 9 a. m. while endeavoring to sail out of the harbor in a rough sea, the mast-head carried away, and she was compelled to anchor to prevent going ashore. The life-saving crew boarded her, rigged temporary purchase, hoisted part of sail, and succeeded in getting her into smooth water. Two of the surfmen then went aloft and put a rope strap around mast for the upper block of the halyards, when the sail was hoisted, and they proceeded on their way.
Nov. 21	Mosquito Lagoon, Florida	Aux. ywl. Lucifer ..	This yawl, belonging to the State fish commission, having been ashore, broken two blades of her propeller and carried away main gaff, came to the station and requested assistance. The keeper assisted to haul out the boat on his ways, replace the broken blades with others, repair the gaff, and launch the yawl.
Nov. 21	Thunder Bay Island, Michigan, Lake Michigan.	Slp. Dolphin.....	While near the beach, the jib sheet parted, and the vessel getting into the breakers, drifted ashore in the ice. The life-savers went to her, landed the two occupants, and hauled the boat onto the beach.
Nov. 21	Beaver Island, Michigan, Lake Michigan.	Am. sc. George Sturges.	About 4.30 p. m., in a fresh S. wind and rough sea, this vessel anchored about 2 miles ESE. of the station, and hoisted a signal of distress. The keeper hired a tug and proceeding to her found that she was leaking badly, and the master being afraid to enter the harbor in the strong wind, with only small tugs at his command, requested assistance at the pumps. The keeper returned to the station, enlisted a volunteer crew (inactive season) and took them to the vessel, where they remained all night working the pumps. The next day the Sturges was towed into the harbor, put on the bank, and a steam pump put on board of her. She left on the 26th instant, in tow of a steam barge.
Nov. 22	Durants, North Carolina.	Gas. yt. Arrow.....	Stranded on Dutch Shoal; the life-savers hauled her off, and took her to a safe anchorage.
Nov. 22	Ludington, Michigan, Lake Michigan.	Float, no name.....	This float, belonging to the Pere Marquette R. R., was drifting out of the harbor, when the life-saving crew picked it up, made it fast, and notified the owners.
Nov. 23	Fairport, Ohio, Lake Erie.	Am. str. Portage...	At 5 p. m. in a NW. gale and high sea, this vessel came to anchor about 10 miles WSW. of the station, and burned a red torch. The life-saving crew immediately launched the lifeboat and attempted to pull out to the breakwater, where sail could be made, but was unsuccessful. A tug then took the boat and towed her out of the harbor, but, the sea being so rough, turned and stood back toward the piers. At the request of the keeper the line was let go. With much effort sail was made on the lifeboat, and after hours of struggle they finally reached the steamer at 4.30 a. m., having been guided by torches which were burned by the vessel and answered by the life-savers with Coston signals. The vessel was found disabled, her arches having broken and the steam pipe having parted; she had lost an anchor and part of a cable in coming to, and was in danger of drifting ashore at any minute. At the request of the master

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Nov. 23	Fairport, Ohio, Lake Erie.	Am. str. Portage...	he was taken ashore to the station, where he telephoned to the owners, and then went to Cleveland and procured tugs, which picked up the steamer and towed her into port. (See letter of acknowledgment.)
Nov. 24	South Manitou Island, Michigan, Lake Michigan.	Am. sc. Ellen Williams.	At 4 p. m. the lookout having reported this vessel as flying a signal of distress, the life-saving crew launched the surfboat, proceeded to her, and, at the request of the master, assisted to heave up her anchors and make sail.
Nov. 24	Point Adams, Oregon....	Small boat, no name	Drifting toward the mouth of the river; at the request of the U. S. engineer in charge of the jetty, to whom the boat belonged, the life-savers manned the surfboat, pulled to the drifting boat, picked her up, and delivered her at the wharf at Fort Stevens.
Nov. 25	Michigan City, Indiana, Lake Michigan.	Scow, no name.....	Dragging ashore; the life-saving crew went out to her, towed her into the harbor, and made her fast to the dock.
Nov. 26	Brazos, Texas.....	Sc. Josephine D.....	Stranded on the beach while attempting to enter the harbor; the life-saving crew waded out to her, carried ashore two women passengers, and took them to the station. The life-savers then assisted to unload the cargo of tile pipe, piling it on the beach, take ashore the personal effects of passengers and crew, and afterwards to strip the vessel.
Nov. 26	.....do.....	Sc. Adelaide.....	On the mud flats with a signal of distress flying; the life-saving crew went to her, and, finding that she had 29 laborers on board who wished to be landed at Isabel, transported them there in the station sloop.
Nov. 26	Saint Joseph, Michigan, Lake Michigan.	Small boat, no name	Drifting down the river bottom up; the life-saving crew picked it up, righted it, and brought it to the station.
Nov. 28	Atlantic City, New Jersey.	Launch, no name...	This launch, belonging to the U. S. Coast and Geodetic Survey, while entering the inlet in a heavy sea with yawl boat in tow, parted the towline when crossing the bar, and the boat went adrift. The life-savers launched the surfboat, picked up the yawl, and delivered it to the launch.
Nov. 29	Sturgeon Point, Michigan, Lake Huron.	Am. sc. Ishpeming..	At 8.30 a. m. the lookout hearing signals from a steamer which could not be seen because of thick snow squalls, the surfboat was launched, and after much difficulty was pulled through the ice to the vessel, which was found to be the tug John Owen, which had come to request assistance to the schooner Ishpeming, stranded the previous evening 8 miles N. of the station. The boat was taken in tow, and arriving on the scene it was found that during the night the vessel had pounded on the rocks and was a total loss. The life-saving crew assisted to strip her, landed her crew on shore for the night, and the next day assisted to load the wreckage on a steamer, which took it to Alpena.
Nov. 30	Lake View Beach, Michigan, Lake Huron.	Catboat Widow Dunn.	Filled and capsized while in tow of a tug and loaded with pound nets; the life-saving crew assisted to right the boat, and the next morning grappled for the nets and recovered them.
Nov. 30	Tawas, Michigan, Lake Huron.	Pile driver, no name	Dragged anchor; at the request of the owner the life-saving crew picked it up, towed it ashore, and made it fast.
Nov. 30	Portage, Michigan, Lake Superior.	Am. str. J.T. Hutchinson.	Stranded during a thick snowstorm at Five Mile Point, 17 miles ENE. of the station; the keeper and crew launched the life-boat, and proceeded in tow of a tug to the vessel, arriving at 12.30 p. m., and at the request of the master, who did not wish to abandon her, remained

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Nov. 30	Portage, Michigan, Lake Superior.	Am. str. J. T. Hutchinson.	by the steamer. The next day the life-savers assisted in clearing the vessel of ice and snow, and conveyed the master ashore to communicate with the owners, and at 2 a. m. on December 2, a high sea forcing an abandonment of the vessel, station-crew took 17 of the crew in the lifeboat, and towing the steamer's yawl boat with the remainder, 6 men, landed them on shore, and as they were nearly frozen provided them with stimulants. The life-saving crew then returned to the station. On the 3d and 4th the keeper and crew assisted to run lines to tugs and to jettison part of the cargo of flax-seed, a NE. gale with thick snowstorm on the afternoon of the latter day forcing them to desist and to return to the harbor for shelter. During the night the storm and sea forced the vessel off of the rocks, and she was found the next morning lying to her anchor, afloat, and was towed into the harbor. (See letter of acknowledgment.)
Dec. 2	Point of Woods, New York.	Scow, no name.....	Surrounded by broken ice, and drifting off-shore. Surfmen recovered it and towed it to the beach.
Dec. 2	Fire Island, New York...	Am. sc. Frank W. McCullough.	At anchor, abreast of station, short-handed. At request of the master the life-saving crew assisted to get the vessel underway, and to work her out to the inlet.
Dec. 2	North Beach, New Jersey.	Swd. sp. Dharwhar.	Attempted to go in stays during a strong northerly gale with rough sea and thick snowstorm, gathered sternboard, and at 10 p. m. stranded near the beach, $\frac{1}{4}$ mile NE. of station. The patrol promptly reported the casualty, and after calling in the S. patrol by means of rockets, the station crew transported the beach apparatus to the shore. At the third attempt with the Lyle gun they succeeded in firing a line aboard the ship, but, as was afterwards learned, her crew lost the tally board, and consequently did not know how to manipulate the gear. At this time five of the shipwrecked men pulled ashore in a ship's boat and were assisted to land through the surf by the life-savers. The surfmen then brought the surfboat to the beach, arriving with it at 6.30 a. m. of the 3d, but owing to the danger of boarding, the keeper decided to make another attempt with the beach apparatus. The second shot carried a line to the stranded vessel, and sixteen persons, the balance of the ship's company, were safely landed by the breeches buoy, the crew of the Green Run Inlet station, which had arrived meantime, assisting in the work. The shipwrecked people were provided with food at the station, also with dry clothing from the stores of the Women's National Relief Association, and a doctor was called from Ocean City to attend upon the master and a seaman, both of whom had been injured by falling spars. On the 4th the storm had subsided, and the surfboat transported the crew back to their ship, which was floated at 4 a. m. of the 6th. During relief operations the master of a wrecking tug fell overboard and was provided at the station with dry clothing. (See letters of acknowledgment.)
Dec. 2	Chester Shoal, Florida....	Rowboat, no name.	Parted moorings and stranded near station, and keeper recovered it and returned it to owner.
Dec. 2	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Slp. Diamond.....	Stranded at 8 a. m. a short distance from the station, and was in danger of pounding to pieces in a heavy sea when the keeper, with three volunteers (inactive

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Dec. 3	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Slp. Diamond	season), ran a hawser from the vessel to a pier, and by taking advantage of the heave of the sea, succeeded, after $3\frac{1}{2}$ hours of hard work, in hauling the stranded craft afloat.
Dec. 3	Lone Hill, New York.....	Am. sc. Sharp-shooter.	Dragged aground 1 mile SW. of station at 8 a. m. and the surfmen assisted to get her afloat on the 5th.
Dec. 3	Little Island, Virginia....	U. S. str. Peoria, Adder, and Moccasin.	At 7.30 a. m., during a heavy gale, with seas running high and a dangerous surf breaking along the beach, these vessels were sighted about 6 miles offshore and appeared to be in trouble. The life-saving crew were unable to go to them at such a distance against the gale and sea, therefore the keeper reported them by telephone to the commandant of the Norfolk Navy-Yard, receiving a reply to the effect that a tug would be sent to their assistance.
Dec. 3	Currituck Beach, Virginia	U. S. S. Moccasin...	Stranded at 8.30 a. m. 500 yards NE. of station, wind strong NNW., seas running high. The keeper promptly reported by wire to the Department, and the life-saving crew fired a line to the vessel with the Lyle gun, but could perceive no signs of life on board. At low water, 1.15 a. m. of the 4th, they succeeded in boarding with the surfboat and found the vessel abandoned. As she lay fast aground, they could render her no assistance, so returned to their duties on shore.
Dec. 3	North Manitou Island, Michigan, Lake Michigan.	Gas. lch., no name..	Stranded near the station during a NE. gale, sea running high. Keeper employed three of the regular surfmen and one volunteer (inactive season), and by using a team of horses to haul on a heavy tackle, hove the endangered craft up to a secure place on the shore.
Dec. 3	Point Adams, Oregon....	Rowboat, no name.	Four men in this boat attempted to pull to their vessel, which lay at anchor $\frac{1}{2}$ mile NE. of the station, but were driven back on the beach by the strong NE. wind and high running sea. Two surfmen then went to their aid and assisted them to reach the vessel, while two more surfmen put out in station skiff and brought their comrades back to shore.
Dec. 5	Cold Spring, New Jersey..	Am. sc. Henry J. Edwards.	Lying off the station, having on board eighteen passengers who were unable to land on account of the high surf, and the life-saving crew put out in surfboat and in two trips safely landed them all.
Dec. 5	Saluria, Texas.....	Am. sc. Fannie.....	Carried away hoisting rod to centerboard, and the board fell down and became jammed outside the case. The crew then brought the vessel to anchor, but she parted her chain and set a signal of distress. The life-saving crew boarded in surfboat, piloted her into Saluria Bay, brought her to with a long scope of cable on her 100-pound kedge, and the following day assisted to shift her cargo of lumber and replace the centerboard.
Dec. 5	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Am. str. J. Emery Owen.	Took fire while in the lake and was towed into port at 3.30 p. m. The keeper employed three volunteers (inactive season), boarded the ship in station skiff, and assisted in subduing the flames.
Dec. 7	Watch Hill, Rhode Island	Br. sc. Clara	Ran aground on a reef 3 miles WSW. of the station at 5.30 a. m. The life-saving crew arrived on board at 7.15 a. m., made sail on the vessel, and, as the tide came in, forced her off the reef, she having sustained but slight injury.
Dec. 8	Point Adams, Oregon....	It. bk. Cavour.....	Dragged anchors, and at 7.30 a. m. stranded on Peacock Spit; strong E. wind and rough sea. The life-savers manned the surfboat and were towed to the scene by the tug Tatoosh, arriving at 10.30 p. m.,

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Dec. 8	Point Adams, Oregon....	It. bk. Cavour.....	but, owing to the dangerous sea running, deferred going alongside until 11.30, when slack water rendered the work less perilous. The towline was then cast off from the tug and the surfmen pulled to the ship. Ten of the shipwrecked crew lowered themselves into the surfboat and were taken to the Tatoosh, and a second trip brought the balance, six men. The master, who was the last to leave the ship, stated that she had filled to the deck and, in his opinion, could not last long, as she was rolling and pounding fearfully. The life-saving crew returned to the station in tow of the tug, encountering en route the crew of the Cape Disappointment station on their way to the wreck. Both crews remained at Point Adams through the night, intending to work on the wreck next day, but upon visiting the scene in the morning they found the remains of the ship and cargo scattered along the beach of Sand Islands
Dec. 9	Shark River, New Jersey.	Fish boat, no name.	At 10.30 a. m. the station crew discovered a fishing boat making heavy weather in the rough sea, and after following it along the shore for a mile assisted the crew of four to effect a safe landing through the surf.
Dec. 9	Santa Rosa, Florida.....	Skiff, no name.....	Drifted ashore 1 mile W. of station and was taken to station for safe-keeping, by surfmen.
Dec. 10	Damiscove Island, Maine.	Am. sc. E. C. Hussey	At anchor 5 miles NNE. of station, flying a signal of distress, wind blowing a westerly gale, sea rough. The lookout reported her at 12.30 p. m., and the life-saving crew transported the surfboat across the island by wagon, launched through a heavy surf, and reached the vessel at 2.30 p. m. They found that she had carried away her sails, and that her crew, through hard work and exposure to the storm, had become too much exhausted to be able to extricate their vessel from her perilous situation. After making hasty repairs to the sails the surfmen got the schooner underway, under a close-reefed foresail, and took her to a secure anchorage in the Damariscotta River. Being unable to make way in the face of the sea and gale they spent the night on board the schooner, returning to the station early the following morning.
Dec. 10	Fire Island, New York...	Scow, no name.....	Drifted ashore in a water-logged condition 1 mile N. of station, having only one man on board. Surfmen freed her of water, then ran a line to a tug, which towed her into port.
Dec. 13	Great Egg, New Jersey...	Am. sc. Golden Light.	Stranded on the middle ground, $\frac{1}{2}$ mile W. of station, at 3 p. m. The life-savers at once went to her relief, ran her anchor, and by working sail and heaving upon the cable got her afloat uninjured.
Dec. 13	Metomkin Inlet, Virginia.	Sailboat, no name..	Capsized in a strong wind while crossing the bay at 11 a. m., throwing the only occupant overboard. Surfmen hastened to the rescue in a bateau, picked up the man, and righted his boat.
Dec. 15	Cross Island, Maine.....	Am. bg. Harry Smith	At anchor 3 miles N. of station, displaying an ensign in her main rigging. The life-saving crew boarded, and finding that she was endeavoring to signal for a pilot, assisted to get her underway, and the keeper then piloted her through Cross Island Narrows and put her on a safe course up the bay.
Dec. 15	Point of Woods, New York.	Slp. George Gerard.	Caught in ice $\frac{1}{2}$ mile NW. of station. The surfmen endeavored to release her without success, but on the 18th cut a passage through the ice and worked her to a secure place near shore.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Dec. 15	Atlantic City, New Jersey	Am. slp. <i>Goldy Budd</i> .	Stranded on the middle ground in Absecon Inlet, at 1.40 a. m. The casualty was soon discovered by the N. patrol and the station crew went to her relief, laid out an anchor, and assisted to get her afloat.
Dec. 17	Plum Island, Massachusetts.	Fish boat, no name.	Adrift in ice in Ipswich Sound, 1 mile W. of station. Surfmen worked her out of the ice and secured her at a landing in the river.
Dec. 17	Fire Island, New York....	Slp. <i>Minion</i>	At anchor in drifting ice, 1 mile NE. of station, and, at request of master, surfmen went to her aid; worked her free of the ice and assisted to haul her up on the beach.
Dec. 17	.....do.....	Am. sc. <i>Nellie Grant</i>	The keeper supplied this vessel with coal, her stock of fuel having given out.
Dec. 18	Crumple Island, Maine....	Am. sc. <i>Nellie Eaton</i>	Stranded at 2.30 p. m., on submerged rocks 2½ miles ENE. of station, and lay pounding dangerously; strong NNW. wind and intensely cold weather. The life-saving crew arrived at the scene in surfboat an hour later and endeavored to secure the vessel in place on the falling tide, but she slid into deeper water and filled. They transported the crew of five, and the wife and child of the master, to the dwelling of the keeper of Moose Peak light-house for shelter, then returned to the schooner, floated her as the tide came in, worked her to a safe anchorage, and the next day procured a tug which towed her to Machias for repairs.
Dec. 18	Ditch Plain, New York...	Br. bkt. <i>Cuba</i>	Stranded on the beach 5 miles NE. of the station, at 2 a. m. The surfmen boarded early in the morning but could not release the vessel, and, after directing the master to a telegraph station to communicate with the owners, took the shipwrecked crew, eight all told, to the life-saving station and succored them for four days. The <i>Cuba</i> proved a total loss.
Dec. 20	Maddequet, Massachusetts.	Catboat, <i>Wild Rose</i> .	Jammed in ice and drifting rapidly to sea before a strong S.W. wind, while the master in a small skiff, also icebound, was vainly endeavoring to reach his vessel. The life-savers put out in surfboat, rescued the imperiled man, and after two hours of hard work got the catboat to shore and hauled it up on the beach.
Dec. 20	Cape Lookout, North Carolina.	Am. sc. <i>Raymond T. Maull</i> .	Stranded in entrance to Lookout Bight at 12.20 p. m. Being unable to get the schooner afloat the life-savers wired for a tug, which hauled her afloat on the 27th instant.
Dec. 20	Sullivan's Island, South Carolina.	Am. slp. <i>Old Joe</i> ...	Stranded in a creek 4 miles NNE. of station. Surfmen went to her aid, and by running anchors, working her sails and licting her, succeeded in floating her, on the 23d instant. They also supplied her with fresh water.
Dec. 22	Nahant, Massachusetts...	Dory, no name.....	Capsized 2½ miles ENE. of station, during a heavy squall, and sank, while the occupants, two fishermen, lost their lives. The surfboat and two other craft hastened to the rescue, but neither boat nor crew could be found by them. (For detailed account see caption "Loss of life.")
Dec. 22	Cuttyhunk, Massachusetts.	Slp. <i>Helen</i>	At anchor on a lee shore ½ mile NW. of station, in a strong wind and choppy sea, and in danger of stranding; six persons on board. In response to a signal for help the life-savers pulled to the vessel in surfboat, hove up her anchors, made sail, worked her to a safe anchorage and landed her occupants.
Dec. 22	Metomkin Inlet, New Jersey.	Slp. <i>Samuel Jones</i> ..	At anchor in inlet, ½ mile S. of station, making signal of distress. Station crew pulled to her in surfboat, and, finding that the occupants were afraid of being carried to sea by the strong tide, towed the sloop to a safe anchorage.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Dec. 22	Wallops Beach, and Assateague Beach, Virginia.	Am. slp. Eureka....	Ran aground on a shoal 2 miles NE. of station, at 12.15 p. m.; fresh wind, moderate sea. Both life-saving crews boarded the vessel, and, after laying out an anchor, got her afloat and took her to a safe anchorage.
Dec. 22	Golden Gate, California...	Gas. lch. Faming- lia Unita.	At 8.10 a. m. the keeper received a telephone message to the effect that this launch had capsized near the beach, to the southward of the station. He ordered out the service team and with four surfmen proceeded along shore 2 miles, and there found the boat bottom up on the beach. A portion of the Southside station crew also arrived, and the surfmen hauled the boat up above high-water mark and recovered some of the gear. It would appear that the launch capsized in a heavy sea, and that the occupants, Giuseppe and Salvatore Gerardi, drowned, the casualty being unobserved at the life-saving station on account of foggy weather prevailing. (For detailed account see caption "Loss of life.")
Dec. 23	Peaked Hill Bars, Massachusetts.	Am. str. Lancaster.	At 8 a. m. the lookout reported a steamer offshore flying signals of some kind. The keeper at once opened communication with her by International Code, and found her to be the steamer Lancaster, leaking, and asking to be reported. He at once sent the necessary telegram, through the Marine Observer at Highland.
Dec. 25	Aransas, Texas.....	Bge. Am. Salt Co., No. 4.	The vessel had been made fast astern of the barge Harrison, which anchored off the bar the previous evening, and at 2 a. m., during a heavy norther, parted her lines and drifted to sea, her crew of two seeking refuge on board the Harrison. At 7.30 a. m. the life-saving crew manned the surfboat and, taking tow from the tug John I. Brady, found the derelict 20 miles SE of the station. As it was impossible for the tug to tow the barge against the prevailing wind and sea the surfmen boarded her, brought her to anchor, and the following day the tug towed her into port.
Dec. 26	Wood End, Massachusetts.	Dories (6), nonames.	During a strong NE. wind with thick snowstorm, surfmen assisted the crews of these boats to land and to haul their boats ashore. The men, 13 in number, were then provided at the station with supper, six of them were given lodging, and three were provided with clothing from the stores of the Women's National Relief Association.
Dec. 26	Watch Hill, Rhode Island	A m. bge. J. W. Mackey.	Fouled Sugar Loaf spindle during a NW. gale with moderate sea, made fast to the spindle to avoid stranding on a reef dangerously near, and set a signal of distress. The life-saving crew responded in surfboat, landed the crew of two and procured a tug, which towed the vessel into port.
Dec. 26	Fire Island, New York....	Catboat Violet.....	Stranded 2 miles NE. of station during a NW. gale and snowstorm. The occupants, two boys, were succored at the station overnight, and the next day surfmen went to the boat and, finding her frozen in the ice, released her and hauled her ashore.
Dec. 26	Oak Island, New York....	Catboat Virginia....	Two men who had been gunning started to sail across the bay in this boat, but, owing to a strong NW. gale, had to abandon the attempt. After anchoring their boat 2 miles NE. of the station, they proceeded to the station, where they were provided with food and lodging. In the morning they found the bay frozen over, and returned to their homes in an ice

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1903. Dec. 26	Oak Island, New York...	Catboat Virginia...	boat. At a later date the Virginia became endangered in the ice and surfmen assisted the owner to haul her out and transport her to a secure place on the beach.
Dec. 26	Bayhead, New Jersey	Fish boat, no name.	Early in the morning two fishermen went to sea in this boat to haul their trawls. When they were about 4 miles offshore a NW. gale sprang up, rendering their situation one of serious peril; but they reached the shore after a hard struggle, and were assisted to land by the surfmen, who took them to the station, provided them with food and lodging and with dry clothing from the supply of the Women's National Relief Association. The following day they proceeded to their homes, leaving their boat in care of the keeper.
Dec. 26	Great Egg, New Jersey...	Gas. lch. Curlew, and lighter, no name.	These vessels, the lighter being in tow of the launch, stranded at 9.45 p. m., during a high NW. wind, on a sand bar 2 miles SW. of the station. The life-saving crew went to their relief in the surfboat, but were unable to get them afloat, so landed their crews and returned to the station. At 9.15 p. m. they put out again, got the Curlew afloat, after two hours of hard work, and towed her to a wharf. On the 28th the surfmen made another unsuccessful attempt to float the lighter, but, on the 29th, they ran her line to the Curlew, which hauled her afloat uninjured.
Dec. 26	Hog Island, Virginia.....	Gas. slp. Christina...	Carried away sails and boom in a heavy squall and the master was compelled to beach his vessel. The surfmen hastened to the scene, laid out an anchor, secured the torn sails, and carried two passengers, who were drenched and chilled, to the station, where they were succored until the weather permitted them to go to their homes.
Dec. 27	Fire Island, New York...	Am. sc. Jennie D. Bell.	At anchor in the channel, $\frac{1}{2}$ mile N.E. of the station, endangered by large quantities of drift ice. Upon request of the master the life-saving crew boarded the vessel and assisted to beach her in a safe place, and on March 31 following surfmen assisted in getting her afloat.
Dec. 28	Spermaceti Cove, New Jersey.	Gas. sc. John Lundy	Carried away head stays by fouling a fish pound and, after exhausting her stock of fuel oil, anchored off the station and set a signal for assistance. Upon learning the nature of the aid required the keeper sent a surfman with station horse and cart to the Highlands, where a barrel of oil was procured, brought to station and transported in surfboat to the vessel, which then proceeded on her way.
Dec. 30	Coquille River, Oregon...	Am. sc. Ruby.....	Grounded in the channel, $\frac{1}{2}$ mile SW. of the station, at 4 p. m. The surfmen immediately pulled to the aid of the vessel, ran a line from her to the S. Jetty, hove her afloat, warped her to an anchorage in the river, then ran a line to a tug, which towed her into port.
1904. Jan. 1	Blue Point, New York....	Am. sc. Robert McClintock.	Frozen in, off Patchogue. The master, fearing that when the ice began to move the vessel would over-run her anchor and stove a hole in her bottom (and having previously discharged the crew), requested assistance to heave up the anchor. The keeper sent four surfmen, who cut a hole in the ice and then assisted to heave up the anchor.
Jan. 1	Humboldt Bay, California	Rowboat Sinbad...	At 11.45 a. m. a surfman reporting this boat with three occupants as being carried out of the harbor by the strong tide, the keeper and crew launched the surfboat, and proceeding to the Sinbad took her in tow just in time to prevent her from drifting into the breakers.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Jan. 2	Aransas, Texas.....	Bge. Am. Salt Co. No. 4 and str. Ellwood.	At 7.30 a. m. this barge dragged anchor in strong NW. wind, and was in danger of stranding on the bar. The life-saving crew launched the surfboat, and, taking an anchor, pulled to her, let go the anchor, and brought her to just inside of the breakers. A man who was on board of her was taken ashore. At 11 a. m. the Ellwood, which was sent to take the barge in tow, touched the bottom, became unmanageable, dropped her anchor but dragged it, and drifted toward the breakers, pounding hard on the bottom. The anchor chain soon parted. The life-savers ran a line from her to the barge, but the anchor failing to hold, both vessels went ashore. An anchor was then run by a party from shore, and the life-saving crew ran lines to the steamer, by which she was pulled afloat at high water. She then took the barge in tow.
Jan. 3	Point Allerton, Massachusetts.	Am. sc. Belle J. Neale.	At 12.45 a. m., during a N.E. gale with blinding snow, the patrol saw a schooner run ashore about 1 mile E. of station. He burned a Coston signal to assure the vessel's crew that help was at hand, and then plowed through the heavy snow drifts to the station and notified the keeper. The life-saving crew was immediately called, horses were procured, and the beach apparatus transported to the scene. Arriving abreast the vessel, an unsuccessful attempt was made to fire a line to her, and the keeper, deciding that it was better to use the boat, sent part of the crew, with the horse, to haul it to the beach. In the meantime the boat of the Massachusetts Humane Society arrived on the scene, and, assisted by the life-saving crew, rescued the crew of seven men. The rescued men were taken to the life-saving station and succored until 3 p. m. of the 4th instant, when transportation to Boston was procured for them. Three of the men were furnished with clothing from the stores donated by the Women's National Relief Association. The vessel proved a total loss.
Jan. 3	Little Egg, New Jersey...	Am. sc. J. H. Elliott	Lying in a position dangerous on account of ice and a NW. gale. In response to a signal of distress the life-saving crew, with much difficulty, transported the surfboat to a point abreast of the vessel, launched it, and went on board of her. The sails were freed of ice, and preparations were made to get the schooner underway, but while heaving up the anchor the chain parted and she went broadside onto the beach. On the 9th instant the life-savers assisted to heave the vessel off of the beach.
Jan. 3	Assateague Beach, Virginia.	Am. sc. S. J. Delan.	Dragged anchor, fouled boathouse, and hoisted a signal of distress. The life-saving crew responded, ran out an anchor, and hove the vessel clear of danger.
Jan. 3	Hog Island, Virginia.....	Am. sc. Helen M....	Dragged anchor and set a signal of distress. The life-saving crew launched the surfboat, proceeded to her, let go another anchor, veered chain, and brought the vessel to within 300 yards of the breakers. The crew of two men were then taken to the station and sheltered until 4 p. m. of the 4th instant, when the life-savers returned them to their vessel, pumped her out, and assisted to get her underway.
Jan. 3	Cobb Island, and Smith Island, Virginia.	Am. sc. Joseph J. Pharo.	Stranded on Ship Shoals. The lookout of each station sighted the vessel about 7 a. m., and each crew manned their lifeboat and started to the rescue, the wind blowing a gale from the N. and extremely cold. The Cobb Island crew, being to windward, reached the wreck and took off the crew. The schooner was sur-

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Jan. 3	Cobb Island, and Smith Island, Virginia.	Am. sc. Joseph J. Pharo.	rounded by the wreckage of the main and mizzen masts, which had been cut away, and was fast going to pieces, the crew being huddled together on the fore-castle. After much difficulty they were taken into the lifeboat and carried to the Smith Island station, where they were succored until the 8th instant. Several of the life-savers were badly frost-bitten. (See letter of acknowledgment.)
Jan. 4	Hunniwells Beach, Maine.	Am. sc. Uncle Joe...	Being carried out to sea by drift ice in the Kennebec River, and the life-savers boarded her, hove up her anchors, and worked her to a safe anchorage.
Jan. 4	Lewes, Delaware.....	Yawl, no name.....	At 8 p. m. the patrol reported this boat, belonging to the schooner Frank W. McCullough, fast in the ice and her occupants making a signal for assistance. The life-saving crew proceeded to the place, succeeded in getting a line to her, and hauled her out on the beach. The crew of four men were taken to the station and succored over night.
Jan. 4	Santa Rosa, Florida.....	Skiffs (2), no names.	These boats were found on the beach and were taken to the station to await claimants.
Jan. 4	Aransas, Texas.....	Am. bge. Andrews..	Dragging anchors in a strong NE. wind. The keeper and crew launched the surfboat, and proceeding to her found that a tug had a line fast to her, but was unable to put men on board to assist her crew of two men to heave up the anchors. The life-savers went on board and assisted in this work.
Jan. 5	White Head, Maine.....	Slp. Flash.....	Fast in the ice in Seal Cove. At the request of the master the life-saving crew cut a channel 300 yards long to clear water, made sail, took the vessel to a sheltered cove, and moored her securely.
Jan. 5	Race Point, Massachusetts.	Am. sc. Yakima....	At 8.30 p. m., the lookout having reported this schooner ashore, the life-saving crew launched the surfboat, and proceeding to her ran out an anchor, hove her into deep water, and assisted to get her underway.
Jan. 6	Rye Beach, and Hampton Beach, New Hampshire.	Sc. Grace W. Hone..	Stranded on the outer ledges. The vessel having been discovered by the patrol and reported to the Rye Beach station at 7.15 p. m., the keeper telephoned to the Hampton Beach station for assistance, and the crew then launched the surfboat and proceeded to the stranded schooner. Here they were soon joined by the crew of the Hampton Beach station, and with their assistance ran out anchors and hove the vessel into deep water.
Jan. 6	Point of Woods, New York.	Slp. Gladys B.....	Fast in the ice 1 mile W. of station. At the request of the owner the life-saving crew went to her and made an unsuccessful attempt to haul her ashore over the ice. The next day they took tackles and rollers, hauled her out of the water onto the ice, rolled her ashore, and made her fast.
Jan. 7	Damiscove Island, Maine.	Slp. Ethel Maud....	Parted moorings and stranded near the station. The life-saving crew went to her and secured her until the flood tide, when they hauled her off and made her fast to her moorings.
Jan. 7	Durants, North Carolina.	Sc. Lorena.....	Stranded on Oyster Point, 5 miles N. of station. The life-savers went to her, ran out anchors, and hauled her into deep water.
Jan. 8	Coquille River, Oregon...	Am. str. Dispatch..	Blown ashore, during a heavy squall, on the flats 1½ miles N. of the station. In response to her whistle signals the keeper and crew launched the surfboat, proceeded to her, and at the request of the master went to Bandon, procured a tug, and then ran lines to the steamer. She was then towed to a wharf, where her passengers were landed, and finding her leaking badly the life-savers assisted to beach her.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Jan. 10	Portsmouth, North Carolina.	Gas. str. Louis Feuerstein.	Stranded 5½ miles NNE. of station; the life-saving crew proceeded to her, ran out an anchor, and with tackles and windlass hauled her afloat.
Jan. 11	Rehoboth Beach, Delaware.	Br. bk. Comliebank.	At 7.30 p. m., in a NE. storm, thick weather, sleet and ice, and rough sea, the patrol discovered this vessel heading for the beach, and fired a Coston signal to warn her, but too late to prevent her from going ashore. He then reported the fact to the station, and after the keeper had telephoned to the Cape Henlopen station for assistance, the life-saving crew harnessed the horses to the beach apparatus cart and transported it to a position opposite to the vessel. A line was fired across her, but the crew being unable to find it, lowered a boat, and five men attempted to pull ashore. The boat soon capelized, and the men were rescued from the surf by the life-savers. The keeper then procured his Wells light, set it up on the beach, enabling the crew of the bark to find a second line, which was then fired across her. With the assistance of the Cape Henlopen crew the apparatus was then set up, the rest of the crew, 26 persons, were landed in the breeches buoy, and the rescued persons were then taken to the station, furnished with dry clothing from the stores donated by the Womens' National Relief Association, and succored until the 15th instant. The bark was floated on the 31st instant.
Jan. 11	Arena Cove, California...	Rowboat, no name.	This boat, belonging to the steamer Alcazar, capelized and threw its one occupant into the water; the life-savers launched the surfboat, rescued the man, took the boat in tow, and delivered her to the steamer.
Jan. 13	Block Island, Rhode Island.	Am. sc. Gracie.....	Stranded about 3 miles NE. of station; the life-saving crew proceeded to her and hauled her afloat.
Jan. 14	Gloucester, Massachusetts.	Am. sc. N. Jones ...	At anchor, water-logged, and abandoned; the life-saving crew slipped the anchor and the vessel was towed to a dock by a tug. The crew of four men, who later came to the station, were succored for two days.
Jan. 14	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Drifting out through the piers; the life-savers picked it up and brought it to the station to await a claimant.
Jan. 15	Jerrys Point, New Hampshire.	Am. sc. Albert Pharo.	At 6.20 p. m., in a strong NW. wind, the lookout saw a signal of distress from this vessel and reported it to the station. The life-saving crew immediately launched the surfboat, and, proceeding to her, found that she had struck on Sister Ledge, had slid off, and was full of water. The keeper signaled the station to send a tug, which came and towed the vessel into port. The crew were then taken to the station and sheltered until the 19th instant.
Jan. 17	Cape Lookout, North Carolina.	Am. sc. Joseph W. Brooks.	At 9.45 a. m. the lookout, with a telescope, discovered through the mist and smoke the masts of this vessel, ashore on Lookout Shoals. The life-savers launched the lifeboat, and proceeding to her, found her surrounded by heavy breakers, with a bad list to port, full of water, and the seas washing her from stern to stem. Watching a favorable chance, a line from the jib boom of the schooner was taken by the surfmen, and when the heaviest breakers passed, the lifeboat was hauled up under the boom and the shipwrecked crew of 7 men were rescued. They were then taken to the station, arriving at 7 p. m., and were furnished with dry clothing from the supply donated by the

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904.			
Jan. 17	Cape Lookout, North Carolina.	Am. sc. Joseph W. Brooks.	Women's National Relief Association, and were succored until the next day. The vessel proved a total loss.
Jan. 18	Point of Woods, New York.	Scow, no name.....	Adrift; life-savers picked it up, brought it to the station, and on the following day delivered it to the owner.
Jan. 18	Sheboygan, Wisconsin, Lake Michigan.	Str. Luise M.....	At 3.30 p. m. this small fishing tug, in trying to enter the harbor, was caught in the heavy drift ice, was carried past the piers and was in danger of stranding on the rocky shore of North Point. The keeper hired four men (inactive season) and transporting the beach apparatus onto the pier, fired a line to the steamer, by which a hawser was hauled on board and made fast. She held onto this line until 10 p. m., when the ice had packed in between her and the shore, and she was frozen fast. She remained here until the 23d instant, when a tug managed to break a channel for her to enter the harbor. But for the work of the keeper the vessel and her crew probably would have been lost.
Jan. 19	Oak Island, New York....	Catboat Virginia....	Fast in the ice; at the request of the owner the life-saving crew cut her out, hauled her onto the ice, and transported her about a mile to a safe place.
Jan. 19	Metomkin Inlet, Virginia.	Scows (3), no names.	Adrift in the ice and being carried out of the inlet; the life-savers picked them up, cleared them of ice, and moored them in a small creek to await a claimant.
Jan. 20	Gurnet, Massachusetts....	Am. sloop. Venus.....	Forced ashore by the ice, on Black Point; the life-saving crew launched the surfboat and after struggling against the drifting ice for $\frac{1}{2}$ of an hour, reached the vessel, ran out anchors, hauled her into clear water, and as she was leaking, pumped her dry. The captain being ill, was furnished with medicines from the station chest. The next day, at 6 p. m., the sloop stranded again on Browns Island Shoal; the life-savers hauled her off, sailed her into Saquish Cove, and anchored her.
Jan. 20	Wood End, Massachusetts.	Am. sc. Mary G. Powers.	Stranded on Wood End Bar while trying to enter Provincetown Harbor; the life-saving crew launched the surfboat, proceeded to the vessel, made sail, and on the rising tide drove her across the bar into deep water.
Jan. 20	Atlantic City, New Jersey.	Nph. skiff, no name.	This skiff, containing three men, got caught in the ice while trying to make the pier. The patrol threw them a line, and by means of a capstan on the pier, hove them clear of the ice.
Jan. 20	Assateague Beach, Virginia.	Am. sc. Fannie Reiche.	At 8 a. m. the mate of this vessel came to the station, and stating that the master and two of the crew were ill, requested assistance. The life-saving crew launched the surfboat, boarded the schooner, and as the mate was unacquainted with the locality, piloted her to a safe anchorage. The two sick men were furnished with medicines, and the master was taken to the station and afterwards conveyed to Chincoteague for treatment.
Jan. 22	Tiana, Quogue, and Potunk, New York.	Am. sc. Augustus Hunt.	At 11.45 p. m., during a S.W. gale with heavy sea and thick fog, this vessel stranded on the beach between Quogue and Potunk Life-Saving stations. No signals of distress were made, and it was not until 12.30 a. m. that the patrol, seeing a dark object through the fog, hastened to the Quogue station and reported a vessel ashore. The keeper called on the Tiana and Potunk stations for aid, and then transported the beach apparatus to the scene of the disaster. Several attempts were made to get a line to the wreck, but the distance and the thick fog rendering her invisible except at rare

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Jan. 22	Tiana, Quogue, and Potunk, New York.	Am. sc. Augustus Hunt.	intervals they were unsuccessful. An attempt was then made to use the boat, but the heavy sea throwing it back upon the beach at every endeavor to launch, the effort was abandoned. Between 7 and 8 o'clock the next morning a tremendous crash was heard followed ten minutes later by another; the masts had gone by the board and the vessel was breaking up. About 10 a. m. a piece of wreckage about 200 yards off shore with two men on it was sighted. After several attempts a line was fired across the wreckage and the men were taken ashore in an exhausted condition, given stimulants, taken to the station, put to bed, and rubbed down until circulation was restored. The remainder of the crew, six men, were lost, the bodies of three of them being afterwards found on the beach. (For detailed account, see caption "Loss of Life.")
Jan. 23	Rockaway Point, New York.	Br. sc. Alexa.....	The patrol discovering this vessel ashore opposite the station, the life-savers launched the surfboat, went on board of her, and found her abandoned. The vessel had gone ashore on Romer Shoal, 5 miles distant, the previous evening, and, as she was leaking badly, the crew were taken to New York. Being informed of the position of the vessel, they came to the station, where they were sheltered for one day, while the life-savers rescued their clothing and personal effects. The vessel proved a total loss.
Jan. 24	Squan Beach, New Jersey.	Skiff, no name.....	Capized, just inside the bar; the keeper and a surfman went to the rescue and picked up the two occupants, who were clinging to the sides of the overturned craft. They then assisted to right the skiff and tow her ashore.
Jan. 25	Burnt Island, Maine.....	Am. sc. Clarence H. Venner.	Leaking badly, having struck on Bantam Ledge; the life-saving crew launched the surfboat, went on board of her, and at the request of the master, assisted to work the pumps until she was towed into Port Clyde harbor and beached.
Jan. 25	Point Allerton, Massachusetts.	Am. sc. Esperanza..	Stranded on Deer Island Bar, 3½ miles NNW. of the station; the life-saving crew proceeded to her in the surfboat and assisted in manning the pumps, securing sails, and running lines to tugs which floated her.
Jan. 25	Saluria, Texas.....	Am. str. John I. Brady, and bges. (2) Maryland and American Salt Co. No. 5.	At 3.20 a. m. the patrol seeing this steamer, about 6 miles S. of the station, showing flare-up lights, answered her with a Coston signal, and then reported the facts to the station. The life-saving crew ran out the surfboat, and with a horse transported it down the beach to a point abreast of the vessel. At daylight the barge Maryland was seen at anchor 5 miles off shore, and the steamer, with the other barge in tow, some distance from her. The life-savers launched the boat, went on board the steamer and found that barge No. 5 was water-logged, and it being impossible to tow her, a number of men had been put on board to anchor her. The life-savers took these men to the tug and then went to the Maryland and assisted to heave up her anchor and run towline to the steamer, which then proceeded with her, leaving the other barge at anchor. No. 5 remained at anchor until towed away on the 30th instant.
Jan 26	Crumple Island, Maine....	Am. sc. E. H. King..	Stranded on Browns Island; the life-saving crew launched the surfboat, and proceeding to her, found that the crew had landed in their own boat. There being no chance of saving the vessel, the life-savers assisted to strip her, took the

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Jan. 26	Crumple Island, Maine...	Am. sc. E. H. King.	master to town, where he sold the vessel and cargo, and then took the shipwrecked crew to the station and succored them for two days. The schooner went to pieces the day after she stranded.
Jan. 26	Aransas, Texas.....	Bge., no name.....	This barge, belonging to the Kirby Lumber Company, parted her cable, struck against the wharf at the breakwater, and was in danger of drifting to sea. The keeper telephoned the agent of the company, who provided lines, and, with the assistance of the life-savers, properly secured the barge.
Jan. 28	Burnt Island, Maine.....	Slp. Pilot Boy, and 15 fishing boats.	These boats were moored in Georges Island Harbor, and a fresh wind driving the ice through the harbor threatened to carry them out to sea. At the request of the owners the life-saving crew proceeded to the place in dory, and succeeded in hauling them out of danger, when the wind changed and cleared the harbor of ice, and the boats then returned to their moorings. The next day the wind changed again and refilled the harbor with ice, endangering the boats, and the life-savers proceeded to the place, and, assisted by four fishermen, hauled some of them ashore, and the others into a safe place under the lee of a rocky point.
Jan. 28	Rocky Point, New York.	Catboat, no name..	Caught in the ice and in danger of being carried to sea; the keeper telephoned for a tug, then hired horses, transported the beach apparatus to a point abreast of the boat, and fired the wreck gun three times in an endeavor to reach her, but the distance was too great. The tug then appeared on the scene and towed the boat to a place of safety.
Jan. 29	Cuttyhunk, Massachusetts.	Am.str.G. M. Winslow.	At 2.20 a. m. this steamer, towing a barge, stranded in a thick snowstorm on Sew and Pigs Reef; the barge was anchored and the crew of the steamer went on board of her. At daybreak the vessels were discovered by the patrol, and the life-saving crew, after much labor and difficulty, transported the surfboat in the wagon, through heavy snow drifts, across the point, and, proceeding to the barge, conveyed the master of the Winslow ashore to telephone for assistance. A tug soon responding to the message, the life-savers took the masters on board the stranded steamer, where they held a board of survey and procured the personal effects of the crew, and then returned them to their vessels. The tug then took the barge in tow. The steamer proved a total loss.
Feb. 1	Atlantic City, New Jersey.	Nph. lch. Anna M..	At anchor in the channel in a dangerous situation on account of a strong tide and drifting ice, and in charge of a boy who was unable to hoist the anchor. The station crew manned the surfboat, pulled to the launch, and put on board a surferman, who got her underway and worked her through the ice to secure moorings at a wharf.
Feb. 1	Humboldt Bay, California.	Am. str. Redondo..	Ran aground in entrance to South Bay about 8 a. m. The life-saving crew immediately hastened to her aid in surfboat, then at request of the master returned to the station and telephoned for a tug, which soon arrived and hauled the stranded craft afloat.
Feb. 2	Jerrys Point, New Hampshire.	Am. sc. Watchman.	Dragged anchor in a strong northwester, and stranded near Fishing Island, 1 mile NE. by N. of station. Surfermen pulled to her in a dory, helped to heave up her anchors, and assisted a tug in getting her afloat and to a safe anchorage in Kittery Cove.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Feb. 2	Wood End, Massachusetts.	Gas. dory, no name.	Engine broke down during a strong SW. blow, and at 11 p. m. the dory came to anchor just outside the breakers, 2 miles NW. of station. The N. patrol soon discovered it, and burned a Coston signal to apprise the occupants, two men, that help was at hand, then hurried to the station for assistance. Meanwhile the boat dragged ashore and the men landed and proceeded to the life-saving station, where they were provided with dry clothing from the stores of the Women's National Relief Association, and the surfmen went to the stranded boat and hauled it up to a secure place.
Feb. 2	Metomkin Inlet, Virginia.	Am. sc. Gladys.....	Stranded on the bar $\frac{1}{4}$ miles SSE. of the station at 2.30 p. m., during a strong southerly wind, with low tide and rough sea. The station crew at once boarded her in surfboat and stood by, hoping to drive her over the bar on the flood tide; but as the tide came in, the wind and sea carried her further up on the shoal, and, with seas breaking over her and seams leaking, she soon filled. The life-savers then took the crew to the station for shelter. The following day they began removing the cargo of oysters into lighters, completing the work on the 4th, when they ran anchors, pumped the vessel free of water, got her afloat, and took her to an anchorage in the harbor.
Feb. 3	Wood End, Massachusetts.	Gas. dory, no name.	Engine broke down and vessel ran ashore 1 mile NW. of station, the crew landing in safety. Surfmen proceeded to the spot and hauled the boat to a safe position on the shore.
Feb. 4	Gurnet, Massachusetts...	Am. sc. Emerald...	Stranded at 6.45 p. m. on Black Ledge, $\frac{1}{2}$ mile W. by S. from station, and burned a torch for assistance. The patrol immediately answered the signal with a Coston light, which was seen by the keeper, and the station crew proceeded to the distressed craft in the surfboat. As they found her gear covered over with ice and frozen stiff, they returned to the station, procured an anchor and cable, ran the anchor, and on the flood tide hove the vessel afloat and into deep water.
Feb. 7	Bethel Creek, Florida.....	Gas. lch. Ruffhouse.	Stranded in the river $\frac{1}{4}$ miles NW. of station, and keeper for two days rendered assistance in getting it afloat, the work being accomplished on the 9th instant.
Feb. 8	Burnt Island, Maine.....	Slps. (3) Joker, Senator, Gladys.	These vessels having no one on board, lay at moorings near the station and were endangered by a large field of ice drifting toward them before a strong NW. wind. The life-saving crew boarded them and by prompt and energetic work succeeded in getting them out of danger and into a secure harbor.
Feb. 8	Smith Island, Virginia...	Am. sc. Lacy Thoroughgood	Ran aground on N. end of Isaac Shoal, 4 miles WSW. of station at 3 p. m. Surfmen immediately went to her relief, ran out an anchor, and at 1 a. m. of the 9th, hove her afloat uninjured.
Feb. 9	Monomoy Point, Massachusetts.	Br. sc. Acacia.....	Became jammed in drifting ice and at 5.30 a. m. grounded on Shovelful Shoal, $\frac{1}{4}$ miles SW. by S. from station. The life-saving crew boarded her, got her afloat by working her sails, then warped her into clear water.
Feb. 9	Oak Island, North Carolina.	Bateau, no name...	At 3 a. m. the patrol heard cries of distress to the northward and eastward of the station, and the crew launched the surfboat and pulled in the direction indicated. After rowing about a mile in the Cape Fear River they found a soldier in a small boat which had partly filled and was in a sinking condition. The surf-

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904.			
Feb. 9	Oak Island, North Carolina.	Bateau, no name...	men took the boat to shore and escorted the soldier, who was chilled and wet, to his quarters at the fort.
Feb. 10	Coquille River, Oregon...	Fishboat, no name..	Parted moorings and was drifting rapidly to sea, when station crew put out in surfboat and towed it to shore, later delivering it to the owner.
Feb. 11	Burnt Island, Maine:....	Am. sc. Herman F Kimball.	Frozen fast in the ice at Port Clyde, and in response to a signal surfmen went to her aid and assisted to release her by sawing a channel through the ice, after which she proceeded on her way.
Feb. 11	Dam Neck Mills, Virginia	Am. sp. Henry B. Hyde.	Stranded at 12.30 a. m. 2½ miles S. of station during a thick snowstorm, with strong NNE. wind and seas running high. She immediately sent up a rocket, which the S. patrol answered by a Coston signal, then hastened to the station with the tidings. The keeper telephoned to Little Island station for assistance, then ordered out the beach apparatus, and the life-saving crew proceeded overland to the wreck, which they found lying about 250 yards from shore. Their first shot from the Lyle gun carried a line over the main topgallant yard, but owing to falling spars and ice upon the rigging the seaman were unable to climb to it. At 4 a. m. the Little Island life-savers arrived and assisted until the work of rescue was completed. At daybreak a second shot from the gun carried a line within easy reach of the shipwrecked crew, and at 10 a. m. all hands, 13 men, had been safely landed by the breeches buoy. They were succored at the life-saving station until afternoon, when they went to Norfolk, Virginia, with the exception of the mate, who remained at the station to watch the wreck. The ship and cargo of coal were finally sold as they lay. (See letters of acknowledgment.)
Feb. 11	Saluria, Texas.....	Slp. yt. Very	Dragged anchor during a strong norther, and at 2 a. m. stranded 3 miles N. of station. Upon request of the master two surfmen accompanied him to the vessel, got her afloat, and took her to a safe anchorage in Saluria Bayou.
Feb. 11	Coquille River, Oregon...	Am. str. Favorite ..	At 11 a. m., at the height of a heavy gale this vessel was blown ashore on the N. flats, 2 miles from the station. The life-saving crew pulled to her aid and ran her hawser to a tug, which soon hauled her afloat.
Feb. 12	Brazos, Texas.....	Yawl, no name, and Am. str. Albert N. Hughes.	A pilot and boatman were on their way to the tug Hughes to bring her into the harbor, when their yawl capsized on the bar ½ mile from the station. The life-savers had already harnessed their team in anticipation of an accident, as the sea was running high, and they immediately hauled the surfboat to the beach and pulled to the imperiled men, who were clinging to the overturned boat, rescued them, and took them out to the Hughes. Finding that the tug drew too much water to cross the bar in safety, the surfmen took her passengers, three in number, to a pilot boat at anchor inside, then pulled to the capsized yawl and towed it to the pilot boat.
Feb. 13	Gloucester, Massachusetts	Br. sc. Gladys D. Smith.	Caught in drift ice and in danger of being carried upon Dog Bar breakwater. Surfmen hastened to her aid in station dory, assisted the crew to get her clear of the ice, and piloted her to a safe anchorage.
Feb. 13	Portsmouth, North Carolina.	Yawl boat, no name.	At sunrise the lookout descried a drifting object about ¼ of a mile NE. of the station and surfmen put out and found it to be a water-logged yawl boat, containing the body of a man who evidently had frozen

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Feb. 13	Portsmouth, North Carolina.	Yawl boat, no name	to death. Later in the day the master of the schooner C. P. Hoffman came to the station and identified the body as that of Joseph C. Harris, a member of his crew, and the yawl as belonging to his vessel. The surfmen constructed a coffin and buried the remains, then took the master and his boat back to the schooner, which lay at anchor in the offing.
Feb. 13	Saluria, Texas.....	Am. sc. Fannie.....	Standing off and on outside the bar, evidently fearing to attempt the channel, and the keeper guided her into port by setting range flags.
Feb. 14	Hunniwells Beach, Maine.	Br. sc. Carrie Easler	At anchor in a dangerous position in the mouth of the Kennebec River, a storm evidently brewing and large masses of ice drifting down with the ebb tide. The master set a signal for a tug, but the life-savers, who were already on their way to the schooner in the surfboat, informed him that all of the tugs were ice-bound up the river; then, at his request, they got the vessel under way, and as the tide flooded worked her to a safe anchorage. That night a heavy storm came on, and the schooner in all probability would have met disaster but for the timely work of the station crew.
Feb. 14	Galveston, Texas.....	Slp. Ludlow.....	Fouled another vessel and capsized, throwing overboard her crew of four men. The casualty occurred only 400 yards from the station and the life-savers immediately put out in surfboat, rescued the men, and later in the day righted the sloop.
Feb. 14	Grays Harbor, Washington.	Am. sc. Alcalde.....	At 3.45 p. m., a strong E. wind with misty weather prevailing, the lookout sighted a large three-masted schooner drifting rapidly down the bay, flying her ensign at half-mast, and the station crew immediately started after her in the lifeboat. The vessel had parted her anchor chains and gone adrift, and, as she neared the bar, her crew endeavored to get sail set and put to sea, but, when about $\frac{1}{2}$ mile NW. of the end of the jetty, she struck heavily and soon filled. The crew abandoned their vessel in their boat, but evidently lost their bearings in the rain and mist, and were wet, benumbed, worn out, and in danger of being capsized or carried to sea when found by the life-savers, who discovered them after a search of half an hour. The surfmen took the the shipwrecked men into the lifeboat, abandoning the schooner's boat, and after a hard struggle against a strong wind and choppy sea, landed them at Westport, where they were succored at a hotel. The timely aid of the surfmen undoubtedly saved their lives. The Alcalde proved a total loss. (See letter of acknowledgment.)
Feb. 15	Wood End, Massachusetts.	Am. sc. Irene and May.	Ran aground 2 miles N. of station at 1 a. m. during a thick snow storm. Two members of the crew landed in a dory and reported the casualty to the N. patrol, who telephoned to the station for help. The life-saving crew promptly responded in the surfboat, ran out the schooner's anchor, set the head sails, and as the tide came in worked her afloat uninjured.
Feb. 15	Maddequet, Massachusetts.	Br. sc. Scotia Queen.	Jammed in ice $\frac{3}{4}$ miles NNE. of the station, and supply of fresh water exhausted. The life-saving crew supplied her with water, then returned to the station and wired for a tug, but before its arrival the rising tide and a shift of wind released the schooner and she proceeded on her voyage.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Feb. 15	Smith Island, Virginia...	Am. sc. Rena A. Callow.	At 5.15 p. m. of the 14th, during a fresh SE. wind with thick weather and a high-running sea, a surfman saw this vessel aground on Isaac Shoal, 4 miles SW. of the station, and the crew at once put out in the lifeboat in search of her, but in the darkness and fog could not find her. At daybreak they resumed the search, found the stranded craft in a very dangerous situation, and brought her crew of three to the station, where they were succored for three days. The keeper telephoned to one of the owners, who came to the station without delay, and at his request the life-saving crew took charge of the vessel, jettisoned her cargo of phosphate, calked several leaking seams, hove her afloat, and took her into the harbor.
Feb. 15	Santa Rosa, Florida.....	Gas. lch. Leonore...	Disabled by a broken engine, while cruising in the bay $3\frac{1}{2}$ miles N. of station, and the life-saving crew manned surfboat, and towed her to a wharf at Warrington.
Feb. 16	Jerrys Point, New Hampshire.	Am. str. Sagamore.	Parted moorings, then drifted ashore $\frac{1}{2}$ mile W. by N. from station. The keeper telephoned for a tug and upon its arrival the life-saving crew ran a line from it to the stranded steamer, which was then hauled afloat uninjured.
Feb. 18	Burnt Island, Maine.....	Slps. (2) Gladys and Joker.	Frozen fast in ice and surfmen assisted the owner in cutting a channel to them, thus enabling them to get clear.
Feb. 19	Cobb Island, Virginia.....	Bateau, no name...	Drifting unattended out of harbor and surfmen recovered it and returned it to owner.
Feb. 20	Coquille River, Oregon...	Am. str. Elizabeth.	Lay to off the bar at 8 a. m. and opened communication by signal with the life-saving crew, who informed her that the bar would be passable at 2 p. m., and also wired her arrival to owners and agent.
Feb. 20	Fort Point, California....	Br. shp. Cypromene.	At 12.25 a. m. the lookout observed a flare-up light aboard this vessel, which lay about $\frac{1}{2}$ mile offshore, and, after answering it, reported to keeper. The keeper wired for a tug, then called away the surfboat, but upon reaching the ship found that she required no other assistance. The tug arrived at 1.40 a. m. and towed the vessel into port.
Feb. 22	Bellport, New York.....	Am. sc. Benjamin C. Cromwell.	Overran her reckoning and at 2.15 a. m. stranded about 400 yards from shore and $\frac{1}{2}$ mile E. of station. A fresh S. wind was blowing, weather thick and rainy, sea rough and a very high surf breaking along the beach. At 3.20 a. m. a surfman on patrol sighted a burning torch on board the vessel, and, after answering it with a Coston signal, he hastened to the station with the tidings. The keeper at once telephoned to Blue Point and Smiths Point stations for help, then with his crew started along shore, transporting the beach apparatus. Though the surfmen repeatedly fired Coston signals, they received no response, and owing to the thick weather, they were unable to discern any wreck until daybreak, when they sighted the vessel, a large, three-masted, lumber-laden schooner, lying helpless, heavy seas breaking over her, and her crew clinging to the rigging. The surfmen from Blue Point and Smiths Point stations soon arrived, and an attempt to establish communication with the vessel by means of the Lyle gun was made, but the efforts proved of no avail, on account of the state of the sea, the distance, and drifting wreckage, and finally the life-savers abandoned the beach apparatus for the surfboat, a dangerous alternative under the prevailing circumstances. A picked crew manned

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Feb. 22	Bellport, New York.....	Am. sc. Benjamin C. Cromwell.	the boat and put out, but they were driven back upon the beach. Meanwhile the vessel's masts went by the board and the hull began to break up. A seaman was observed drifting toward the shore upon the top of the cabin, and was rescued with great difficulty, Surfmén Raynor and Latham, of Blue Point station, rushing into the surf to his aid. The rest of the crew, six men, were then seen coming ashore upon some wreckage, and the life-savers again launched the surfboat, only to be hurled back upon the beach. An attempt to reach the men with the wreck gun was equally futile, and five of them were swept into the sea and lost. The sixth was saved, Surfmén Raynor and Latham once more imperiling their lives by going into the breakers to the rescue. The two survivors of the disaster were succored at the station, and were provided with clothing from the stores of the Women's National Relief Association. In seven hours from the time the schooner struck she was entirely broken up, wreckage and cargo lying scattered along the shore. (For detailed account see caption "Loss of life;" also see letter of acknowledgment.)
Feb. 22	Long Branch, New Jersey	Am. sc. Olive T. Whittier.	Ran aground 1 mile NE. of the station at 1.30 a. m.; strong SE. wind, rough sea, and thick weather. Owing to the fog the casualty was not discovered at once, but as the tide came in the schooner worked nearer the shore, and at 4.30 a. m. a patrolman saw her flash a distress signal. He immediately replied with a Coston light and hastened to the station to report. The keeper telephoned to Ship Bottom and Bonds stations, and the crew, provided with beach apparatus, proceeded to the scene of disaster. They fired a line on board the wreck, but it parted in the attempt to haul the hawser on board. They then tried the surfboat, but were unable to weather the heavy surf, and a second line fired on board met with no better success than the first. Meanwhile the crews from Ship Bottom and Bonds stations arrived, and the sea having moderated with the falling tide a second attempt was made with the surfboat, and all hands, seven men, were brought safely to shore. They were provided at the station with dry clothing from the stores of the Women's National Relief Association and were succored one and one-half days. The schooner and her cargo of lumber were lost.
Feb. 22	Ilwaco Beach, Washington.	Am. sc. Frank W. Howe.	This vessel was bound from a Puget Sound port to San Pedro, California, with a cargo of railroad ties, and on the 18th encountered a severe storm in which she lost her sails and became water-logged. She endeavored to make port, and on the 22d reached the mouth of Columbia River; but being unmanageable was driven into a heavy surf by a SW. gale, and about 11 a. m. stranded at Sea View, 400 yards from the shore. While she was drifting through the breakers one of her crew, William Van Santis, fell from aloft and was killed. Another one, Oscar Lindman, was swept overboard and lost. The remainder, seven men, took to the rigging. Before the vessel struck, the crew of the Cape Disappointment life-saving station started to the rescue with their beach apparatus, which they transported six miles, arriving at the scene at 12.25 p. m. They made three attempts

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Feb. 22	Illwaco Beach, Washington.	Am. sc. Frank W. Howe.	to fire a line to the wreck, but on account of the extreme distance and strong wind the shot fell short. At 11 a. m. the keeper of Illwaco Beach station learned of the disaster and at once chartered a special train, which transported crew, with beach wagon and surfboat, 11 miles to Sea View, where they arrived at 2 p. m. Aided by willing citizens, they transported the boat to the shore, launched, and pulled for the wreck; but a heavy squall and the strong tide carried them to leeward and they were compelled to land. Again, assisted by volunteers, they took the boat a half-mile to the southward and a second time set out, reached the wreck, made fast under its lee, took off the imperiled crew and landed them in safety. The master and mate went to the station with their rescuers, the crew were succored at cottages in the vicinity, and all were provided with clothing from the stores of the Women's National Relief Association. The schooner became a mere hulk, and, with the remains of her cargo, was sold for a small sum. (For detailed account, see caption "Loss of life;" also see letter of acknowledgment.)
Feb. 23	Biscayne Bay, Florida....	Gas. lch., no name..	Engine broke down while launch was cruising near station, with a party of four aboard, and keeper towed the disabled craft to Miami with supply boat.
Feb. 24	Newburyport, Massachusetts.	Dory, no name.....	During the afternoon a fresh NE. wind, with snowstorm prevailing, a surfman discovered this boat beating in the surf and hauled it to a secure place.
Feb. 25	Cobb Island, Virginia....	Am. slp. Eureka....	Ran aground on the bar 1½ miles S. of station, and the life-saving crew went to her aid in surfboat, laid out an anchor, and hove her afloat uninjured.
Feb. 25	Cape Lookout, North Carolina.	Am. sc. David Baird	The master of this schooner came ashore to telephone to Beaufort for stores, and the wind blowing up fresh made it impossible to return to his vessel in his own boat. The keeper sent him on board in station boat, also sent station team to Beaufort and brought back the supplies ordered by him.
Feb. 28	Point Adams, Oregon....	Am. str. Grace Dol-lar.	On the 25th instant, while steaming to the southward off the Oregon coast, this vessel became disabled by a broken tail-shaft and drifted helpless before wind and sea. She was sighted at 10 a. m. of the 28th by the weather observer at North Head, who reported by telephone to station keeper, and the latter in turn reported to a tug at Fort Stevens, which put to sea and towed the distressed craft into port.
Feb. 29	Fort Lauderdale, Florida.	Gas. lch. Helen B...	Became disabled while cruising in the sound, with eight persons on board, and having no anchor was rapidly drifting to sea, when the keeper reached her in supply boat and towed her to a safe place in the sound.
Mar. 2	Galveston, Texas.....	Am. sc. Ellen C....	At 11 a. m. this vessel, with a construction gang and material for the engineering branch of the Light-House Service on board, ran on some submerged rocks near Fort Point and hoisted a signal of distress. The keeper and three men went to her in dinghy, and finding that she was rapidly filling with water, and there being no other help available the keeper requested assistance from the U. S. engineer's office for the purpose of saving her cargo. The tug Helen and a scow were sent to the vessel, and with the assistance of the life-saving crew the cargo of machinery, oil, paint, and cement were landed on the engineer's

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904 Mar. 2	Galveston, Texas.....	Am. sc. Ellen C.....	wharf. The deck-load of lumber was rafted ashore by the life-savers. The next day two tugs made an unsuccessful effort to float the schooner, and one of her crew, who had been hurt, was taken to the station and succored for three days. On the 4th instant the vessel was raised, the life-savers rendering all possible assistance.
Mar. 3	Wachapreague, Virginia..	Am. sc. Thomas P. Jones.	At 6.30 a. m., the lookout having discovered this vessel with a distress signal displayed in her rigging, the surfboat was manned, and the keeper and crew going to her assistance found that she had parted her anchor chain during the night and had gone ashore. At the request of the master the life-savers ran out an anchor, hauled the vessel afloat, and took her to an anchorage.
Mar. 3	Portsmouth, North Carolina.	Am. sc. Daisie.....	Ashore 6 miles NNE. of station. The keeper and crew launched the surfboat, proceeded to her, ran out an anchor, and no further assistance being required, returned to the station.
Mar. 3	Fort Lauderdale, Florida.	Lch. Aha.....	This launch with two lighters in tow, while proceeding down the sound struck a submerged snag and so damaged the propeller and shaft that the engine could not be turned. The owner came to the station at 3 a. m. and requested assistance. The keeper, with his own launch, took the Aha and lighters in tow and carried them up New River to their destination, and later towed the disabled launch to the dry dock.
Mar. 4	Maddequet, Massachusetts.	Catboat Wild Rose.	Carried from her moorings by a large field of drift ice. The life-savers launched the surfboat, proceeded to within 500 feet of her, and then with saws and axes cut a channel to her and towed her to a safe anchorage.
Mar. 4	Fire Island, New York...	Catboat Venture...	Ashore 2 miles NE. of the station and surrounded with drift ice. The life-savers manned the metallic surfboat, pushed through the ice, and proceeding to the boat found her full of water. She was bailed out, sailed down the beach near to the station, the ice was broken, and she was taken inshore and moored alongside the schooner Jennie D. Bell, and the owner was notified. On the 7th instant, the catboat having sunk alongside of the schooner, the life-savers towed her inshore, bailed her out, and hauled her up onto the beach.
Mar. 4	.....do.....	Sharpie, no name...	Adrift in the ice. The life-savers hauled her up onto the beach and made her fast.
Mar. 5	High Head, Massachusetts.	Dory, no name.....	This dory, belonging to the schooner Actor, of Gloucester, was picked up on the beach by the patrol, and at the request of the owner was delivered at Provincetown on the 17th instant.
Mar. 5	Big Kinnakeet, North Carolina.	Fish boat Janey....	About 11 a. m. the lookout saw this boat capsized. The life-savers, in a skiff, hastened to the rescue, and took the crew of two men, who were clinging to the overturned boat, to the station and gave them dry clothing. They then, assisted by others, righted the Janey, brought her ashore, and put her into shape, and later in the day the men left for their homes.
Mar. 5	Humboldt Bay, California	Fish boat, no name.	About 5.40 p. m. this boat, with a skiff in tow, missed stays and was carried into the breakers and ashore. The lookout having observed the accident, the crew manned the surfboat and proceeded to the rescue. Upon rounding the point of the jetty the keeper saw that nothing could be done in the surfboat, so the crew landed and walked across the spit to where the boat was stranded. The skiff

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Mar. 5	Humboldt Bay, California	Fish boat, no name.	was bailed out and hauled to a safe place on the beach. The fish boat was also bailed out, hauled onto the beach, and by means of rollers transported to a smooth place and launched, with her crew of two men, and two of the life-savers to assist them at the oars. A line was bent to the painter, and the rest of the life-saving crew manning it, the boat was hauled along the shore to the station. The two men were then given dry clothing from the supply donated by the Women's National Relief Association, and furnished with supper.
Mar. 6	Frankfort, Michigan, Lake Michigan.	Sailboat, no name..	At 9.20 p. m. the keeper heard cries for help proceeding from Lake Betsie, and the life-saving crew immediately launched the surfboat, pulled to the rescue, and found a capsized sailboat. Two boys who had been sailing her were picked up by the Ann Arbor car ferry before the life-savers could reach them. The boat was righted, towed ashore, and the next morning delivered to the owner.
Mar. 7	Sandy Point, Rhode Island.	Am. slp. Samuel B. Miller.	Lost anchors, and was driven ashore on the N. shore of Great Salt Pond; the life-saving crew ran anchors, hauled the vessel afloat, and anchored her in a safe place.
Mar. 7	Louisville, Kentucky.....	Barge Alexandria ..	This barge, one of a large tow, broke adrift, collided with the bridge pier, and filled with water. The life-savers ran a line from the barge to a tug and assisted to beach the sunken vessel.
Mar. 8	.....do.....	Flatboat, no name..	While discharging freight alongside a steamer the tide caught this boat, nearly swamped it, and broke it adrift. The life-saving crew hastened to the rescue, towed the boat ashore, and landed the two men who were on board of her.
Mar. 8	Marblehead, Ohio, Lake Erie.	Fish boat, no name.	This boat was carried by the ice out of Sandusky Bay, and stranded on a shoal near Sand Point. The owners, the Booth Fish Company, telephoned to the keeper and requested assistance in saving the boat. The keeper collected a crew of three men (inactive season), launched the winter-service boat, and proceeding to the place found the vessel fast in the ice. By running out an anchor, and after strenuous effort, she was hauled into clear water, but as the fresh W. wind prevented her being towed, she was anchored and the crew returned to the station. The next morning they took the boat in tow, and, with the assistance of a passing steamer, she was worked through the ice of Sandusky Bay and delivered to the owners.
Mar. 9	White Head, Maine.....	Slp., no name	Stranded on Nortons Island bar; the life-saving crew went to her aid, assisted to furl her sails, and ran out an anchor, but as the tide was ebbing they returned to the station, taking with them the one occupant of the boat, and furnishing him with dinner. When the flood tide made, the life-savers again proceeded to the vessel and hauled her off the bar.
Mar. 10	Brazos, Texas.....	Am. sc. Leman No.3	Stranded while endeavoring to beat out of the harbor, and in response to a signal of distress the life-saving crew ran out an anchor and assisted to heave the vessel into deep water.
Mar. 12	North Beach, Maryland..	Catboat Maavinda..	The keeper and three surfmen assisted the owner to float this vessel, she having grounded on Sandy Point Shoal.
Mar. 13	City Point, Massachusetts	Ferryboat City of Boston.	At 10.06 p. m., while making her regular trip between Boston and Chelsea, this boat struck a submerged wreck, stove a hole in her bottom, and, filling rapidly, was sunk on East Boston flats. The keeper

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Mar. 13	City Point, Massachusetts	Ferryboat City of Boston.	being aroused by the signals launched the small boat, and with his sons proceeded to the vessel and found thirty passengers on her upper deck, which was just awash at high water. Six women and one boy were taken into the boat and landed at the ferry slip in Chelsea, the rest of the passengers being landed by the harbor police boat, which had soon arrived upon the scene.
Mar. 13	White Head, Maine.....	Slp. Wanderer.....	This vessel having two small boats in tow was capsized by a sudden squall and sank in ten fathoms of water, the crew having barely time to jump into one of the boats and cut loose. The other boat was carried down with the sloop. The life-saving crew went to the scene, but nothing could be done. The next day a schooner was engaged to raise the sloop, and from that day until the 23d instant, when the attempt to save her was abandoned, the life-savers endeavored in every way to aid in floating the vessel, assisting to pass hawsers and chains around her, rig, tackles, etc. The mast, sails, and two small boats were all that were saved.
Mar. 15	Eatons Neck, New York..	Am. sc. Eliza A. Scribner.	Stranded during a thick snowstorm, about 2½ miles ESE. of the station; the life-saving crew proceeded to her assistance, ran out an anchor, and taking the line to the capstan, hove the vessel into deep water.
Mar. 15	Biscayne Bay, Florida...	Launch, no name...	This launch with a party on board stranded near the station; the keeper immediately went to her assistance and succeeded in getting her into deep water.
Mar. 16	.....do.....	Launch, no name...	This boat with a party of eleven persons on board grounded near the station landing. The keeper went to her assistance, took the party into his boat and landed them at Buenavista, then, at high water, assisted the owner to float the launch.
Mar. 17	Louisville, Kentucky.....	Shanty boat, no name.	This boat, with two men and their wives on board, was in danger of being carried over the falls in the Ohio River. The life-savers manned the small boat, and going to her assistance towed her to a safe place.
Mar. 18	Atlantic City, New Jersey.	Nph. lch. Whisper..	Stranded 1 mile N. of station; the life-saving crew launched the surfboat, and, proceeding to her assistance, pulled her afloat.
Mar. 18	Fenwick Island, Delaware.	Gas. lch. Lizzie A...	Engine disabled and vessel flying a signal of distress; the life-saving crew launched the surfboat in a rough sea, proceeded to the boat, and at the request of the master returned to the station and telephoned for a tug, which soon came and towed the launch to the Delaware Breakwater.
Mar. 18	Point Lookout, North Carolina.	Am. sc. William R. Davidson.	This vessel came into Lookout Bight for a harbor and anchored too near the reefs on the E. side; the life-savers boarded her, ran out a kedge anchor, and hauled her into a safe anchorage.
Mar. 19	Bonds, New Jersey.....	Am. sc. Maggie E. Davis.	The master of this vessel being unacquainted with the locality ran her ashore on Margerys bar. The life-saving crew proceeded to her assistance, ran out anchors, and succeeded in heaving her off into deep water. The master was then instructed how to proceed up the channel.
Mar. 19	Santa Rosa, Florida	Launch, no name...	At 10 p. m. this launch containing a party of six United States marines broke down near the station. The keeper launched the surfboat, took the party to the navy-yard, and returning the next morning with another party, repaired the launch and delivered it to them.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Mar. 20	Two Mile Beach, New Jersey.	Am. str. Boxer.....	In response to a signal from this vessel, which had two barges in tow, the life-saving crew launched the surfboat, went alongside of her, and was requested by the master to send a telegram to Delaware Breakwater for a tug to take the barges to their destination, as the boiler of the Boxer was damaged. The telegram was sent by the life-savers and a tug soon came and took the barges in tow. The Boxer proceeded under her own steam.
Mar. 21	Crumple Island, Maine...	Am. sc. M. H. Read.	At 5.45 a. m. the lookout observing a signal on Moose Peak light-house, the crew launched the surfboat, and proceeding to the vicinity, found this schooner stranded on a sunken ledge off Head Harbor Island. She was lying in a bad position and was much strained. It being low water all of the opened seams and butts were calked, part of the cargo was shifted and the pumps were manned to keep her free as the tide rose. An anchor was run out, and at high water she was hove off the ledge, towed to a wharf, and made fast.
Mar. 21	Coquille River, Oregon...	Skiff, no name.....	Adrift and being rapidly carried toward the bar by the strong freshet and ebb tide; the life-savers picked it up, towed it to the station, and later delivered it to the owner.
Mar. 21	Humboldt Bay, California.	Gas. lch Eureka...	About 1.30 a. m. the keeper received telephonic information that this launch had stranded on South Spit. Shortly afterwards the owner arrived with a gasoline launch and towed the surfboat and crew to the scene of the disaster. The master of the Eureka and four passengers were found sheltered in an Indian hut and the boat stranded and completely swamped. As nothing could be done without apparatus the owner returned to town, towing the surfboat to the station. At 8 a. m. the owner again came to the station in a launch loaded with rollers, jackscrews, and planks, and towed the surfboat, with life-saving crew, to the stranded boat, which was then bailed out, lifted onto the rollers, transported about 150 feet across a sand spit, and launched safely into smooth water. The passengers were taken into the owner's launch, and with the disabled boat and the surfboat in tow she proceeded up the river, dropping the surfboat abreast of the station.
Mar. 22	Assateague Beach, Virginia.	Am. sc. Mattie W. Porter.	Stranded, at 3 p. m., while entering the harbor about 1½ miles S. by W. of the station. The life-saving crew launched the surfboat, proceeded to the vessel and at high water assisted to float her and work her to a safe anchorage.
Mar. 22	Cape Lookout, North Carolina.	Am. sc. Frank W. McCullough.	This schooner arrived in the harbor leaking badly, having been ashore on Bogue bar. The keeper and crew went on board, manned the pumps until night, and the next morning stopped the leak, and pumped her dry.
Mar. 23	Wood End, Massachusetts.	Am. sc. Minerva.....	Stranded, 1 mile NW. of the station; the life-savers proceeded to her, and at high water made sail, forced her off the beach, and took her into the harbor.
Mar. 23	Galveston, Texas.....	Catboat, no name...	Capsized in Bolivar channel; the fact being telephoned to the station the keeper and three of the crew took a fast sloop, sailed to the scene, found the crew of two men clinging to the overturned boat, took them out of the water, and landed them at the station. In the meantime the rest of the life-savers proceeded to the place in the small boat, with grap-

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904.			
Mar. 23	Galveston, Texas.....	Catboat, no name ..	pling hooks and tackies, righted the cap-sized boat, bailed her out, and brought her into the harbor.
Mar. 23	Brazos, Texas.....	Skiff, no name.....	In response to a signal from the steamer Manteo the life-saving crew pulled out in surfboat, picked up a pilot who had left the steamer in a small skiff, landed him through the surf, and assisted him to get his skiff through the breakers and haul it up on the shore.
Mar. 23	Evanston, Illinois, Lake Michigan.	Skiff, no name.....	About 3 p. m. the keeper received a telephone message stating that a man in a skiff was caught in the ice, about 5 miles S. of the station. The keeper employed six men (inactive season), transported the beach apparatus to the scene, fired a line across the boat, and, by means of the whip line, hauled it ashore. The man had been in the boat for about twelve hours and was nearly exhausted.
Mar. 24	Gurnet, Massachusetts...	Am. sc. Harry C. Chester.	At 5.30 p. m., the lookout having discovered this schooner ashore about 3 miles WSW. of the station, the surfboat was launched, and the keeper and crew proceeding to her, ran out her anchor and chain. It was now low tide and operations were suspended for the night. The next morning, at high water, the surfmen made sail on the schooner, hove her afloat, and sailed her clear of danger.
Mar. 26	Block Island, Rhode Island.	Am. sc. Mabel Hall.	Stranded, during thick fog, about $\frac{1}{2}$ mile S. of the station; the master and crew of four men pulled ashore in their own boat, and came to the station. They were given dry clothing, and four of them were sheltered for two days and one for seven days. At 10 a. m. on the 27th the life-savers put the crew on board their vessel to secure their personal effects, and then returned them to the station. The vessel was lost.
Mar. 26	Hog Island, Virginia.....	Am. slp. Ollie.....	At 4 p. m. this vessel stranded in the breakers on South Shoals, 4 miles SE. from the station, smashed her yawl boat, stove in her quarter rail, partly filled her cabin, and pounded heavily on the bar. The life-saving crew immediately launched the surfboat, and, proceeding to her, remained on board until high water, and then, with the wind blowing fresh from the north, drove her across the bar into deep water. She was then taken up Hog Island Channel and anchored. The life-savers returned to the station at 2.30 a. m.
Mar. 26	New Inlet, Chicamacomico and Gull Shoal, North Carolina.	Am. sc. Benjamin M. Wallace.	At 10.20 p. m. the N. patrol from Chicamacomico discovered this vessel ashore, fired two Coston signals to inform her that assistance was at hand, and then reported the facts to the station. The keeper telephoned the adjoining stations, New Inlet and Gull Shoal, then proceeded to the scene of the wreck with the crew, transporting the surfboat by wagon. The vessel had struck the beach in the vicinity of the N. patrol house, but was now driving along the shore to the northward. She was followed by the Chicamacomico and New Inlet crews until about midnight, when she sank, about $\frac{1}{2}$ miles S. of New Inlet and 300 yards off the beach. The three crews working together launched the surfboat, which proceeded to the wrecked vessel, and it was found that the hull was under water and abandoned. The surfmen then pulled seaward, and made signals to notify the crew of the abandoned vessel that search was being made for them; these were soon answered by blasts of a fog horn, and about $\frac{1}{2}$ mile distant sixteen men, in four dories, were found.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Mar. 26	New Inlet, Chicamacomico and Gull Shoal, North Carolina.	Am. sc. Benjamin M. Wallace.	The dories were anchored, and the men with their clothing were taken into the surfboat and landed through the breakers. They were then taken to the New Inlet station and sheltered for three days. The next morning the crews of the New Inlet and Chicamacomico stations landed the dories which were left at anchor the previous night.
Mar. 27	Point of Woods, New York.	Am. sc. Charles W. Lynde.	Stranded about 1 mile NNW. of the station; the life-saving crew launched the surfboat, and proceeding to her ran out an anchor, hove her afloat, and assisted the master to beat her up the channel.
Mar. 28	.....do.....	Slp. Madeleine.....	Stranded $\frac{1}{2}$ mile N. of the station; the life-savers proceeded to her, landed two passengers who were on board of her, and then hove the vessel afloat, and anchored her in the channel.
Mar. 30	Metomkin Inlet, Virginia.	Gas. lch. S. I. Kimball.	Stranded on the beach, 8 miles NNE. of the station; the fact being telephoned to the station at 8 p. m., the life-saving crew launched the surfboat, proceeded to the scene, ran out an anchor, and at high water the next morning hauled the launch afloat.
Apr. 3	Santa Rosa, Florida.....	Am. str. Alberta....	A small boat, belonging to this vessel, and containing four of her crew, was found adrift in the bay by the life-saving crew. The men were unable to handle the boat, so the life-savers towed them to their vessel.
Apr. 4	Jerrys Point, New Hampshire.	Am. sc. C. W. Dexter.	Stranded on Fishing Island Point; the life-saving crew proceeded to her assistance, ran out an anchor, and, with the assistance of the capstan, hove her into deep water.
Apr. 4	Monomoy Point, Massachusetts.	Am. sc. Catawamteak.	Stranded, at 4.30 p. m., on Shovelful Shoal; the life-savers went on board of her, and with the assistance of her crew, after working until 3 a. m., floated her.
Apr. 4	Metomkin Inlet, Virginia.	Slp. Vigilant.....	Stranded on the bar while attempting to enter the inlet; the life-savers proceeded to her, and, assisted by the crew, succeeded in floating her without damage.
Apr. 5	Townsend Inlet, New Jersey.	Catboat, no name...	The life-saving crew assisted the owner to launch this yacht, which broke adrift and went ashore, in October last.
Apr. 6	Cobb Island, Virginia....	Am. sc. Senator Saulsbury.	At 10.30 a. m., the lookout reporting this vessel ashore about 5 miles SSE. of the station, the surfboat was manned, and proceeding to her the keeper went on board, and was requested by the master to send a tug to his relief. The life-savers then pulled ashore, and the keeper telephoned for a tug, which came and hauled the vessel afloat. The next day, the vessel having sprung a leak the life-savers, at the request of the master, went on board and pumped her dry.
Apr. 6	Velasco, Texas.....	Slp. Columbus.....	While crossing the bar of San Bernard River this timber-laden sloop stranded about 15 miles SW. of the station. At noon of the next day a messenger arrived at the station and reported the disaster; the life-saving crew launched the surfboat, proceeded to the place, and found the vessel water-logged, and in the breakers. They immediately began to remove the remaining deck load, and endeavored to get at the lumber in the hold, but were compelled by the rising surf to abandon the attempt. The next morning a quantity of the cargo was taken from the hold, but the vessel having no pumps, anchors, or lines, and her windlass having been broken, all further efforts to float her were deferred until the proper gear could be procured. On the 11th instant, at the request of the master, the life-savers pulled to the scene

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Apr. 6	Velasco, Texas	Slp. Columbus.....	and assisted the parties to whom the contract to save the schooner was given to float her, take her into the river, and anchor her on the mud flats.
Apr. 8	South Brigantine, New Jersey.	Am. sc. Rival.....	Through a rift in the dense fog the patrol from 8 to 12 a. m., saw this schooner stranded near the beach. The surfboat was launched, and the life-savers, pulling through a heavy surf, proceeded to the vessel, and, after ineffectual efforts to extricate her from her dangerous position, took the crew of eighteen men and their baggage into the boat, and carried them to the station where they were succored for three days. The next day the life-savers went out to the wrecked vessel and saved 23 barrels of mackerel, and other property and took it to Atlantic City. The schooner proved a total loss.
Apr. 8	Virginia Beach, Virginia..	Br. str. Rosewood..	At 1.40 a. m., the patrol reported a steamer stranded about a mile N. of the station, and the keeper procured a horse, and, transporting the surfboat and crew to a position abreast of the vessel, launched the boat and proceeded to her. The schooner was lying in an easy position, and the master decided to remain on board with his crew. The life-savers rendered valuable assistance on the 8th, 9th, and 10th instant by transmitting messages between master and agents, running lines, etc., and carrying provisions on board. The vessel was floated on the 11th instant by a wrecking steamer.
Apr. 8	Racine, Wisconsin, Lake Michigan.	Am. str. J. C. Evans	At 1.30 a. m., during a dense fog, the distress signals of a steamer were heard in an easterly direction from the station. The life-saving crew launched the surfboat, and, proceeding in the direction of the sounds, found this tug stranded on Racine Reef. A schooner which she had in tow was safely anchored under the lee of the reef. At the request of the master of the steamer his mate was taken ashore to procure assistance. The life-savers then returned and assisted to shift the anchor, chain, and several tons of coal from aft to forward. At 7.30 p. m. the Evans was released from the reef, with the assistance of a Milwaukee tug, and steamed into the harbor.
Apr. 9	Wood End, Massachusetts.	Slps. (3) Albert Drummond, Besie, and Active.	About 8 p. m., during a thick fog, these sloops stranded on the beach. The patrols having reported the circumstances, the life-savers went to the scene, but, because of the rough sea and darkness, were compelled to await daylight before commencing operations for their relief. At dawn anchors were run out and the vessels were hauled off of the beach into deep water.
Apr. 9	Race Point, Massachusetts.	Am. sc. Jubilee.....	At 3.15 p. m., during a thick fog, the patrol reported a vessel ashore about 1 mile E. of the station, and the life-saving crew launched the surfboat, proceeded to the scene, and found this fishing schooner at anchor near the inner bar. She had been pounding on the bar, but, having an anchor ahead, was soon hauled afloat. She was still in a dangerous position, and a rift in the fog having shown a schooner at anchor about $\frac{1}{2}$ mile offshore, all of the lines and spare rigging of the fisherman were bent together and run out to this schooner and the Jubilee was hauled into a safe position.
Apr. 9	Indian River Inlet, Florida.	Str. Phantom	Machinery disabled by a rope getting foul of the propeller and forcing it loose on the shaft. In response to a signal of distress the life-saving crew launched the surf-

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Apr. 9	Indian River Inlet, Florida.	Str. Phantom	boat, proceeded to the vessel, and, there being too much sea to clear the wheel, towed her up the beach and anchored her abreast of the station. The next day, the sea being smooth, the life-savers went to the steamer, and, after two hours work, cleared the propeller and secured it in place.
Apr. 10	Assateague Beach, Virginia.	Am. sc. Wm. D. Hilton.	This vessel sprung a leak, and was beached about 1 mile S. by E. of the station. The life-saving crew went on board, and, at the request of the master, sent dispatches to the owner, and later in the day transported the master to Chincoteague to enter protest. One man was succored at the station for two days. The vessel was floated on the 13th instant. (See letter of acknowledgment.)
Apr. 11	Marblehead, Ohio, Lake Erie.	Nph. lch. Max G....	Disabled, when near the James Pier, by the breaking of her wheel; at the request of the master the life-saving crew assisted to haul her out on the beach, repair the wheel, and then launch the vessel.
Apr. 11	Grande Pointe au Sable, Michigan, Lake Michigan.	Am. str. Frank Canfield.	At 9.50 p. m., during a NW. gale and thick snowstorm, the patrol reported to the keeper that distress signals could be heard N. of the station. The beach was in an awful condition because of the storm and drifting ice; the beach apparatus was therefore made ready and hastened to the scene. Just as the crew were prepared to start, the light keeper came to the station and stated that this steamer was ashore near the light-house, and during the night he, the assistant light keeper, and another volunteer rendered valuable assistance to the life-savers. Two shots were fired, the second one landing the line across the wreck, but, because of the running ice and swift current her crew were unable to haul it on board. The keeper then sent two men to the station for another line. On their return, and when a short distance from the scene of the disaster, they heard groans proceeding from the water, and, upon investigation, found that two men, who had come ashore on a life raft, were clinging to the ice along the beach. One of them was in a raving condition, and the other almost unconscious. They were carried to the station, more than a mile distant, and, after an hour and a half's work and the use of stimulants, were revived. Meantime the men patrolling the beach reported that they had heard cries on board the wreck. The life-saving crew, with the assistance of the other men, then endeavored to haul the surfboat along the beach, but, because of the deep snow and broken ice, were unable to do so. The keeper telephoned to Ludington for a tug, but none could be procured. At the same time a surfman was sent a distance of 5½ miles, to a farmhouse, to get a team and, after strenuous efforts, returned at 5.30 a. m. with three horses. These were hitched to the boat wagon, and the boat was taken to a place above the wreck where it was comparatively free of ice, and launched, and the crew proceeding to the stranded boat, found no one on board, the men probably having been washed overboard during the night. The beach was diligently patrolled, and, at 10 a. m., one of the bodies was found. The two rescued men were furnished with dry clothing from the supply donated by the Women's National Relief Association, and were succored at the station until late in the afternoon. (For detailed account see caption "Loss of life.")

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904.			
Apr. 11	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	A boy, 11 years old, pulling in this skiff, lost his oars, and went adrift; two surfmen went to his rescue and towed his boat ashore.
Apr. 12	Santa Rosa, Florida.....	Slp. Louise.....	Capsized and abandoned; the life-saving crew towed her to a wharf, righted her, bailed her out, and secured her to await a claimant.
Apr. 13	Niagara, New York, Lake Ontario.	Rowboat, no name..	This boat, containing six soldiers, was caught in the ice while attempting to cross the river. The keeper and his son (inactive season) went to them in the station dingey and towed them safely ashore.
Apr. 13	Cleveland, Ohio, Lake Erie.	Am. str. John P. Manning.	Machinery disabled; the keeper telephoned for a tug and the crew then launched the surfboat, proceeded to the vessel, and assisted to heave up her anchor and run lines to the tug.
Apr. 14	Brenton Point, Rhode Island.	Pile driver, no name	This pile driver went ashore on the 11th instant while being towed to Newport. On the 14th instant the life-saving crew piloted a tug to the stranded craft and assisted in running lines to her.
Apr. 14	Manistee, Michigan, Lake Michigan.	Gas. lch. Cape Pigeon.	Machinery disabled; the life-saving crew proceeded to her and two of the crew who were familiar with gasoline engines repaired the machinery.
Apr. 15	Wallops Beach, Virginia..	Slp. Eva Earl.....	Stranded on Gunboat Bar, 1½ miles ENE. of the station; the surfboat was transported up the beach until abreast of the stranded boat, then launched, and the crew proceeding to the sloop, ran out an anchor, hove her afloat, and took her inside to a safe anchorage.
Apr. 15	Frankfort, Michigan, Lake Michigan.	Rowboat, no name..	This boat, with two occupants, in attempting to cross the river during a gale of wind, was driven against the dock and capsized. The life-savers hastened to the scene, rescued the two men, and hauled the boat to a place of safety.
Apr. 15	Grand Haven, Michigan, Lake Michigan.	Am. sc. Romulus...	Came into the harbor, in a leaky condition; the life-saving crew tracked her up the river to a safe place and pumped her dry.
Apr. 16	White Head, Maine.....	Br. sc. Ida M. Barton.	Stranded during a fresh NE. wind and thick snow storm on Browns Ledges, ½ mile W. of the station. Having been discovered through a rift in the storm, the life-savers went to her assistance and at high water floated her and took her to a safe anchorage in Seal Harbor. (See letter of acknowledgment.)
Apr. 16	South Haven, Michigan, Lake Michigan.	Catboat Mabelle Adelle.	Drifting out of the harbor; two surfmen launched the small boat, went to her, and towed her to the station. Later, she was delivered to the owner.
Apr. 16	Old Chicago, Illinois, Lake Michigan.	Am. str. Leslie.....	Parted her moorings and drifted around in the slip, colliding with other vessels. The life-saving crew immediately proceeded to the place, got lines on board of her, and made her securely fast.
Apr. 16	Ilwaco Beach, Washington.	Skiff, no name.....	Drifting by the station in a swamped condition; the life-savers picked her up, towed her to the station, and hauled her up into a safe place to await a claimant.
Apr. 17	Point Allerton, Massachusetts.	Am. sc. William Matheson.	Stranded on Gallups Island, about 2½ miles NW. by N. from the station; the life-saving crew launched the surfboat, proceeded to her, and assisted to float her.
Apr. 17	Blue Point, New York....	Catboat Mamkee ..	Capsized; the life-savers went to her assistance, righted her, bailed her, and towed her to the station.
Apr. 17	Cape Lookout, North Carolina.	Sc. Alert.....	Stranded in Lookout Harbor; the life-saving crew went to her and ran out an anchor, by which means the vessel's crew at high water hauled her afloat.
Apr. 17	South Haven, Michigan, Lake Michigan.	Skiff, no name.....	Adrift; the life-savers picked her up and delivered her to her owners.
Apr. 18	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Two men went out in a skiff to the intake crib to shoot ducks. After shooting a number, one of the men went in the skiff to pick them up, and a strong N. breeze

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Apr. 18	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	springing up, was prevented from returning to the crib. He landed on the beach and walked to the city waterworks, where the engineer telephoned to the station for aid. The surfboat was immediately launched, and after a hard pull the life-saving crew reached the crib and rescued the other man.
Apr. 20	Jerrys Point, New Hampshire.	Am. sc. Northern Eagle.	At 1 a. m., in a heavy snow squall, dragged anchors and went ashore on the rocks of Fishing Island, punching a large hole in her bottom. The life-saving crew went to her assistance and helped to calk her, when a tug pumped her out and towed her to Kittery.
Apr. 20	Point Allerton, Massachusetts.	Am. sc. Minerva....	Stranded on Gallups Island, 2½ miles NW. by N. from the station; the life-saving crew proceeded to her and assisted by handling sails and running hawser to a tug, which floated her.
Apr. 20	Brant Rock, Massachusetts.	Skiffs (3), no names.	Lying in a dangerous position in Brant Rock Cove; the life-savers hauled them onto the beach above high water and safely secured them.
Apr. 20	Monomoy, and Monomoy Point, Massachusetts.	Am. sc. Sagamore...	This four-masted schooner stranded on Stone Horse Shoal. The life-saving crews proceeded to her and assisted to float her and take her to a safe anchorage.
Apr. 21	Damiscove Island, Maine.	Am. str. Mary Jane.	The lookout having reported this steamer 3 miles W. of Damiscove Island as making signals of distress, the life-saving crew launched the surfboat, and proceeding to her, found that she was disabled by the blowing out of one of her boiler tubes. The life-savers gave them a line and with the help of the steamer's sails towed her into the harbor and anchored her. She then made repairs and proceeded on her way.
Apr. 21	Point Allerton, Massachusetts.	Slp. Rambler.....	Parted moorings and stranded on Peddocks Island; the life-saving crew went to her assistance, calked her leaky seams, ran out an anchor, hove her into deep water, and took her to a safe place, where she could make repairs.
Apr. 21	Cape Disappointment, California.	Fishboat, no name..	While endeavoring, in a fresh breeze and a strong current, to pull clear of Peacock Spit, this boat capsized in the breakers, the two occupants being swept overboard and drowned. The mishap was seen by the lookout, and the surfboat being immediately launched, the life-saving crew went to the scene of the disaster, righted the boat to ascertain if the men were under it, and then, not finding them, pulled along the spit in search of their bodies, but without success. After being convinced of the futility of further search, the life-savers returned to the boat, and made it fast to a fish trap, from whence it was taken the next day by the cannery launch. (For detailed account see caption "Loss of life.")
Apr. 22	Muskegon, Michigan, Lake Michigan.	Pile driver, no name	Waterlogged and capsized about 500 yards W. of the station; the life-saving crew launched the surfboat, went to her, towed her inside of the harbor to a place of safety, righted her, and then went out and picked up the floating piles and towed them into the harbor.
Apr. 22	Kewaunee, Wisconsin, Lake Michigan.	Am. sc. Charley J. Smith.	At the request of the master the life-saving crew assisted to pump her out. The vessel had been lying on the beach all winter, and the ice had cut the oakum out of her seams.
Apr. 23	Point Adams, Oregon....	Fishboat, no name..	Capsized near the entrance of the river; the accident was observed by the lookout, and the surfboat being immediately launched, the life-saving crew hastened to the rescue. The men in the boat and the nets were picked up by other fishermen, but they were unable to handle the boat.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Apr. 23	Point Adams, Oregon	Fishboat, no name.	The life-savers took her in tow and after 1½ hours of hard pulling landed her in a safe place on the beach.
Apr. 24	Monomoy, Massachusetts.	Am. sc. Mary P. Mosquita.	At 5.20 p. m. the lookout discovered this vessel ashore on Handkerchief Shoal, 3¼ miles SW. ¼ S. of the station. The life-saving crew launched the surfboat, and proceeding to her endeavored to float her on the night tide, but could not. At the request of the master they remained on board and at 7 the next morning floated the vessel and took her to an anchorage in the bay.
Apr. 24	Monomoy Point, Massachusetts.	Am. sc. Buena.....	Stranded at 5.30 p. m. on the eastern edge of Handkerchief Shoal; the life-saving crew went on board, and at the request of the master returned to the station and telephoned to Boston for a tug. In the morning they returned to the vessel, assisted to lighten her by throwing overboard the ballast and also to run a hawser to the tug. The effort to haul her off was unsuccessful, but on the afternoon tideshe was floated and towed to Boston.
Apr. 25	Sandy Hook, New Jersey.	Sc. Annie E. Down..	Stranded at 11 p. m. on the point of Sandy Hook; the life-savers boarded her and at the request of the master telegraphed to New York for tugs, which, the next morning came and hauled her afloat.
Apr. 25	Santa Rosa, Florida.....	Am. sc. Mary L. Harty.	Stranded on a reef in Pensacola Bay, 1 mile ENE. of the station. The life-savers immediately manned the surfboat, proceeded to her assistance, ran out an anchor, and with the help of the sails hauled her afloat.
Apr. 25	Saint Joseph, Michigan, Lake Michigan.	Gas. lch. Louise....	Machinery disabled. The life-saving crew launched the surfboat, went out to her, and towed her into port.
Apr. 26	Sandy Hook, New Jersey.	Am. sc. Angielena..	Stranded at 9.30 p. m. on the point of Sandy Hook. The life-saving crew promptly launched the surfboat, boarded the vessel, and ran out an anchor. The anchor did not hold, and the keeper advised the master to send for other assistance, to which, at 1.30 a. m., after the wind and sea had begun to rise, he agreed, and the patrolman on shore was instructed to telephone for a tug. At 2.30 the life-savers were forced to leave the vessel, as the sea was threatening to crush the surfboat against her side. They anchored about 150 feet to windward to await the arrival of the towboat, but at 3 a. m. a high sea was running, and not being able to approach her in the boat, the life-savers landed, procured the beach apparatus, and prepared to fire a line as soon as there were any signs of the breaking up of the vessel. At dawn the tug arrived, but could not get near the stranded craft. The life-savers pulled to the steamer with wreck gun, and fired a line across the schooner, by which a hawser was hauled on board. As the tide was falling, the effort to haul her afloat was unsuccessful, and all hands, after sealing the hatches, left her. At 3 p. m., after a terrible pounding, the vessel was hauled afloat, the crew were put on board, and she was towed to New York.
Apr. 26	Bonds, New Jersey.....	Am. sc. J. R. Moffett.	Stranded 3 miles W. of the station. The life-savers went on board of her and ran out an anchor, by which means, at high water, the crew of the vessel hauled her afloat.
Apr. 26	Fort Lauderdale, Florida.	Gas. lch. Aha.....	About 8.30 p. m. the keeper, hearing several revolver shots in rapid succession, made an investigation and discovered this launch, with a barge loaded with crated tomatoes in tow, ashore on the outer bar, her engine disabled. He immedi-

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Apr. 26	Fort Lauderdale, Florida.	Gas lch. Aha	ately took an anchor, rope, and other gear, went off to her in the station launch, sent a line on board, and having jettisoned part of her cargo, succeeded in getting the vessel afloat, and towed launch and barge into the harbor. The master and crew of three men were taken to the station, supplied with dry clothing from the stores donated by the Women's National Relief Association, and also with hot coffee. All hands then set to work on the launch, and by daylight had the machinery repaired so that she could proceed with her tow to her destination.
Apr. 27	Monomoy Point, Massachusetts.	Catboat Ida May ..	The keeper, seeing the dory of this boat go adrift, sent a surfman, who picked it up and returned it to the owner.
Apr. 27	.....do.....	Gas. slp. Beatrice Earle.	While fishing, a sudden storm carried away her masthead and broke her rudder. The life-saving crew went on board and endeavored to get her underway, but, the severity of the gale preventing, the crew of the vessel were taken to the station and sheltered until the morning of the 29th instant, when, the gale having abated, temporary repairs were made, and the sloop proceeded to her destination.
Apr. 27	Bayhead, New Jersey....	Dory, no name.....	A fisherman in this boat, while engaged during the night in taking up the nets, became separated from his vessel, and at 9 a. m. landed on the beach. The life-savers took the boat and nets to a place of safety, brought the man to the station, supplied him with dry clothing from the stores furnished by the Women's National Relief Association, and at 3 p. m. procured him transportation to Sandy Hook, where his vessel had arrived. Later the boat and nets were delivered to the vessel.
Apr. 27	Atlantic City, Brigantine, and South Brigantine, New Jersey.	Br. str. Craigneuk..	At 4.30 a. m., during a thick fog, this vessel stranded on Brigantine Shoals, and was sighted by the patrols of Brigantine and South Brigantine stations at 5.30 a. m. through a rift in the fog. As a heavy sea was running, it was decided to combine both crews and endeavor, in the South Brigantine surfboat, to reach the vessel. After strenuous efforts, the heavy breakers twice filling the boat and breaking one of the oars, the life-savers reached the steamer and offered assistance. The master decided to remain by the ship, but at his request dispatches were taken ashore, and during the time that she was on the shoal the South Brigantine crew made several trips to the vessel, carrying dispatches, mail, and an insurance agent. The Atlantic City crew, being informed of the disaster, also pulled to the vessel and offered assistance, and on May 1 carried to her the superintendent of the steamship line. The vessel was floated on May 3.
Apr. 27	Lewes, Delaware.....	Slp. J. F. Penney...	While trying to beat into the harbor under close-reefed mainsail this sloop refused stays, and after anchoring swung around and collided with Dodd's Pier. The sea was rough, and the vessel would have soon driven through the light structure and have stranded on the beach, but the life-savers hastened to her assistance, got a line to her from another pier, hauled her offshore, and instructed the crew how to get to the best anchorage.
Apr. 28	Cuttyhunk, Massachusetts.	Slp. Secret.....	Stranded on the flats in Cuttyhunk Pond. The life-savers went to her assistance, ran a line to another boat, and on the rising tide hauled her afloat and securely moored her

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. Apr. 28	Little Egg, New Jersey...	Bge. Carrie.....	This barge was discovered drifting down the beach in a sunken condition. The life-savers launched the surfboat, pulled through the breakers, and proceeding to her, found her to be a wreck with no one on board. A yawl, which was on top of her house, was lowered into the water and taken ashore to the station.
Apr. 28	Townsend Inlet, New Jersey.	Slp. yt. Quakeress..	At the request of the master, the life-saving crew assisted to heave up her anchors.
Apr. 29	Old Harbor, Massachusetts.	Am. sc. Future.....	During a thick fog this vessel stranded on Nauset Beach, $\frac{1}{2}$ mile NNE. of the station. The heavy surf making it impossible to launch the boat, the life-savers immediately started to her assistance with the beach apparatus. After a hard drag through the soft sand the apparatus was set up abreast of the schooner, a line was fired across her, and the crew of eight men were landed in the breeches buoy. The rescued men were taken to the station, furnished with dry clothing, and succored at the station for forty-eight hours. The vessel was floated on May 6, after which the wrecking crew was landed by the life-savers. (See letter of acknowledgment.)
Apr. 29	Cape Fear, North Carolina	Slp. yt. Athene.....	The lookout having reported this yacht as drifting over Fryling Pan Shoals, the life-saving crew launched the surfboat, proceeded to her, and found that she was abandoned and leaking. The pumps were manned, the vessel was freed of water, and sail was made. A tug, with the crew of the abandoned sloop on board, then came up and took her in tow. The master stated that she struck on the shoal about 1.30 a. m., and that he and the crew had left in the small boat to procure assistance.
Apr. 29	Manistoe, Michigan, Lake Michigan.	Gas. slp. Glen.....	At 5 p. m. the lookout, having reported this vessel near the beach, about $\frac{1}{2}$ mile N. of the station and making a signal of distress, the life-saving crew launched the surfboat, went to her assistance, found that her engine was disabled, and towed her to the station, from whence her crew hauled her up the river to a safe mooring.
Apr. 30	Monomoy Point, Massachusetts.	Am. sc. Matthew Keany.	The patrol reporting a continuous sounding of fog signals, the surfboat was launched, and the life-saving crew, proceeded in the direction of the sounds, found this schooner ashore on Shovelful Shoal, ran out an anchor, hauled the vessel afloat, and took her to a safe anchorage.
Apr. 30	Brigantine, New Jersey...	Am. sc. Henry Diss-ton.	Stranded on the bar at the entrance to Brigantine Inlet; the life-savers proceeded to her, assisted to float her, and piloted her to her destination.
Apr. 30	Galveston, Texas.....	Slp. yt. Doctor.....	Capsized in Bolivar Channel, 3 miles NNW. of station; the accident having been seen by the lookout, the life-saving crew immediately launched the surfboat, and proceeded, under sail, to the scene of the mishap. They picked up her crew of two men, secured the sails and all movable articles, and then anchored her on the edge of the channel. The rescued men were taken to the station and provided with dry clothing, and the next morning the life-savers assisted the master in raising his boat and bringing her into the harbor.
Apr. 30	Oswego, New York, Lake Ontario.	Br. sc. Annie Minnes	Stranded in a dense fog, about 3 miles W. of the harbor; the life-saving crew went to the vessel in tow of a tug, and ran lines to the schooner. She was then hauled afloat and taken into the harbor.
May 1	Shark River, New Jersey.	Dory, no name.....	Drifted in among a lot of pound poles; the life-savers launched the surfboat, proceeded to the place, extricated the dory

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904.			
May 1	Shark River, New Jersey.	Dory, no name.....	and four mackerel nets, which were fast to the poles, towed them to the station, and later delivered them to the owner.
May 2	City Point, Massachusetts	Gas. lch., no name...	Engine disabled; the life-savers towed her to the yacht-club float, where assistance to repair the machinery was procured.
May 2	Cape Henry, Virginia.....	Am. sc. Frank Leaming.	Stranded at 4.45 p. m. about 1 mile SE. of the station; the life-saving crew boarded her, and as she was pounding heavily, with the wind and sea fast increasing, the master decided to leave the vessel. The life-savers therefore took the crew of six men, with their personal effects, to the station, and sheltered them for the night. The next morning, a tug approaching the stranded vessel, the life-savers took the master and crew, through the heavy breakers to their vessel, and assisted to heave up her anchor, and run the hawser to the tug. The schooner was then hauled afloat.
May 2	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Drifting out through the piers; a surfman picked it up and brought it to the station, where it was delivered to the owner.
May 2	Humboldt Bay, California.	Am. bkt. Amelia...	In attempting to anchor the chain parted and the vessel was driven ashore by the fresh NW. wind. The life-savers ran a line to a tug, which hauled her afloat, and on the 5th and 7th instants, located her anchor, buoyed it, and assisted to deliver it to the vessel.
May 3	Short Beach and Point Lookout, New York.	Slp. Phoenix.....	At 4.30 a. m. in response to a telephone message the life-saving crew of Short Beach station went to the aid of this vessel, which had sunk on the S. side of Meadow Island, and with the assistance of the crew of the Point Lookout station, transferred the cargo of furniture to another vessel. The sloop was lost.
May 3	Brazos, Texas.....	Am. sc. Leman No. 3	Parted anchor chain and stranded about $\frac{1}{2}$ mile W. by N. of the station; the life-savers went on board of her, obtained an anchor from a pilot boat, planted it, ran a line to the schooner, dragged for and found the anchor which had been lost, and then made an unsuccessful effort to haul the vessel afloat. On the 11th instant, the vessel having filled with water, the life-savers assisted in an unsuccessful attempt to pump her out, and then assisted to transfer the cargo of lumber to a lighter. On the 27th instant the schooner was stripped and abandoned.
May 4	Fort Point, California....	Gas. lch. Little Tess.	At 6.25 p. m. the lookout having reported that the two occupants of this launch were making signals of distress, the life-saving crew launched the surfboat, proceeded to her, found that her supply of gasoline was exhausted, and towed her to a place of safety.
May 5	New Shoreham, Rhode Island.	Slp. Sunny Side....	Stranded on sand spit, near Old Harbor gapway; the life-savers went to her assistance, ran a line to the side of the gapway, hauled her afloat, and anchored her in the outer harbor.
May 5	Louisville, Kentucky.....	Bge., no name.....	This barge with a boy on board was adrift in the Ohio River and in danger of going over the falls. The life-savers went to her and endeavored to tow her ashore, but being prevented from doing so by the strong current, they took the boy to the station, and then returned to the barge and landed her at Sand Island, at the foot of the falls.
May 6	Marblehead, Ohio, Lake Erie.	Am. sc. H. P. Baldwin.	This schooner and a tug, which had her in tow, went ashore at 9 p. m., on Kelley's Island; the crew landing in their own boat. The fact was telephoned to the life-saving station, and the life-savers launched the surfboat, pulled to a dock, 3 miles SE. of the station, procured a

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904.			
May 6	Marblehead, Ohio, Lake Erie.	Am. sc. H. P. Baldwin.	tug, and proceeded in tow of her to the stranded vessels. They ran a line from the tug to the schooner, and assisted to lighten about 10 tons of coal and stone, when she was hauled afloat. The stranded tug was then hauled afloat.
May 6	Sleeping Bear Point, Michigan, Lake Michigan.	Gas. lch., no name.	Engine disabled; the life-savers launched the surfboat, pulled to the vessel, and towed her to the pier at Glen Haven.
May 7	Newburyport, Massachusetts.	Gas. lch., no name.	Engine disabled; the life-saving crew launched the surfboat, and towed the launch into the Merrimac River.
May 8	City Point, Massachusetts.	Sailboat, no name.	Capsized off the station; the two occupants having been picked up by a nearby boat, the life-savers righted the overturned boat, towed her ashore, and bailed her out.
May 9	Newburyport and Salisbury Beach, Massachusetts.	Bge. Hercules.....	Stranded in the Merrimac River; the crews of both stations went to the vessel, and assisted in floating her by running lines to tugs.
May 9	Watch Hill, Rhode Island.	Am. sc. David K. Akin.	Anchored close inshore, in a dangerous position, a rough sea running. The life-savers went on board the vessel, assisted to make sail, and work her into Stonington Harbor.
May 9	Hammond, Michigan, Lake Michigan.	Sc. Waunetta.....	In a heavy gale parted chain, and drifted on the rocks; the life-savers hastened to her assistance, ran lines to the breakwater, and hauled her into a safe position. But for the prompt assistance of the life-savers the vessel would have soon pounded a hole in her bottom.
May 9	South Chicago, Illinois, Lake Michigan.	Yawl boat, no name.	Having been informed by the contractors operating in the outer harbor that one of their yawl boats had gone adrift the life-saving crew launched the surfboat, picked up the drifting boat and returned it to the owners.
May 10	City Point, Massachusetts.	Small boat, no name.	Adrift; the life-savers picked it up and delivered it to the owner.
May 10	Point of Woods, New York.	Am. sc. P. E. Wharton.	Stranded on a sand bar $\frac{1}{2}$ mile NW. of the station; the life-savers endeavored to float her, but being unsuccessful took the master to the mainland to obtain lighters. The cargo was then unloaded and the vessel floated.
May 10	Nags Head, North Carolina.	Slp. Belle.....	Stranded and sunk on the N. end of Roanoke Island; at the request of the master the life-saving crew assisted, on the 14th and 15th instants, to pump and bail out the vessel, in which they were aided, on the 15th instant, by the keeper of the Kill Devil Hill Station. The sloop was then floated and towed by the launch of the keeper of the last-named station to the marine railway at Manteo.
May 12	Point of Woods, New York.	Am. sc. Ophelia.....	Stranded $\frac{1}{2}$ mile NW. of the station; at the request of the master the keeper telephoned for a tug, which came and hauled her afloat.
May 12	Tawas, Michigan, Lake Huron.	Am. sc. A. J. McBrier.	Stranded in Tawas Bay, 2 miles W. of station; the life-saving crew went to her, ran anchors, hove her afloat, and assisted to get her underway.
May 13	Monomoy Point, Massachusetts.	Sc. Little Jennie.....	Stranded on Monomoy Point; the life-savers proceeded to her and endeavored to run out anchors and heave her afloat, but the rough sea rendered their effort fruitless, the vessel filling with water. Her crew were then taken to the station and succored for 36 hours. The schooner was lost.
May 13	Wallops Beach, Virginia.	Am. sc. Samuel Fillmore.	Stranded on Wallops Beach, $\frac{1}{2}$ mile NE. by E. of the station; the life-saving crew launched the surfboat, proceeded to her, ran out an anchor, and hove her afloat.
May 13	Sturgeon Point, Michigan, Lake Huron.	Gas. yt. Lucile.....	Machinery disabled; the life-saving crew went on board and assisted to bend a sail to her mast, when she proceeded under sail. The life-savers then returned to the

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. May 13	Sturgeon Point, Michigan, Lake Huron.	Gas. yt. Lucile.....	station and, at the request of the master, the keeper telephoned for a tug to meet the yacht.
May 13	Racine, Wisconsin, Lake Michigan.	Small boat, no name	The lookout seeing the occupants of this boat, three boys, lower her sails and endeavor without success to pull her ashore, gave the alarm, and the life-saving crew launched the surfboat, went out to her, and towed her into the harbor. The heavy wind prevented the carrying of sail, and as there was only one oar in the boat, she was rapidly drifting out into the lake.
May 14	Burnt Island, Maine.....	Am. sc. Uncle Joe....	Stranded on Hay Ledge, 3½ miles ENE. of the station, the crew getting ashore in their own boats. At the request of the master the life-savers assisted in saving her sails, rigging, and fishing gear. The schooner went to pieces.
May 14	Maddequet, Massachu- setts.	Catboat Ruth.....	Carried away her masthead and stranded on a shoal about 1½ miles from the station, the life-saving crew launched the surfboat, proceeded to her, hauled her afloat, and towed her to a safe anchorage. The master was then taken to the station, given a lunch, and transportation to town procured for him.
May 14	Hog Island, Virginia.....	Nph. lch. Ward.....	Stranded on Rogers Island bar, 3 miles SW. of the station, the keeper sent two surfmen in a sailboat to her aid. The boat was pounding on the bar, and her eight passengers, who were very much frightened, were taken into the sailboat. The launch was then floated and the passengers returned to her.
May 14	Santa Rosa, Florida.....	Slp. Lucy Doodle....	About 9.45 p. m. the patrol, while at the western post 3 miles from the station, heard faint cries for help proceeding from the bay. He could see nothing, but burned a Coston signal, and hurried to the station and reported the fact. The surfboat was immediately launched and hastening to the scene, four United States marines were found clinging to a capsized sailboat. They were taken into the surfboat and as they stated that one of the men who had been in the boat had swum ashore for aid, the life-savers pulled to the beach to search for him. His coat was found on the shore, but no trace of the man was discovered. Surfmen were sent to patrol the beach and the rescued men were taken to the station, furnished with dry clothing, stimulants, and hot coffee, and sheltered for the night. At 8 the next morning they were taken to the navy-yard and the case reported to the commandant. The beach was patrolled in search of the body of the missing man, but without success, it having probably drifted to sea. The boat was recovered by soldiers from Fort Pickens. (For detailed account see caption "Loss of life.")
May 14	Sturgeon Bay Canal, Wisconsin, Lake Mich- igan.	Am. str. Ottawa ...	At 2 a. m. the crew, seven men, of this steamer came to the station in their lifeboat and stated that their vessel had capsized in the lake at 11.30 the previous evening. They were furnished with dry clothing from the supply donated by the Women's National Relief Association, and with hot drinks, and were sheltered for the night at the station. At day-break, the capsized steamer being seen from the lookout, the life-saving crew launched the surfboat, proceeded to the wreck, procured a tug, and cut a hole in the side of the vessel for the purpose of getting a line around her stem, as there was nothing to which to make fast. She was then towed into the harbor. The next day the life-savers assisted to take

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904.			
May 14	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Am. str. Ottawa ...	the cargo out of the vessel, and on the 16th and 17th assisted the divers to make her tight, so that she could be pumped out, and also in raising her. She was then towed to the dry dock.
May 14	Thunder Bay Island, Michigan, Lake Huron.	Gas. lch. Lucile.....	Engine disabled; the life-savers launched the lifeboat, proceeded to her, and after a hard pull, there being a fresh breeze, towed her to an anchorage off the station. The two occupants were succored at the station for two days.
May 16	City Point, Massachusetts	Slps. Bonnie Doon, and no name.	Dragged anchor and parted mooring, and were drifting out of the harbor; the life-savers went to them, in launch Relief, and towed them to a safe anchorage.
May 17	Jackson Park, Illinois, Lake Michigan.	Sailboat Janet	Capsized, throwing its occupants, two boys, into the water; the boys were rescued by a near-by boat. The life-savers pulled to the overturned boat, righted her, bailed her out, and towed her to the station, where she was delivered to the owner.
May 18	Fletchers Neck, Maine....	Am. sc. Henry Whitney.	Stranded in Biddeford Pool; the life-savers went to her assistance, and pumped her out. The next day, at high water a tug not succeeding in hauling her afloat, the master held a board of survey, who decided that the cargo should be discharged. The life-savers then assisted to discharge the cargo, and, after the vessel was floated, to put it on board of her again.
May 18	Sandy Hook, New Jersey.	Am. sc. Samoset....	Stranded on the point of the Hook; the life-savers proceeded to her, and ran a hawser from her to a tug which soon hauled her afloat.
May 19	Sullivans Island, South Carolina.	Slp., no name.....	This boat, containing a party of seven persons, capsized near the S.W. end of Sullivans Island. The lookout saw the mishap, and immediately giving the alarm, the life-savers hastened to the scene, and rescued two men who were clinging to the bottom of the boat. In the meantime a party of soldiers, who were in bathing, found floating in the water, the body of J. W. Harmon, and brought it ashore, and a boat picked up the body of C. J. Carmichael. The life-savers, with the assistance of the surgeon of the garrison, endeavored to resuscitate these two men, but, after working for three hours, the doctor pronounced life extinct. The keeper took charge of all valuables contained in the clothing of the drowned men, and, together with the bodies, delivered them to the coroner. (For detailed account see caption "Loss of life.")
May 21	North Scituate, Massachusetts.	Gas. lch., no name..	At 5.30 a. m., a signal of distress having been seen on Minots Ledge light-house, the life-saving crew launched the surfboat, pulled there, and ascertained that this boat was in trouble, some distance to the NW. They proceeded to her, found that her supply of gasoline had become exhausted, towed her to Cohasset Harbor, took the master ashore to obtain a supply of gasoline, and, then, being unable to start the engine, towed her to a safe anchorage.
May 21	Louisville, Kentucky.....	Skiff, no name.....	At 5.35 a. m. the lookout gave the alarm, that two boys in this skiff were in danger of going over the falls in the Ohio River. The life-savers hastened to their rescue, and towed them to the station.
May 21	Point Adams, Oregon	Fish boat, no name..	While the two occupants of this boat were engaged in picking up their fish nets, she drifted into the edge of the breakers, near Clatsop Spit. The surfboat pulled to her, gave her a line, and towed her into deep water.
May 22	City Point, Massachusetts	Sc. Vega.....	Dragging anchor; the life-savers went to her, hove up her anchor, and, with launch Relief, towed her to a safe anchorage.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. May 22	Point Allerton, Massachusetts.	Slp. Nypnia.....	Stranded, about 1½ miles NNE. of the station; the life-saving crew went to her, and took the party of four persons who were on board to the station, gave them meals, and procured a team to take them to the railroad station. The sloop was floated the next day by a tug.
May 22	Hereford Inlet, New Jersey.	Small boat, no name.	At 7.30 p. m. a boy came to the station and requested aid in rescuing a small boy, who had gone adrift in a dory. The life-savers immediately manned the station skiff, rescued the child, and towed the boat ashore.
May 22	Duluth, Minnesota, Lake Superior.	Gas. lch. Skibo.....	Engine disabled; the life-savers towed her to the boathouse, where repairs were made.
May 22	.....do.....	Rowboat, no name.	Adrift in the harbor; the life-savers picked her up, and towed her to the boathouse, where she was delivered to her owner.
May 23	Middle Island, Michigan, Lake Huron.	Gas. yt. Shasta.....	This boat was leaking because the packing was out of the stern bearing. At the request of the master, the life-saving crew hauled her up on the boat ways, and, after the bearing was properly packed, launched her.
May 24	Point of Woods, New York.	Am. sc. Nicholas Booraam.	Stranded, about ½ mile NW. of the station; the life-saving crew went to her, assisted to shorten sail, and, at the request of the master, returned to the station and telephoned for lighter. After the cargo was lightered the vessel was floated.
May 25	City Point, Massachusetts	Slp., no name.....	Sunk in Dorchester Bay, 1½ miles NNW. of the station; at the request of the owner, the life-saving crew went to her, in launch Relief, towed her ashore, hauled her up onto the beach, balled her out, and then took her to a safe mooring.
May 25	Niagara, New York.....	Rowboat, no name.	Having lost one of their oars, the three men in this boat were rapidly drifting out into the lake, before a fresh SW. wind. The life-savers went to their rescue, towed the boat to the station, and delivered her to her owner.
May 25	Muskegon, Michigan, Lake Michigan.	Am. sc. Abbie.....	Ran aground while attempting to sail out of the harbor; the life-savers went to her assistance, ran a line across the river, hauled her into deep water, and made her securely fast.
May 25	Old Chicago, Illinois, Lake Michigan.	Slp. yt., no name...	During a SW. gale, the lookout saw this vessel, 4 miles NE. of the station, with a signal of distress flying. The keeper engaged a tug, and, taking the surfboat in tow, proceeded to the vessel, and found her full of water, and with five men on board. The five occupants were taken into the surfboat, which, with the disabled yacht, was towed to the station. Three of the rescued men were furnished with shoes from the supply donated by the Women's National Relief Association. The yacht was pumped out, and delivered to the owner.
May 25	Cape Disappointment, Washington.	Fish boat, no name.	About 5.30 a. m. this boat shipped a breaker, while the two men in her were laying their nets along the edge of Peacock Spit, and swamped. The patrol saw the accident and telephoned the fact to the station. The life-saving crew immediately launched the surfboat, hastened to the scene, and saved the men, boat, and gear. The men were taken to the station and furnished with dry clothing from the stores supplied by the Women's National Relief Association.
May 26	City Point, Massachusetts	Slp. yt. Rooster....	Capized about ½ mile E. of the station; the life-saving crew hastened to her relief, and, the three occupants having been picked up by another boat, the surfmen took them to the station. They then returned to the sloop, and with the launch Relief towed her to the station

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. May 26	City Point, Massachusetts	Slp. yt. Rooster....	float. The rescued men were then landed, and the next morning the boat was righted, bailed out, and delivered to the owner.
May 26	Ashtabula, Ohio, Lake Erie.	Scow, no name.....	Carried away her rigging in a squall; the life-savers towed her ashore, and loaned the master a line with which to tow her into the harbor.
May 26	South Chicago, Illinois, Lake Michigan.	Nph. lch., no name..	Machinery disabled; the life-saving crew towed her to the station, where the necessary repairs were made.
May 27	Old Harbor, Massachusetts.	Slp. yt. Betty.....	The lookout having reported this vessel as flying a signal of distress the life-saving crew launched the surfboat, went to her, and found that she was leaking and that the master, who had severely strained himself while endeavoring to heave up her anchor, was unable to get the vessel underway. The surfmen made sail on her, got her underway, and brought her into Chatham Harbor.
May 27	South Chicago, Illinois, Lake Michigan.	Nph. lch., no name..	At 6.30 p. m., the lookout discovering a fire on this launch, the life-saving crew hastened to her and, with pails of water, extinguished the flames. There were three persons on board the launch, but they were too much intoxicated to render any aid.
May 28	City Point, Massachusetts	Gas. lch., no name...	Engine disabled and the boat in danger of drifting ashore; the life-savers hastened to her assistance and towed her to her destination.
May 28	Maddequet, Massachusetts.	Am. str. Waquoit..	Ashore on the outer bar, 3 miles NNE. of the station; the life-saving crew launched the surfboat, went to her, and assisted to float her.
May 28	Louisville, Kentucky.....	Flatboat, no name..	At 12.30 a. m. the lookout, seeing this boat with three boys in it drifting down the Ohio River and in danger of going over the falls, sounded the alarm. The life-savers immediately launched the boat, hastened to the rescue, caught the boat, and towed her to the station. The boys were sent to their homes and the boat was delivered to the owner. (See letter of acknowledgment.)
May 29	Nahant, Massachusetts..	Nph. lch. Nan.....	Engine disabled; the boat dragging her anchors and in danger of going onto the rocks; the life-savers hastened to her assistance, took her in tow, and anchored her in a safe place. The three occupants were then taken to the station, sheltered for the night, and the next morning furnished with breakfast. The engine was then repaired and the launch proceeded to her destination.
May 29	Point Allerton, Massachusetts.	Slp. yt. Jessie.....	Stranded on Rams Head Bar, 2 miles NNW. of the station; the life-saving crew launched the surfboat, proceeded to her, and found her leaking and partly filled with water. They bailed her out, righted her, and hauled her afloat.
May 29	Marquette, Michigan, Lake Superior.	Rowboat, no name..	Adrift in the lake, 3 miles from the station; the crew launched the surfboat, pulled to the drifting boat, towed it into the harbor and delivered it to the owner.
May 29	Grand Haven, Michigan, Lake Michigan.	Gas. str. Helen C. LaMoore.	At 12.30 a. m. the lookout, seeing a strange light flashing up about 10 miles SW. of the station, called the keeper, who, thinking that it might be a vessel in distress, notified a tug. The tug arrived at the station at 3.30 a. m. and, taking the surfboat in tow, proceeded in the direction of the light. When about 5 miles out of the harbor they found this boat disabled by a broken shaft. The life-savers ran a line from her to the tug, and she was towed into the harbor.
May 30	White Head, Maine.....	Am. sc. Ellen M. Mitchell.	Stranded on Upper Gangway Ledge, 5 miles NE. of the station, while standing up Muscle Ridge Channel; the life-saving

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904.			
May 30	White Head, Maine	Am. sc. Ellen M. Mitchell.	crew boarded her, assisted to make all sail, and, with a fresh SW. breeze, forced her into deep water.
May 30	City Point, Massachusetts	Slp., no name	Parted her mooring in a fresh SW. breeze, fouled iron pier, and was in danger of pounding a hole in her bottom. The life-saving crew went to her, towed her to a safe anchorage, and moored her with an anchor and line belonging to the station.
May 30	Point Adlerton, Massachusetts.	Slp. Fearless	Stranded $1\frac{1}{2}$ miles NNE. of the station; the life-savers proceeded to her, and, using an anchor and line brought from the station, succeeded in floating her without damage.
May 30	Brant Rock, Massachusetts.	Dory, no name	At 9 a. m. the lookout sighted a dory about a mile from shore containing two boys, who were unable to pull to the land against a fresh wind that had sprung up. The station crew put out in surfboat, towed the dory to the beach and landed the boys.
May 30	South Chicago, Illinois, Lake Michigan.	Slp. yt. Thelga	At 12.30 p. m. this yacht came into Calumet Harbor in a water-logged condition, and the master came to the station and requested assistance to free the vessel of water. The surfmen took the station force pump on board and soon pumped her dry. The crew of four men, who were wet and chilled through, were then taken to the station and furnished with dry clothing from the stores supplied by the Women's National Relief Association.
May 31	Point Allerton, Massachusetts.	Slp. Swordfish	Stranded $1\frac{1}{2}$ miles NNE. of the station; the life-saving crew went to her and made an unsuccessful attempt to float her. She was then hauled afloat by a tug. The surfmen saved her anchors and assisted the crew to make sail.
May 31	Point of Woods, New York.	Slp. yt. Venus	Stranded $1\frac{1}{2}$ miles NW. of the station; the life-savers went to her, floated her, and sailed her into the channel.
May 31	Cape May, New Jersey	Cat yt. May	Stranded on the beach; the life-saving crew hove her up on shore, above high water and out of danger.
May 31	Cleveland, Ohio, Lake Erie.	Slp. yt. Mischief	Stranded 1 mile ENE. of the station; the life-savers launched the surfboat, proceeded to her, ran out an anchor, hove her afloat, and made her fast in a safe berth.
May 31	South Chicago, Illinois, Lake Michigan.	Nph. lch., no name ..	Engine disabled and boat drifting toward the breakwater; the life-saving crew towed her into the harbor and made her fast to the pier.
June 1	Louisville, Kentucky	Skiff, no name	At 1.25 p. m., in response to an alarm from the lookout, the life-savers put out in a station boat and towed this skiff, containing one man, from a dangerous position at the head of the middle chute of the falls.
June 1	Cape Disappointment, Washington.	Fish boat, no name ..	At 7.45 p. m., a strong SE. wind with rough sea prevailing, station crew manned the lifeboat and towed a fish boat, with crew of two men, from a perilous situation in the edge of the breakers on Peacock Spit.
June 2	City Point, Massachusetts	Slp. Alde; yawl Idella.	During the first night watch the Alde struck adrift and fouled the Idella. Two surfmen on patrol got the vessels clear of each other and took the sloop to an anchorage.
June 2	Charlevoix, Michigan, Lake Michigan.	Gas. lch., no name ..	Fouled propeller with a line and lay helpless, $2\frac{1}{2}$ miles offshore. Two surfmen pulled to her relief in Whitehall boat and assisted the occupant, a fisherman, to remove the obstruction, after which the launch proceeded into the harbor.
June 3	Shark River, New Jersey ..	Skiff, no name	Capsized $\frac{1}{2}$ mile N. of station at 4.45 p. m., throwing overboard three men, two of whom clung to the overturned craft and were carried with it outside the bar. The third man swam ashore and notified the

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. June 3	Shark River, New Jersey.	Skiff, no name.....	keeper, who at once mustered a temporary crew (inactive season), launched the surfboat, rescued the imperiled men and towed their skiff to the beach.
June 3	Duluth, Minnesota, Lake Superior.	Floating dock.....	During a N.E. gale on this date a floating club-house dock, $\frac{1}{2}$ mile N.W. of station, parted its moorings and was about to go adrift, when surfmen hastened to it and moored it securely.
June 4	Hunniwells Beach, Maine.	Slp. Miranda.....	Missed stays and stranded on rocks $\frac{1}{2}$ of a mile E.S.E. of station, the crew of three landing in safety. The keeper employed a man to assist him (inactive season), and they proceeded to the scene of casualty in a small boat. Finding the sloop to be a total wreck they secured a small part of the wreckage, then conveyed the crew to Stage Island, where they could procure transportation to their homes.
June 4	City Point, Massachusetts.	Slp. Cheetah.....	Sprang a leak and foundered at her moorings in Dorchester Bay, and station crew with launch Relief towed her to the shore and assisted the owner to beach her in a secure place.
June 4	Grand Haven, Michigan, Lake Michigan.	Am. str. Nyack.....	Ran aground in the river about $\frac{1}{2}$ mile from station. Surfmen went to her aid and ran one of her lines to pier and her crew soon hove her afloat.
June 4	Michigan City, Indiana, Lake Michigan.	Rowboat, no name.	At 2.30 p. m., during squally weather, a boy who had gone outside in a rowboat became frightened, lost an oar, and signaled for help. Surfmen rescued him in Whitehall boat and towed his boat to shore.
June 4	Jackson Park, Illinois, Lake Michigan.	Sailboat; rowboats (2), no names.	At 4.35 p. m. the keeper received a telephone message that a sailboat had capsized with two men 2 miles N. of station. Surfmen in Whitehall boat pulled to the scene, rescued the men, towed the boat to shore; also towed to shore a rowboat that had put out to the rescue, but was practically helpless in the strong wind prevailing.
June 5	City Point, Massachusetts.	Gas. lch. Sadie.....	While this vessel was cruising in Dorchester Bay her machinery became disabled, and surfmen towed her to moorings with station launch Relief.
June 5	Hereford Inlet, New Jersey.	Aux. slp. L. M. Green.	About 10.45 a. m. this sloop started to sea with a fishing party of eleven on board, a fresh southerly wind prevailing, and moderate sea. As she neared the bar she became disabled by fouling her propeller with a line, and came to anchor; but the anchor did not hold and the sloop was in imminent danger of dragging into the breakers, when the keeper of the life-saving station, with a temporary crew (inactive season), reached her in the surfboat, and towed her to a pier at Angelsea.
June 5	Michigan City, Indiana, Lake Michigan.	Rowboat, no name.	Parted moorings, drifted out into the lake, and was picked up by surfmen, towed into harbor, and returned to owner.
June 5	Crisps, Michigan, Lake Superior.	Br. str. Monarch.....	Stranded during a fog, $\frac{1}{2}$ miles E. of station. The life-saving crew reached her in surfboat at 9.45 a. m., then, at the master's request, pulled to Vermilion with telegraph messages for owners. Meanwhile the ship succeeded in getting afloat and proceeded on her way.
June 7	Cleveland, Ohio, Lake Erie.	Catboat No. 3. Doray,	At 4.50 p. m. the keeper received a message to the effect that a sailboat had capsized in a squall about 2 miles E.N.E. of station. Immediately launching the surfboat the life-savers pulled to the locality and found the boat overturned, and the crew two men, clinging to it. The surfmen rescued the men, righted the boat, bailed it out, and towed it into the harbor.
June 8	Fourth Cliff, Massachusetts.	Rowboat, no name.	Drifting unattended to sea and the keeper pulled to it in his dory and towed it to shore.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. June 8	Louisville, Kentucky.....	Skiff U. S. S.....	At 10.35 a. m. the lookout sounded an alarm, having discovered that two men in a skiff were in a dangerous position at the middle chute of the falls. Surfmén promptly put out in station boat, towed the endangered craft into good water, and directed the occupants to a safe route through the canal.
June 8	Hammond, Michigan, Lake Huron.	Skiff, no name.....	Cap sized, about 40 rods from station, throwing overboard five men. The lookout instantly gave the alarm and the crew launched the surfboat, rescued the men, and righted their boat.
June 8	Muskegon, Michigan, Lake Michigan.	Am. sc. Abbie.....	Collided with steamer Iowa, about $\frac{1}{2}$ mile from station; had planking stove in from the bulwarks to a point below the water line, and immediately began to fill. The Iowa towed her into the harbor, and the life-saving crew, having hastened to the scene in surfboat, hauled her into shoal water, and upon a later date assisted to pump her out.
June 9	Seabright, New Jersey....	Rowboat, no name..	At 4.30 p. m. a report reached the station that a small boy had gone adrift in a rowboat, in the Shrewsbury River. As it was blowing a gale the keeper employed an assistant (inactive season), and set out in a small boat in search of the lad. The surfmen found him in his boat, which had stranded on a sand bar about a mile up the river, and took him to his home.
June 9	Ashtabula, Ohio, Lake Erie.	Nph. lch., no name..	Lay disabled $\frac{1}{2}$ mile N. by W. of station, her engine refusing to work, and was in danger of stranding, when the life-saving crew arrived in surfboat and towed her into harbor.
June 10	Dam Neck Mills, and Vir- ginia Beach, Virginia.	Am. sp. Henry B. Hyde (wreck).	At 7.45 p. m. No. 1 surfman, acting keeper, learned that four men who had been working upon the wreck of this ship 2 $\frac{1}{2}$ miles S. of the station were anxious to get ashore, as their situation had become very serious in consequence of the heavy N.E. gale prevailing, with rough sea, and dangerous surf. The surfman telephoned the circumstances to the keeper of the Virginia Beach station, then mustered a temporary crew (inactive season) and started alongshore, transporting the beach apparatus. On the way the keeper of Virginia Beach station, with a temporary surfman, overtook them, and all hands arrived at a point abreast the wreck at 8.45 p. m. The first shot from the Lyle gun carried a line across the vessel, and the life-savers soon got the breeches buoy into operation and landed the imperiled men without mishap.
June 10	South Haven, Michigan, Lake Michigan.	Gas. lch. J. Grein....	Ran aground on the bar a short distance S. of the harbor pier, and the keeper and a surfman went to her relief in Whitehall boat, ran a line from the stranded craft to the pier, hove her afloat, and piloted her into the harbor.
June 11	Michigan City, Indiana, Lake Michigan.	Yachts (9), no names.	As a fleet of yachts entered the harbor in the evening, a large steamer swung across the channel and the yachts fouled each other and became badly entangled, some of them receiving considerable injury. The station crew worked until a late hour assisting them to get clear and to repair damages.
June 11	Umpqua River, Oregon...	Am. sc. Del Norte...	Stranded on S. spit of Siuslaw River, 21 miles NNW. from station. In response to a written request for help from the master the keeper employed a tug, which towed the life-saving crew in lifeboat to the scene of casualty. The surfmen assisted the stranded vessel by laying out anchors, running lines, heaving on windlass, and transporting men back and

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904.			
June 11	Umpqua River, Oregon...	Am. sc. Del Norte...	forth, until the 30th instant, when she was floated, having sustained only small damage.
June 12	Middle Island, Michigan, Lake Huron.	Am. sc. Emma L. Nielsen.	Stranded on a reef 2 miles SE. of station, at 5.40 a. m. The life-saving crew reached the place of casualty at 7.10 a. m., and finding the vessel afloat from amidships aft, they ran an anchor astern, took the cable to the windlass and hove it taut, shifted part of the cargo of cedar posts from forward aft, then hove away on the windlass again, got the schooner afloat, and assisted the crew to make sail. The vessel proved to be uninjured, and she proceeded on her way.
June 14	Ashtabula, Ohio, Lake Erie	Scow, Sea Gull.....	Drifting helplessly into the lake before a fresh southerly wind. The life-saving crew pulled to her in surfboat, reaching her 3 miles to eastward of the station, got a line on board, and made an attempt to tow her to the land. Failing in this, they let go her anchors, then pulled to Ashtabula and sent out a tug which towed the helpless craft into harbor.
June 14	Michigan City, Indiana, Lake Michigan.	Am. str. Indianapolis.	Station crew went out in surfboat and piloted this steamer into port, she being unable to get in on account of a dense fog.
June 16	Santa Rosa, Florida.....	Am. str. Columbia..	Ran aground 250 yards NW. of station, at 9 p. m. The keeper at once mustered a temporary crew (inactive season), put out to the vessel in surfboat, and at the master's request landed the passengers, 73 in number, on station wharf. The surfmen then ran out an anchor, but failed to start the stranded steamer. A second attempt was also unsuccessful, but the third time they laid the anchor with a longer scope of cable, and at 11.30 p. m. the steamer was floated, having suffered no injury.
June 16	Cape Disappointment, Washington.	Fish boat, no name..	Drifted into the breakers on Peacock Spit and swamped, imperiling the lives of the crew, two fishermen. The life-savers hastened to the scene in surfboat, rescued the men, recovered the boat and gear, and took the fishermen to the station and provided them with dry clothing from the stores of the Women's National Relief Association.
June 17	South Haven, Michigan, Lake Michigan.	Nph. lch. Gera.....	The Gera lay at a wharf near the station, preparing to get underway, when some naphtha that had escaped from a leaky feed pipe took fire, the flames spreading rapidly to the woodwork of the vessel. The keeper, who was on board, promptly seized a bucket and threw sand upon the flames, while the surfmen ran to the scene and followed his example, the fire being soon extinguished.
June 17	Old Chicago, Illinois, Lake Michigan.	Rowboat, no name..	At 10.40 a. m., in response to the call of the lookout, surfmen manned Whitehall boat, pulled to a rowboat drifting into the lake, and finding it occupied by a man in a helpless state of intoxication, towed the boat to shore and landed the man.
June 17	Milwaukee, Wisconsin, Lake Michigan.	Sailboat, no name..	Stranded near station and surfmen got it afloat, towed it into the harbor, and delivered it to owner.
June 17	Sheboygan, Wisconsin, Lake Michigan.	Am. sc. Mystery...	Weather-bound in harbor, and surfmen assisted the crew in getting her outside the piers.
June 18	City Point, Massachusetts	Slp. Josie C.....	Stranded on Castle Island, 1½ miles NNE. of station, and surfmen ran her anchor and assisted to get her afloat.
June 18	Jackson Park, Illinois, Lake Michigan.	Slp. yt. Swea.....	Stranded 1 mile SE. of station, and station crew helped her afloat by towing with surfboat.
June 18	Old Chicago, Illinois, Lake Michigan.	Am. str. W. H. Gilbert.	At 3.45 a. m. the lookout reported hearing the whistles of a steamer, apparently distress signals, but could not determine the direction from which the sound came.

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904. June 18	Old Chicago, Illinois, Lake Michigan.	Am. str. W. H. Gilbert.	The keeper telephoned the keeper of the four-mile waterworks crib, who replied that he could hear the whistles to the southward and eastward of his position. The life-saving crew then manned the surfboat, took tow from the tug J. C. Hackley, and 12 miles SE. of the station found the W. H. Gilbert helpless because of disabled machinery. The tug took the steamer in tow, and she reached the harbor safely.
June 19	Monomoy Point, Massachusetts.	Am. sc. Harold L. Berry.	At 5.30 p. m. the keeper sighted this schooner, dismasted, in Pollock Rip slough, 5 miles E. of station. It being the inactive season (no crew employed), he gathered up a crew of wreckers and went with them to the vessel, arriving at 8.45 p. m., and learned that she had been dismasted in a collision the previous night. Three catboats and the gasoline schooner Gleaner were employed, and they succeeded in towing the distressed craft into Chatham Bay.
June 19	Atlantic City, New Jersey	Nph. lch. Emma J..	While on a pleasure sail, with the master and three women on board, this launch became disabled by the breaking down of her machinery, and at 2.45 p. m. was compelled to anchor in dangerous proximity to the breakers, 1 mile SE. of station. The keeper employed a temporary crew of two men (inactive season) and went to the rescue in the small surfboat, arriving at the launch just after one of the city lifeboats had reached it. The women were taken into the surfboat, and as a strong tide was running, the city lifeboat took the surfboat's painter and assisted her to the shore. The crew of the vessel finally succeeded in making repairs, and she then put into harbor.
June 19	Charlotte, New York, Lake Ontario.	Sloop, no name.....	Capsized $\frac{1}{2}$ mile NE. of station, throwing overboard two men, who supported themselves by clinging to a pier close at hand. The life-savers pulled to the scene in dingey, rescued the men, and towed their boat to shore.
June 19	Milwaukee, Wisconsin, Lake Michigan.	Skiff, no name.....	Surfmen recovered this skiff, which had gone adrift, and returned it to the owner.
June 19	Point Adams, Oregon....	Fish boat, no name.	Drifted into a dangerous position at the edge of the breakers on Clatsop Spit, imperiling the lives of the crew, two fishermen. The life-savers put out in the surfboat, threw a line to the endangered craft, and towed it out of danger.
June 20	Grand Marais, Michigan, Lake Superior.	Yawl, no name.....	Adrift in the lake, $\frac{1}{2}$ mile N. of station, with two small boys on board. Station crew pulled to the boat in surfboat, and took boys and boat into the harbor.
June 21	Gay Head, Massachusetts	Am. sc. Major Pickands.	Leaving badly and rudder gone, and was allowed to strand on the beach $\frac{1}{2}$ mile SW. of station, by the U. S. tug Peoria, which had made an unsuccessful attempt to tow her into port. The keeper mustered a temporary crew (inactive season), went to the schooner in surfboat, and assisted her crew to transfer their effects to the Peoria, then at request of master returned to shore and forwarded dispatches for tugs, which released the vessel on the 24th instant, and towed her into harbor.
June 22	City Point, Massachusetts	Am. sc. yt. Thelma.	Dragging anchor in Dorchester Bay and in danger of stranding, a fresh N. wind prevailing. Surfmen boarded the vessel, gave her more chain, which brought her up on her anchor, then ran her second anchor ahead with a long scope of cable, and she rode out the blow without further mishap.
June 22	.....do.....	Slp. Wasp.....	Dragging anchor in Dorchester Bay, during a fresh northerly blow. Surfmen boarded, hove up the anchor, and finding

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904.			
June 22	City Point, Massachusetts	Slp. Wasp.....	it foul cleared it and let it go again, and the sloop held on until the wind moderated.
June 22	Point of Woods, New York.	Slp. Restless.....	Dragging anchors in a strong W. wind, and keeper boarded her $\frac{1}{2}$ mile N. of station, got her underway, worked her to a secure anchorage, and notified owner.
June 22	Oak Island and Fire Island, New York.	Am. sc. Jesse Barlow	Stranded on Fire Island Bar at 10 a. m. Keepers of both stations employed temporary surfmen (inactive season), boarded the vessel, assisted to throw overboard her deck load of lumber, and on the following day she floated and proceeded to New York in tow of a tug.
June 22	South Manitou Island, Michigan, Lake Michigan.	Am. sc. Elida.....	Came to anchor in the bay at 12.30 a. m., two feet of water in her hold, and crew exhausted from overwork. Station crew boarded the schooner, pumped her free of water, and assisted her crew to stop the leak and get their vessel underway again.
June 23	Old Chicago, Illinois, Lake Michigan.	Rowboat, no name.	Capized in the harbor, throwing overboard four men, one of whom drowned, while the others were rescued by a boat from the training ship Dorothea. The body of the drowned man was soon recovered, and the life-savers, who had hastened to the scene, attempted resuscitation, but were unsuccessful. (For detailed account see caption "Loss of life.")
June 23	Jackson Park, Illinois, Lake Michigan.	Skiff, no name.....	At 3 p. m. the lookout reported that a skiff carrying three small boys was rapidly drifting out into the lake before the strong offshore wind, and that the boys were making signals for help. Surfmen immediately pulled out in Whitehall boat, rescued the lads, and towed the skiff to shore.
June 23	Baileys Harbor, Wisconsin, Lake Michigan.	Skiff, no name.....	While sailing in the bay during a fresh wind and rough sea, this skiff swamped and became unmanageable, and the life-savers manned a station boat, rescued a man, the sole occupant, and towed the boat to shore.
June 24	City Point, Massachusetts	Sailboat, no name..	At 10.20 a. m. this boat was observed $\frac{1}{2}$ mile off the station, running before the wind, no sail set, and signals of distress flying. Station crew put out in steam launch, and finding that the boat had carried away her mast and was occupied by three small boys who were unable to manage her, they took charge and towed her to a landing at Savin Hill.
June 24	Jackson Park, Illinois, Lake Michigan.	Slp. yt. Aena.....	At 3.30 p. m., in response to an alarm sounded by the lookout, the surfmen launched Whitehall boat, pulled to this yacht, which had capized $\frac{1}{2}$ mile N. of station, rescued two men who were clinging to the bottom of the overturned craft, and towed the yacht to shore.
June 25	City Point, Massachusetts	Dory, no name.....	Overtaken by a heavy squall and in danger of capsizing, about 7 p. m., $\frac{1}{2}$ mile W. of station. Surfmen in station launch went to the relief of the boat, rescued the occupants, four men, and towed the boat to shore.
June 25	Charlotte, New York, Lake Ontario.	Gas. lch. Mabel.....	Machinery broken down and launch, with two men on board, drifting to sea before a strong offshore wind. The circumstances were telephoned to the life-saving station, and the crew, in keeper's gasoline launch and surfboat, overtook the disabled craft 4 miles NNW. of station, and towed it into the harbor.
June 25	Erie, Pennsylvania, Lake Erie.	Rowboat, no name.	Capized in Erie Bay, $\frac{1}{2}$ mile W. of station, at 3.40 a. m., throwing overboard three men, two of whom clung to the overturned boat, while the third tried to swim to shore. The lookout heard their cries for help, and the crew set out in surfboat, picked up the swimming man, res-

Services of crews—Continued.

Date.	Station and locality.	Name and nationality of vessel.	Nature of casualty and service rendered.
1904.			
June 25	Erie, Pennsylvania, Lake Erie.	Rowboat, no name.	cued the two men from the overturned boat, took them all to the station and provided them with stimulants and with dry clothing from the stores of the Women's National Relief Association.
June 25	Louisville, Kentucky.....	Flatboat, no name.	In danger of drifting over the falls, with four men on board. Surfmen went to the rescue in their river boat and towed the endangered craft to the station.
June 25	Middle Island, Michigan, Lake Huron.	St. yt. Saxon.....	Stranded 300 feet to southward of station, and surfmen hauled her afloat with surfboat, she having sustained no damage.
June 25	Vermilion, Michigan, Lake Superior.	Am. str. Mariposa..	Ran aground 1½ miles NNW. of station, the accident occurring at 3.30 a. m., during foggy weather. The life-saving crew went to her relief in surfboat, then returned to station and wired for a steamer, which hauled the Mariposa afloat at 6 p. m.
June 25	Crisps, Michigan, Lake Superior.	Gas. yt. Marion....	While on a cruise with a party of four on board, the yacht's propeller worked loose, and the life-saving crew assisted to haul her out on the station ways and make repairs.
June 25	Sturgeon Bay Canal, Wisconsin, Lake Michigan.	Am. str. Effie L....	Fouled propeller with a line and at 8 p. m. drifted ashore 150 yards S. of station. The life-saving crew went to her aid, ran a line from the vessel to a pier, hove her afloat, and moored her securely.
June 26	City Point, Massachusetts	Slp. Plunger.....	This sloop capsized 2½ miles E. of station during a heavy squall, and the life-saving crew righted it, bailed it out, and then towed it to moorings in Dorchester Bay.
June 26	.....do.....	Sailboat, no name..	Carried away rigging in a heavy squall, and three boys who were pleasure sailing in the boat became alarmed and shouted for help to the life-savers, who rescued them, and towed the boat to shore.
June 26	North Scituate, Massachusetts.	Dory, no name.....	Struck adrift, and swamped, and was recovered by the keeper, who towed it to shore and hauled it up on the beach.
June 26	Two Rivers, Wisconsin, Lake Michigan.	Am. sc. Belle.....	Becalmed off the piers, and surfmen ran line and warped her to a wharf in harbor.
June 28	Milwaukee, Wisconsin, Lake Michigan.	Yawl, no name.....	Between 2 and 4 a. m. the surfman on watch observed a valuable yawl drifting to sea, and pulled to it in skiff and towed it to shore.
June 30	City Point, Massachusetts	Sloop, no name.....	Dragging anchor in Dorchester Bay, in a strong SW. wind, and surfmen boarded, hove up and cleared the anchor which had become foul, let it go again, and veered to a good scope of cable.
June 30	Hereford Inlet, New Jersey.	Am. slp. S.M. Green.	Stranded on the bar ½ mile E. of station, at 2 p. m., fresh wind and moderate sea. The keeper, who was alone (inactive season), pulled to the sloop in a bank skiff, landed two men who were passengers, then ran out an anchor, and on the flood tide the vessel floated uninjured.
June 30	Harbor Beach, Michigan, Lake Huron.	Rowboat, no name.	Drifting unattended to sea, and surfmen recovered it and returned it to owner.
June 30	Charlevoix, Michigan, Lake Michigan.	Skiff, no name.....	In danger of beating to pieces in the surf, and the N. patrol found it and hauled it up on the shore.
June 30	Frankfort, Michigan, Lake Michigan.	Am. sc. Minnehaha..	Stranded near Otter Creek, 20 miles N. of station at 11 p. m., fresh NNW. wind and cloudy weather. At 12 m. the following day the life-saving crew learned of the casualty by telephone. They launched the surfboat, and, in tow of the tug Gunderson Bros., proceeded to the schooner, arriving alongside at 2.45 p. m. The surfmen lightened the vessel by throwing overboard her deck load of staves, then ran a line to the tug, which hauled the stranded craft afloat and towed her into Frankfort Harbor.

MISCELLANEOUS SERVICES OF CREWS.

Under this caption are included services performed by crews in other casualties than shipwrecks, such as rescues of persons who had fallen from docks, floats, etc., recovery of the drowned, aid in extinguishing neighborhood fires, succor to persons in the vicinity of stations suffering from exposure and in need of shelter and food, resuscitation of the apparently drowned, and saving property exposed to loss in various ways.

In many instances lives were saved by the promptness and intelligent aid of the surfmen.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1903.			
July 1	Michigan City, Indiana, Lake Michigan.	Recovery of body...	Surfmen in Whitehall boat, with grappling gear, recovered the body of Joseph Havlock, who drowned in the river $\frac{1}{4}$ of a mile from the station.
July 1	Old Chicago, Illinois, Lake Michigan.	Transportation of body.	At 8 p. m. the keeper received a telephone message from the Chicago waterworks crib informing him that the body of a dead man had been picked up in that vicinity. Surfmen pulled to the crib, took the body, which was identified as that of Otto Vass, of Chicago, to the station and delivered it to the local authorities.
July 2	Newburyport, Massachu- setts.	Rescue from danger.	Keeper pulled out to the S. jetty and conveyed to shore two young women who were cut off from the land by the rising tide.
July 2	Louisville, Kentucky.....	Recovery of body...	At 5.25 p. m. a boy named Richard Webb drowned in the Ohio River while bathing near the foot of 27th street, 2 miles NW. from station. The crew at once provided the necessary lines and drags, launched their boat, and proceeding to the locality by way of the falls, recovered the body, carried it to shore, and notified the lad's parents and the coroner.
July 2	Old Chicago, Illinois, Lake Michigan.	.....do.....	At 11.30 a. m. the master of the steamer Atlanta reported having passed the body of a man floating in the lake, 5 miles NE. from station. The life-saving crew in the surfboat went to the place, in tow of the tug Chicago, picked up the body, took it to the station, and delivered it to the proper authorities, who identified the remains as those of Paul George, of Chicago, Illinois.
July 3	Louisville, Kentucky.....	.....do.....	While bathing in the river off Riverside Park, 5 miles W. of station, a man named Oliver G. Wright was seized by cramps, and drowned before aid could reach him. Upon learning of the occurrence, the keeper dispatched two surfmen to search for the body, which they recovered by dragging, delivering it to the friends of the deceased.
July 3	Hammond, Michigan, Lake Huron.	.....do.....	While standing on the dock about 5.30 p. m. the keeper discovered the body of a boy on the bottom of the lake, and at once recovered it with a long pole. It proved to be the body of the seven-year-old son of Surfman Jarvis, the lad having accidentally fallen from the wharf. Every effort at resuscitation was made, but without success.
July 4	Cleveland, Ohio, Lake Erie.	.....do.....	At 6 a. m. the keeper received a telephone message that a man had fallen into the water from the iron-ore dock and drowned. Two of the crew were sent in skiff, and they recovered the body, and turned it over to an undertaker.
July 4	Saint Joseph, Michigan, Lake Michigan.	Rescue from danger.	At 1.30 p. m. an intoxicated man fell overboard from a boat near the railroad bridge, and then undertook to capsize the boat to wet his companion, but surfmen who had pulled to the scene took him into their boat and landed him on the shore.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1903. July 5	St. Joseph, Michigan, Lake Michigan.	Recovery of body...	At 6.30 p. m. station crew received information by telephone from the chief of police of Benton Harbor, Michigan, that a boy had drowned near the railroad bridge. They immediately pulled to the locality in surfboat, and after dragging 1½ hours recovered the body, which was identified as that of Jacob Kress, of Benton Harbor.
July 5	Old Chicago, Illinois, Lake Michigan.	.....do.....	A man in a passing sailboat hailed the station and reported the body of a man floating in the lake 1½ miles NE. of station. Surfmen launched the Whitehall boat, and pulling to the place indicated, found the body and brought it to the station. Later they delivered it to the authorities, who identified it as the remains of Paul Louding, of Chicago, Illinois.
July 6	South Haven, Michigan, Lake Michigan.	.....do.....	Harry H. Davis, of Chicago, Illinois, fell from a dock across the channel from the station, and drowned before assistance could reach him. Surfmen recovered the body, by dragging, and worked at resuscitation for thirty minutes, when a surgeon arrived and pronounced life extinct; the remains were delivered to the coroner.
July 6	Milwaukee, Wisconsin, Lake Michigan.	Rescue from drowning (2).	At 8.05 a. m. two men were fishing on the N. pier, when one of them had an epileptic fit and fell into the water, dragging his companion with him. Surfmen immediately pulled across the river, rescued the drowning men, and sent the sick one to the hospital, the other proceeding to his home.
July 7	Cleveland, Ohio, Lake Erie.	Recovery of body...	At 7.45 a. m. the keeper received word that a suit of men's clothing had been found on the beach 2½ miles SW. of station, and it was supposed that the owner had drowned while bathing. The crew proceeded to the place in surfboat, with dragging apparatus, recovered the body, which was unidentified, and gave it in charge of an undertaker.
July 7	Louisville, Kentucky.....	.....do.....	DeWitt Morrill, a lad of seventeen, living in Louisville, drowned while bathing in the Ohio River at the head of Sand Island, the keeper of the station being advised of the occurrence at 3 p. m. The surfmen at once launched their boat, and, provided with lines and drags, proceeded to the locality, recovered the body, and delivered it to the coroner.
July 7	Sheboygan, Wisconsin, Lake Michigan.	Recovery of property.	At 11 p. m. a crib under construction across the harbor parted its lines and went adrift; whereupon the station crew towed it back to the dock and moored it securely.
July 8	Pecks Beach, New Jersey.	Succor.....	A woman who had been taken seriously ill in a street car was assisted to the station by the keeper, who telephoned for a physician, and gave her shelter until the next day, when she had sufficiently recovered to be taken home.
July 8½	Holland, Michigan, Lake Michigan.	Rescue from danger	A twelve-year-old boy swam across the channel near the station, but became so much exhausted that he could not climb upon the pier, whereupon a surfman hastened across in the skiff and assisted him to land. About an hour later the lad attempted to return, and was being swept away by the strong current when another surfman pulled to him and brought him to the station.
July 11	Old Chicago, Illinois, Lake Michigan.	Rescue from drowning.	At 2.30 a. m. an intoxicated man fell from the pier into the water and a surfman on pier watch rescued him.
July 11	Duluth, Minnesota, Lake Superior.	Recovery of body...	At 12.28 p. m., in response to a signal, the life-savers pulled to Singer's dock and learned that a boy had drowned while swimming in the river at the foot of Saint Croix street, 1 mile N. of station.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1903. July 11	Duluth, Minnesota, Lake Superior.	Recovery of body...	They at once proceeded to the locality, recovered the body by dragging, and worked at resuscitation until the arrival of the coroner, who pronounced life extinct. The remains were later identified as those of Ernest Vannier.
July 13	Niagara, New York, Lake Ontario.	Rescue from drowning.	A woman, who was accompanied by her husband, fell into the lake while stepping into a boat. The man shouted for help and the keeper and the district superintendent responded to the call. Upon reaching the place the keeper plunged overboard and supported the woman until the other men assisted her to the wharf. She was then taken to the station, where the keeper's wife provided her with dry clothing.
July 14	Watch Hill, Rhode Island.	Body found.....	The keeper took charge of a body found on the beach 1 mile from station and notified an undertaker, who removed the remains. He also informed Mr. Hugh Shannon, of Stonington, Connecticut, and he identified the body as that of his brother, John Shannon, who drowned near Latimers Reef Light-House on the 4th instant.
July 15	Aransas, Texas.....	Recovery of body ..	At 6.15 p. m. the keeper having received information that about one mile S.E. of the station a man had been drowned while bathing, proceeded to the place, found the body floating just outside the breakers, waded in, and brought it to the beach. For an hour and ten minutes the Service method of resuscitation was tried without success. At the request of friends, from whom it was ascertained that the body was that of Mr. M. Aue, of Leon Springs, Texas, the remains were taken into the station supply boat and delivered at Rockport for shipment to the family of the deceased.
July 15	Duluth, Minnesota, Lake Superior.	.....do.....	At 1.15 p. m. telephonic information was received from the coal dock at Allouez Bay, six miles distant, that a boy drowned in the slip, and assistance was requested in recovering the body. A surfman, sent in dingy, recovered the body with grappling hooks and delivered it to friends.
July 17	Racine, Wisconsin, Lake Michigan.	Transportation	The light-house keeper was taken in surfboat and landed on the breakwater to enable him to light his lamps. The heavy sea prevented him, in his small boat, from reaching the light.
July 19	Buffalo, New York, Lake Erie.	Recovery of body...	Dragged for and recovered the body of J. Collins, who had fallen overboard from the incoming steamer Darius Cole, and drowned, and turned it over to the medical examiner.
July 21	North Manitou Island, Michigan, Lake Michigan.	Fire extinguished...	At 12.20 p. m. the station watch discovered a farm house on fire; he gave the alarm and the station crew responding, they extinguished the flames after forty-five minutes' hard work. The building would have been totally destroyed but for the prompt efforts of the life-savers.
July 21	Milwaukee, Wisconsin, Lake Michigan.	Body found.....	Keeper picked up the body of an eight-months-old infant which had drifted onto the station incline, and delivered it to the coroner.
July 21	Point Bonita, California..	Rescue from drowning.	While at surfboat drill the crew rescued from the water, about three hundred yards off Fort Point, a man named Whitmore. He had been swimming, and, going out some distance from the shore, the flood tide prevented his return, and but for the timely arrival of the boat he would have drowned. The rescued man was taken to the Fort Point station and after treatment of about one and one-half hours he returned to his home.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1903.			
July 22	Rockaway, New York	Succor.....	Two men from shipwrecked schooner <i>Ann Augusta</i> , of Patchogue, New York, were succored for three days at station.
July 22	White River, Michigan, Lake Michigan.	Rescue from drown- ing.	At noon launched surfboat and rescued a boy, John Grubinger, who had fallen into the water from a pier opposite the station.
July 22	South Haven, Michigan, Lake Michigan.	Recovery of body...	After more than eight hours' work with dragging apparatus, recovered the body of Leroy English, of Chicago, who drowned while bathing the day previous.
July 22	Milwaukee, Wisconsin, Lake Michigan.	.....do.....	In response to a telephone message, four surfmen, with dragging apparatus, in dingey, recovered the body of Paul Mozza, nine years old, who fell into the dock at South Shipyard and drowned. The surfmen worked for half an hour to resuscitate the body, but without success.
July 23	Straitsmouth, Massachu- setts.	Aid to injured.....	At 11 a. m. the keeper dressed the wounds of a small boy who had fallen on the rocks near the station and badly cut his forehead, and then took him to his home and telephoned for a doctor.
July 23	Louisville, Kentucky	Recovery of body ..	At 10 a. m. the keeper learned that a man had drowned in the Ohio River about six miles NE. of the station. He made arrangements with the owner of a small yacht to tow boat with keeper, two surfmen, and dragging apparatus to the scene of the accident. The body was recovered and the coroner notified. The name of the drowned man is Paul Caine.
July 23	Duluth, Minnesota, Lake Superior.	Body found.....	At 6.28 a. m. a fireman of the towboat J. B. Merrill, while crazed by burns caused by escaping steam from a plug having blown out of the boiler, jumped overboard and drowned. The dragging apparatus was used all this and the following day without success. The body was found on July 30 floating in the harbor; the station crew took possession and landed it at Singer's dock.
July 24	Buffalo, New York, Lake Erie.	Rescue from danger.	Surfmen rescued two men from a sinking fuel scow and landed them at the station.
July 24	Charlevoix, Michigan, Lake Michigan.	Recovery of body...	After dragging in Pine Lake, about one and one-half miles from the station, for two and one-half hours, recovered the body of Mabel Wells, who drowned while bathing.
July 24	Manistee, Michigan, Lake Michigan.	Aid to injured.....	The keeper dressed the burned arm and hand of a small boy, James McMaster, who had fallen into a fire which he had built on the beach.
July 24	Grand Haven, Michigan, Lake Michigan.	Rescue from danger.	Surfmen searched for, found, and returned to her home a partly deranged woman who had wandered among the hills and lost her way.
July 24	Evanston, Illinois, Lake Michigan.	Recovery of body...	At 8.30 a. m. telephonic information was received that, about one mile north of the station, a boy, Burr G. Locke, of Evanston, had drowned. The keeper and crew launched the surfboat, proceeded to the spot, and recovered the body. The Service method of resuscitation was practiced without result, and, a physician pronouncing life extinct, the remains were delivered to the police.
July 25	Rehoboth Beach, Dela- ware.	Rescue from drown- ing	About 11 a. m. Miss Kate Nowlin, of Baltimore, Maryland, while bathing near the station, got beyond her depth, and, being carried out by the current, called for help. The keeper and a surfman launched the dory, rescued the lady, and brought her ashore.
July 25	Chester Shoal, Florida....	Succor.....	At the request of a farmer living about four miles north of the station and laid up with rheumatism the keeper obtained for him, at Titusville, supplies and delivered them.
July 26	Core Bank, North Caro- lina.	Assistance at fire...	This night, while the keeper was at Beaufort, a fire was discovered in Fort Macon. He employed the boat Bessie Helen and

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1903. July 26	Core Bank, North Carolina.	Assistance at fire...	eight men, went to the place, and, with the assistance of the man in charge of the fort, extinguished the fire when it had reached within ten feet of the magazine. If the fire had reached the magazine much damage would have been done.
July 26	Charlevoix, Michigan, Lake Michigan.	Body found.....	Learning that the body of a man who drowned on the 19th instant had been seen floating in Round Lake, surfmen proceeded to the place in Whitehall boat, took charge of the remains, and delivered them to the proper authorities.
July 27	Hunniwells Beach, Maine.	Succor.....	About 6.15 p.m., a distress signal having been displayed at Pond Island, the keeper and crew launched the surfboat, and, proceeding to the place, ascertained that the light keeper was dangerously ill. Leaving one man on the island, the keeper returned to the station, telephoned for a physician, and conveyed him to the sick man. After treating his patient the doctor was returned in surfboat, to the station.
July 27	Cleveland, Ohio, Lake Erie	Recovery of body...	At 9 a. m., upon receipt of a telephone message, the keeper sent two surfmen in dingey, with dragging apparatus, who recovered the body of Evans Edmonds, who drowned while bathing off Erie Street Pier. The remains were turned over to an undertaker.
July 28	...do .....	...do	At 7 a. m. a telephone message was received stating that a man had fallen from Seneca Street Bridge, about three miles up the river, and drowned. Two of the surfmen, sent with dragging apparatus in dingey, recovered the body and delivered it to the undertaker.
July 28	South Manitou Island, Michigan, Lake Michigan.	Transportation.....	At 8 a. m. the keeper sailed to Glen Arbor in Mackinaw boat and brought back a physician to attend a man who had been seriously wounded in a stabbing affray. After the doctor had performed the necessary work the keeper carried him back to Glen Arbor.
July 29	Cleveland, Ohio, Lake Erie.	Recovery of body...	The keeper, having received information by telephone, sent two surfmen with dragging apparatus in dingey, who recovered the body of Walter Keidle, who drowned while bathing at Edgewater Park, two miles SW. from station.
July 30	Fairport, Ohio, Lake Erie.	Recovery of property.	At 7 a. m. a floating object having been seen from the lookout, the surfboat was launched and pulled to about four miles north of the station, where a part of a demolished crib was found. The obstruction being too large to handle with the boat a report was made to the engineer in charge of the tenth light-house district, who had it towed ashore with a tugboat.
July 30	Old Chicago, Illinois, Lake Michigan.	Recovery of body...	Recovered the body of Fred. Odetti, who jumped from a boat and drowned in the river. The service method of resuscitation was applied for forty-seven minutes, but, as the body had been in the water fifty minutes, without success. The body was surrendered to the city authorities.
July 30	...do .....	...do	Recovered and delivered to the city authorities the body of Julius Lefberg, who drowned in the river on the 26th instant.
July 30	...do	Recovery of bodies.	Surfmen dragged for the bodies of two men who had drowned in the harbor, through the capsizing of a small boat, and recovered one of them, while the other came to the surface some days later. (For detailed account see caption "Loss of life.")
Aug. 1	Pointe aux Barques, Michigan, Lake Michigan.	Body found.....	At 9.35 p. m. a patrolman found the body of a dead man near the water's edge and surfmen carried it under shelter and the following day delivered it to the coroner. It was supposed to be the remains of P. J. Black, who had disappeared about three weeks previously

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1903. Aug. 3	Louisville, Kentucky.....	Recovery of body...	At 11.30 a. m. the keeper received information that a boy had drowned in the river at the foot of Jackson street. He immediately called away a boat supplied with dragging apparatus, recovered the body, and delivered it to the coroner.
Aug. 3	Old Chicago, Illinois, Lake Michigan.	.....do.....	At 4.45 p. m. the life-saving crew recovered the body of Albert Monson, who drowned July 30, towed it to the station, and delivered it to the proper authorities.
Aug. 4	Point Adams, Washington.	Aid to injured.....	While bathing near the station a young girl cut her foot, the wound bleeding profusely. The keeper dressed the wound and cared for the injured girl until her father arrived and took her home.
Aug. 5	Cleveland, Ohio, Lake Erie.	Recovery of bodies..	At 6 p. m. the keeper received telephonic information that two men had drowned in the lake 10 miles ENE. of the station, and surfmen proceeded to the place and dragged until 10.30 p. m. without success. The next day they continued the work, recovering the body of Doctor Cudell, and the following day that of Dr. E. Ieuke, both of Cleveland, Ohio.
Aug. 6	North Manitou Island, Michigan, Lake Michigan.	Transportation.....	At 12 m. in response to a signal, station crew put out in surfboat and landed four passengers from the steamer Charlevoix.
Aug. 6	Coquille River, Oregon...	Fire extinguished...	At 4 a. m. the life-saving crew pulled across the river and extinguished a beach fire that threatened to spread to the Government jetty, railroad, and repair shop.
Aug. 7	Thunder Bay Island, Michigan, Lake Huron..	Recovery of property.	At 3 p. m. station crew pulled out into the lake in surfboat, picked up 2,000 feet of drifting lumber, and on the 8th, 10th, and 12th gathered up several thousand feet more that had washed up on the beach.
Aug. 7	Sleeping Bear Point, Michigan, Lake Michigan.	.....do.....	At 2.30 p. m. the crew proceeded in surfboat to a point 4½ miles N.E. of station and recovered a raft of piling valued at \$75 that had broken adrift from a tug, towed it to a safe place, and secured it.
Aug. 10	Quogue, New York.....	Recovery of body...	Station crew recovered the body of a man who had drowned in Shinnecock Bay and took it to the residence of the deceased. (See letter of acknowledgment.)
Aug. 12	South Chicago, Illinois, Lake Michigan.	Fire extinguished...	At 4 a. m., in response to the call of the lookout, surfmen pulled to the Government pier, 300 yards E. of station and assisted to put out a fire that threatened to destroy the pier.
Aug. 13	Grays Harbor, Washington.	Rescue from drowning.	About 4.30 p. m. a girl bathing near the station was swept away by the tide, and A. Franks, temporary surfman, plunged in and brought her safe to shore.
Aug. 14	Old Chicago, Illinois, Lake Michigan.	Resuscitation.....	At 2.35 p. m. the lookout observed a commotion on the N. breakwater and sounded an alarm. Surfmen immediately pulled to the scene in Whitehall boat and found that a man in a fit had fallen overboard and had just been hauled upon the dock in an unconscious state. The life-savers resuscitated him and took him to a hospital in an ambulance, but at 5 p. m. he died from hemorrhage of the lungs.
Aug. 15	Two Rivers, Wisconsin, Lake Michigan.	Rescue from drowning.	At 3 p. m. the lookout reported that a man was signaling the station from S. pier and the life-savers immediately manned the supply boat, pulled to him, and learned that a boy was drowning at the S. corner of the pier. They found the boy clinging desperately to a raft of logs over which a rough sea was breaking, but could not get to him with the boat, and Surfman Akerlund promptly jumped overboard and rescued the imperiled lad, who was almost exhausted. (See letter of acknowledgment.)
Aug. 17	Duluth, Minnesota, Lake Superior.	Assistance at fire....	At 3 p. m. station crew hastened to the canal and assisted a tug in extinguishing a fire that had broken out in a small house near the shore.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1903. Aug. 18	Frankfort, Michigan, Lake Michigan.	Rescue from drown- ing.	At 11.30 a. m. as a car ferry cast off from her wharf near the station, a man fell overboard from her deck and was in imminent danger of drowning, when surfmen reached him in a small boat and saved his life.
Aug. 18	Milwaukee, Wisconsin, Lake Michigan.	Recovery of body...	The body of a twelve-year-old lad, who drowned in the Kinnickinnic River some time previous, was recovered and delivered to the proper authorities by the keeper and two surfmen.
Aug. 19	Duluth, Minnesota, Lake Superior.	.....do.....	At 7 a. m. two surfmen in dingy went to a dock $\frac{1}{2}$ mile distant, and, by grappling in the vicinity, recovered the body of a boy who had drowned the previous day.
Aug. 19	.....do.....	Rescue from danger.	At 11 a. m. an electrician working on a pole near the station received a severe shock from a live wire and was observed hanging over a cross-arm, apparently lifeless. Surfmen hastened to the rescue, got him to the ground, and revived him by the Service method of resuscitation.
Aug. 20	Buffalo, New York, Lake Erie.	Rescue from drown- ing.	At about 10.30 a. m. a deck hand fell overboard from the steamer Darius Cole, passing the station, and Surfman McCormick quickly jumped into a ferry scow and rescued the drowning man.
Aug. 20	South Manitou Island, Michigan, Lake Michi- gan.	Rescue from danger and medical as- sistance.	At noon a resident of the island came to the station and informed the keeper that his wife had wandered from home, acting as if demented. The keeper instituted a search, found the woman prostrate on the ground in some woods, carried her to the station, administered restoratives, and called a physician. She remained at the station until the next day, when she was taken home.
Aug. 21	Mecox, New York.....	Rescue from drown- ing.	A girl bathing near the station was knocked down by the surf and was in danger of drowning. She was rescued by Surfman Hedges, who promptly hastened to her assistance.
Aug. 21	Kenosha, Wisconsin, Lake Michigan.	Recovery of body...	Surfmen went to the bridge at the foot of Main street, grappled for the body of a man supposed to have drowned three days previous, recovered it, and delivered it to the coroner.
Aug. 22	South Brigantine, New Jersey.	.....do.....	At 10 a. m. a young man bathing near the beach suddenly disappeared, and drowned before help could reach him. The life-saving crew searched for the body for two hours, when it suddenly rose to the surface. All efforts at resuscitation failed, and the remains were delivered to the coroner.
Aug. 22	Ludington, Michigan, Lake Michigan.	Fire extinguished...	At 2.30 p. m. a dock a short distance from the station was observed to be on fire, and surfmen hastened to it, organized a bucket brigade, and extinguished the flames after 45 minutes' work.
Aug. 23	North Scituate, Massa- chusetts.	Rescue from danger.	At midnight, when about $\frac{1}{2}$ mile N. of station, the patrol heard cries for help from South Rocks. He procured a dory, pulled out, and brought to shore four persons who had been cut off by the rising tide.
Aug. 23	Narragansett Pier, Rhode Island.	.....do.....	At 5.10 a. m. the patrol reported a man upon Beach Rock, which would be entirely submerged at high water, and two surfmen put out in a small boat and rescued him. He stated that he, with two companions, had capsized in the night, that he had reached the rock, which was close at hand, and that his companions had disappeared.
Aug. 24	Grays Harbor, Washing- ton.	.....do.....	A man gathering moonstones upon a sand spit $\frac{1}{2}$ of a mile from shore became cut off by the rising tide and surfmen brought him to shore in a small boat.
Aug. 25	Ocean City, Maryland..	Rescue from drown- ing.	At 11.30 a. m. a man named Frank H. Saunders, bathing in the surf, got beyond his depth and called for help. Surfmen Quillin and Mumford, who were bathing near, promptly swam to his rescue.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1903. Aug. 25	Ocean City, Maryland....	Rescue from drown- ing.	Quillin, who reached him first, was dragged under by the drowning man, but Mumford soon arrived, and they succeeded in sustaining Saunders until the arrival of surfmen Purnell and Richardson. The life-savers took Saunders to shore in an exhausted state, brought him to by the practice of artificial respiration, then wrapped him in blankets, and soon effected his complete recovery.
Aug. 25	Cleveland, Ohio, Lake Erie.	Recovery of body...	At 3 p. m. the keeper received a telephone message to the effect that a man had drowned in the river, $\frac{1}{2}$ of a mile distant. Two surfmen immediately went to the place in the dingey, recovered the body by dragging, and delivered it to an undertaker.
Aug. 25	Jackson Park, Illinois, Michigan, Lake Michigan.	Clothing furnished.	Two boys who had been rescued from drowning by some fishermen were supplied at the station with dry clothing from the stores of the Women's National Relief Association.
Aug. 25	Old Chicago, Illinois, Lake Michigan.	Body found.....	The keeper took charge of the body of a drowned man, which was brought to the station by the master of a tug, and later delivered it to the proper authorities.
Aug. 28	Cleveland, Ohio, Lake Erie.	Recovery of body...	At 7.30 a. m., in response to a telephone message, the life-saving crew proceeded out into the lake, $3\frac{1}{2}$ miles to westward, in surfboat, and recovered the body of Mrs. Winston, who had fallen from the cliffs during the night. They delivered the remains to an undertaker.
Aug. 28	Old Chicago, Illinois, Lake Michigan.	.....do.....	Surfmen pulled to the foot of Oak street, picked up the body of a drowned man floating there and delivered it to the proper authorities.
Aug. 29	Saint Joseph, Michigan, Lake Michigan.	Rescue from drown- ing.	At about 6 a. m. a man fell into the water from an excursion train passing over the railroad bridge and was rescued by a surfman who was near by in a small boat. The man was seriously injured, and the crew took him to the station, secured medical attendance, supplied him with dry clothing from the stores of the Women's National Relief Association, and nursed him until the 31st, when he went home.
Aug. 31	Grand Haven, Michigan, Lake Michigan.	Recovery of body...	At 6 a. m., in response to a telephonic dispatch, surfmen pulled up the river $\frac{1}{2}$ of a mile, and by grappling recovered the body of a man who drowned the previous day, delivering it to the coroner.
Aug. 31	Milwaukee, Wisconsin, Lake Michigan.	Aid to injured.....	A man employed building a water gauge at the end of S. pier got his hand badly injured, and surfmen dressed his wound and gave him some whisky.
Sept. 1	Newburyport, Massachu- setts.	Rescue from danger.	Rescued two men from S. Jetty, who were cut off by the tide and in great danger.
Sept. 1	Quonochontaug, Rhode Island.	Rescue from drown- ing.	About 9.30 a. m. a boy swimming near the station became exhausted and called for assistance. A surfman rescued him.
Sept. 1	Buffalo, New York, Lake Erie.	Recovery of body...	Upon the receipt of a telephone message that a man had drowned at the foot of Main street, the keeper sent two surfmen with dragging apparatus, who recovered the body, and after working for more than an hour to resuscitate it, without success, delivered it to the medical examiner.
Sept. 2	Eatons Neck, New York..	Body found.....	The keeper took charge of a body picked up by the schooner Geo. S. Allison, and later delivered it to the coroner.
Sept. 5	Point Lookout, New York	Success.....	At 8.30 p. m., at the request of the owner of sloop yacht Peri, at anchor off the station, the keeper manned the surfboat, conveyed to the station three ladies and one gentleman, who were sick, sheltered them over night, and the next day put them on board the vessel.
Sept. 5	Absecon, New Jersey.....	Recovery of body...	The patrolman swam out through the surf and recovered the body of a young woman who drowned while bathing. The

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1903. Sept. 5	Absecon, New Jersey.....	Recovery of body ..	keeper and crew, assisted by three physicians, endeavored for an hour to resuscitate the body, but without success.
Sept. 5	Poyners Hill, North Carolina.	Recovery of property.	A barrel of turpentine, found by the patrol, was stored at the station and reported to the commissioner of wrecks.
Sept. 5	Oswego, New York, Lake Ontario.	Recovery of body...	At the request of the coroner, dragged for and recovered the body of Edward Lacombe, one of the crew of the steamer Iona, who had fallen overboard and drowned, and delivered it to an undertaker
Sept. 6	Louisville, Kentucky.....	.....do.....	Dragged for and recovered the body of Fred. Bear, twelve years old, who had drowned while bathing.
Sept. 6	Milwaukee, Wisconsin, Lake Michigan.	Recovery of property.	The surfman on the N. patrol found a pocketbook containing \$19 in cash and a check for \$10. The keeper notified the police authorities, and later delivered the property to the owner.
Sept. 7	Fort Lauderdale, Florida.	Succor.....	A man from a wrecked fishing vessel, making his way down the coast in a small boat, was furnished water and provisions and towed several miles down the sound.
Sept. 9	Old Harbor, Massachusetts.	Transportation....	The wind having breezed up and made it dangerous for a party of nine persons in a dory to recross the harbor, they were taken in the surfboat and safely landed.
Sept. 9	Harbor Beach, Michigan, Lake Huron.	Recovery of body...	Being informed at 4.45 a. m. that Johnson Pearle, one of the crew of the dredge Gladiator, had fallen overboard and drowned, the keeper and crew proceeded to the place, dragged for and recovered the body, applied the Service method of resuscitation without success, the body having been in the water for two hours, and delivered it to an undertaker.
Sept. 11	Old Chicago, Illinois, Lake Michigan.	.....do.....	The master of a passing launch having reported a floating body about 1½ miles N. of the station, the keeper and crew launched the surfboat, proceeded to the place, picked it up, and delivered it to the city authorities. The remains were later identified as those of Frank Slamminsky.
Sept. 12	Buffalo, New York, Lake Erie.	.....do.....	Having been informed at 2.30 p. m. that a boy had drowned while bathing near the breakwater, the keeper and two surfmen proceeded to the place, dragged for and recovered the body, and delivered it to the medical examiner. The remains were identified as those of Charles Finstwald, 14 years of age.
Sept. 12	Sheboygan, Wisconsin, Lake Michigan.	Succor.....	A man named Henke, 80 years old, while fishing on the pier in a fresh breeze and flying spray, became benumbed with cold and unable to walk. Three surfmen, in the small boat, rescued and brought him to the station. He was given whisky and hot water, rolled in blankets, put to bed, and afterwards given dry clothing from the supply of the Women's National Relief Association. The police being notified, sent a patrol wagon and took him to his home.
Sept 14	White River, Michigan, Lake Michigan.	Aid to injured	The keeper dressed the wound of a man who had fallen overboard and cut his head while unloading stone from a lighter. He was also furnished with dry clothing from the supply of the Women's National Relief Association.
Sept. 16	Point of Woods, New York.	Rescue from danger.	A man who started to row ashore from a catboat was blown adrift by a wind of hurricane force, and took refuge on another boat, anchored about 2 miles N. of the station. The life-saving crew launched the surfboat, and proceeding to her, took the man, and as it was impossible to pull against the wind and sea, landed at West Sayville, five miles away. The gale moderating at 1.45 a. m., the life-savers returned to the station, bringing the man with them.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1903. Sept. 16	Hereford Inlet, New Jersey.	Succor.....	Furnished meals and shelter for the night to ten men from the foundered tug <i>Spartan</i> , who were rescued and brought to the station by the fishing smack <i>Irene</i> . They were also furnished clothing from the supply of the Women's National Relief Association, and the next morning transportation to Philadelphia was procured for them.
Sept. 16	Cape Henlopen, Delaware.	.....do.....	Four men from sunken schooner <i>Sea Bird</i> were furnished meals and shelter for one day and also provided with clothing from the supply of the Women's National Relief Association.
Sept. 16	Green Run Inlet, Maryland.	.....do.....	Furnished dry clothing from the supply of the Women's National Relief Association, and meals to three fishermen who had lost their boats and nets in a gale of wind.
Sept. 17	North Beach, Maryland.	.....do.....	Two men who had their boat capsized while landing on the beach were furnished dry clothing from the supply of the Women's National Relief Association, also meals and shelter over night at the station.
Sept. 17	Charlevoix, Michigan, Lake Michigan.	Clothing furnished..	Furnished dry clothing from the supply of the Women's National Relief Association to a man who had fallen overboard.
Sept. 18	Damiscove Island, Maine.	Recovery of bodies.	Recovered the bodies of three of the crew of the wrecked fishing schooner <i>George F. Edmunds</i> and delivered them to the proper authorities.
Sept. 18	Bonds, New Jersey.....	Body found.....	The patrolman found the body of a drowned man who was identified as one of the crew of the stranded sloop <i>Red Dragon</i> . The body and \$28 which were found in the clothing were delivered to the coroner.
Sept. 18	Ocean City, New Jersey..	Rescue from drowning.	A surflman, with the aid of another man in a fishing skiff, rescued from drowning a woman who had been bathing.
Sept. 19	Cape Henry and Virginia Beach, Virginia.	Rescue from danger.	About 2 a. m. the S. patrol of the Cape Henry station, and the N. patrol of the Virginia Beach station discovering that the cottage of Mr. J. Edward Cole was on fire, after much effort, aroused the family, who escaped from the house. The building burned rapidly, and if it had not been for the work of the patrolmen, the twelve inmates would have perished in the flames. (See letter of acknowledgment.)
Sept. 19	Cape Henry, Virginia.....	Rescue from drowning.	At 12.15 a. m. the patrolman hearing a scream from a woman in the surf, rushed in, found her under water, carried her through the breakers to the beach, began efforts for resuscitation, and bringing forth signs of life, wrapped her in his coat, and hurried her to the station. The keeper gave her hot stimulants, wrapped her in warm blankets, and sent for a doctor, who relieved her suffering. The woman, who was identified as Miss Della Ford, of Norfolk, remained at the station until 8 p. m., when, apparently out of danger, she was removed by friends.
Sept. 19	Plum Island, Wisconsin, Lake Michigan.	Succor.....	The keeper of Pilot Island light, who was unable to reach the island in his small boat because of heavy wind and sea, was sheltered over night at the station, and the next day conveyed to the light-house.
Sept. 20	Salisbury Beach, Massachusetts.	Rescue from danger.	The patrolman finding a drunken man lying partly in the water carried him to a safe place on the beach.
Sept. 20	Loveladies Island, New Jersey.	Body found.....	The patrolman found the body of a drowned man, and notified the coroner, who came and removed it.
Sept. 20	Lewes, Delaware.....	.....do.....	The patrolman found the badly mutilated body of a drowned man, who was identified as Albert Lingo, chief engineer of lost tug <i>Spartan</i> , and delivered it to the proper authorities.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1903.			
Sept. 20	Cape Henlopen, Delaware.	Body found	The keeper took charge of the body of a drowned man which the patrol found on the beach.
Sept. 20	Rehoboth Beach, Delaware.	.....do.....	The keeper delivered to an undertaker the body of a drowned man which was found on the beach by the patrolman.
Sept. 20	Oswego, New York, Lake Ontario.	Resuscitation.....	Surfmen assisted two physicians in resuscitating a boy who had fallen into the river.
Sept. 20	Fairport, Ohio, Lake Erie	Rescue from drowning.	The patrolman took a small boat and rescued Willbert Roch, a watchman, who had fallen overboard and was clinging to the side of an old canal boat.
Sept. 21	Narragansett Pier, Rhode Island.	.....do.....	It having been reported to the station at 1 p. m. that two bathers were being taken out by the undertow, the keeper sent two surfmen in the small boat and rescued Mr. and Mrs. Fred. N. Hazard, who had nearly exhausted their strength.
Sept. 21	Tathams, New Jersey....	Body found.....	The patrolman found the body of Edith Mustin, of Philadelphia, who drowned at Ocean City on the 18th instant; her relatives and the coroner were notified, and the next day came and took charge of the remains.
Sept. 21	Lewes, Delaware.....	.....do.....	The keeper took charge of a body brought ashore by a tugboat and identified as one of the crew of the wrecked schooner Hattie A. Marsh; after an inquest the remains were interred at Lewes.
Sept. 21	.....do.....	Recovery of property.	The patrolman found a trunk on the beach, apparently belonging to Captain G. F. Gould, of sunken barge Kalmis. The keeper had it brought to the station, and later delivered it to the owner.
Sept. 21	Galveston, Texas.....	Fire extinguished...	At 1.30 p. m. a fire broke out on the Southern Pacific wharf, 2½ miles distant; the keeper and crew launched the surfboat, proceeded to the place, and assisted to extinguish the flames.
Sept. 21	Old Chicago, Illinois, Lake Michigan.	Recovery of body...	Having been informed that a body was floating in the lake, 3 miles N. of the station, the keeper and two surfmen in the skiff recovered it, and turned it over to the city authorities. The remains were identified as those of Arthur Eaton, of Chicago.
Sept. 22	Buffalo, New York, Lake Erie.	Rescue from drowning.	At 1.30 p. m. John Collin, who was walking out on the end of the pier, fell overboard with his bicycle; a surfman, who saw him fall, threw him a life buoy, and with the assistance of two others, pulled him out of the water. He was taken to the station and given dry clothing from the supply of the Women's National Relief Association, and stimulants from the medicine chest. As the man had about 20 pounds of lead in his pockets he undoubtedly would have drowned but for the near presence of the surfman. The wheel was recovered later and delivered to him.
Sept. 22	Pecks Beach, New Jersey.	Succor.....	Two men who were in an open boat, and prevented by the low tide from returning across the bay were sheltered over night at the station.
Sept. 24	Rehoboth Beach, Delaware.	Fire extinguished...	The lookout having reported a house on fire ½ mile from the station, the keeper and crew proceeded to the place with buckets and extinguished the flames.
Sept. 26	Orleans, Massachusetts..	Succor.....	Two young men, traveling along the beach in a canoe and bound for Barnstable, became weatherbound, and were furnished shelter for the night at the station. The next morning the weather being unsuitable for the continuance of the outside trip, the keeper telephoned for a team to take them across the cape to the bay, where they continued their journey.
Sept. 27	Point Lookout, New York	Body found.....	The patrolman found on the beach the body of a dead man, and notified the coroner.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1903. Sept. 27	Golden Gate, California ..	Recovery of body...	At 4.30 p. m. the keeper launched the surfboat, assisted the police to recover the body of a man who had committed suicide by drowning, and turned it over to the coroner.
Oct. 1	White River, Michigan, Lake Michigan.	Body found.....	At 12 midnight the surfman on S. patrol reported finding the body of a dead man $\frac{1}{2}$ mile from the station, and the crew removed it to a secure place, reporting to the coroner, whom they assisted the following day in burying the remains. Identification proved impossible.
Oct. 2	Plum Island, Massachu- setts.	Recovery of prop- erty.	Surfmen assisted a resident of the vicinity in getting his horse out of a pond in which it had become mired.
Oct. 2	Harvey Cedars, New Jer- sey.	Succor.....	Two fishermen, delayed by high tide, were given food at the station.
Oct. 4	Grande Pointe au Sable, Michigan, Lake Michi- gan.	Recovery of prop- erty.	Having discovered that a log boom near the station had parted, and that many of the logs were drifting into the lake, the surfmen stretched a temporary boom across the river, thus saving the owners a serious loss.
Oct. 6	Charlevoix, Michigan, Lake Michigan.	Recovery of body...	By dragging in the lake surfmen recovered the body of Mr. Guy Williams, who fell from a pier and drowned on the 4th. They had made efforts to find this body soon after the accident occurred, but without success.
Oct. 7	Chicamacomico, Virginia.	Recovery of prop- erty.	Surfmen picked up seven barrels of turpen- tine along the beach, and keeper deliv- ered them to the wreckmaster.
Oct. 7	Ludington, Michigan, Lake Michigan.	.....do.....	At 5.15 a. m. the lookout discovered a raft of piling drifting out of the harbor, and, reaching it with a pike pole, succeeded in making it fast to some cribwork.
Oct. 8	Brant Rock, Massachu- setts.	Aid to injured.....	At 6 p. m. surfmen picked up a man who had been thrown from a wagon, and assisted a doctor in dressing wounds that he had received.
Oct. 10	Corson Inlet, New Jersey ..	Succor.....	Five persons residing on the beach were sheltered over night at the station, as the wind and high tide threatened their dwelling with destruction.
Oct. 10	Cape May, New Jersey	Rescue from danger.	During the N.E. gale prevailing this date a dwelling $\frac{1}{2}$ mile E. of the station was sur- rounded by the high water and was in danger of destruction. Surfmen pulled across the flooded district in a small boat, rescued the occupants, Mr. E. C. Walton and wife, and brought them to the station.
Oct. 10	Assateague Beach, Vir- ginia.	Succor, and cloth- ing furnished.	At 3 p. m. the life-saving crew pulled to Fishing Point, brought to the station eight fishermen whose house had been swept away by the high water, and sup- plied them with clothing from the stores of the Women's National Relief Association, they having lost their personal effects.
Oct. 10	Wallops Beach, Virginia ..	Succor.....	Eight fishermen who were afraid to remain on board their boats in the prevailing gale were succored at the station until the storm subsided.
Oct. 10	Wachapreague, Virginia ..	Rescue from danger.	Owing to the severe storm raging on the coast, a high tide flooded the beach and forced the life-saving crew to abandon the station. While they were crossing to the mainland in the surfboat they res- cued four men who were in danger in an oyster shanty which was surrounded by the sea.
Oct. 10	False Cape, Virginia .....	.....do.....	During the prevailing storm the high tide threatened the dwellings near the station, and the life-savers manned the surfboat and transported nine women and seven children to a club house, which appeared to be able to withstand the storm.
Oct. 10	Two Rivers, Wisconsin, Lake Michigan.	Recovery of prop- erty.	At 11 p. m. the lookout put out in supply boat and secured a valuable raft of pil- ing that had parted its moorings.
Oct. 11	Wallops Beach, Virginia ..	Rescue from danger.	During the gale of this date surfmen put out in supply boat and rescued a man from a watch tower which was in danger of being swept away by the sea.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1903.			
Oct. 11	Bethel Creek, Florida.....	Hydrographic information.	The keeper found a bottle containing hydrographic information on the beach, and forwarded same to the Navy Department, as directed by an inscription attached.
Oct. 11	Duluth, Minnesota, Lake Superior.	Recovery of body...	The keeper and one surfman went out in dingey, and, by dragging, recovered the body of a young man who drowned the previous evening.
Oct. 11	Golden Gate, California...	Aid to injured.....	At 5.30 p. m. a young lady riding on an electric car received fatal injury from striking her head on a telegraph pole, and surfmen placed her on a cot and took her to a hospital, where she died two hours later.
Oct. 12	Smith Island, Virginia....	Body found.....	The station crew found the body of a drowned man on the beach and gave it proper burial. Life had been extinct for several days.
Oct. 12	Coquille River, Oregon ...	Recovery of body...	At 3.10 p. m. John E. Gorgensen was washed overboard from a tug on the bar and drowned. In response to the whistle of the tug, the station crew put out in surfboat and picked up the body, which they found afloat. Prompt and persevering efforts at resuscitation were made, but were unsuccessful.
Oct. 13	False Cape, Virginia.....	Body found.....	At 3 a. m. a patrolman found the body of a dead man on the beach. Identification proved impossible, and the next day the crew made a coffin and buried the remains.
Oct. 13	Two Rivers, Wisconsin, Lake Michigan.	Rescue from drowning.	A man fell from the end of a pier near the station, and undoubtedly would have drowned, being unable to swim, but for two surfmen, who promptly hastened to his aid and rescued him.
Oct. 17	Old Chicago, Illinois, Lake Michigan.	Aid to injured.....	The mate of a schooner received a bad cut upon his leg, and the keeper took him to the station and dressed the wound.
Oct. 17	Sleeping Bear Point, Michigan, Lake Michigan.	Body found.....	The station crew took charge of the body of a dead seaman found on the beach, made a coffin, and gave the remains temporary burial, waiting the action of the authorities.
Oct. 18	Cape Henry, Virginia.....	Recovery of body...	The patrolman having the first night watch recovered the body of a drowned man from the surf $2\frac{1}{2}$ miles N. of station. It was later identified as the remains of Silas Smith, of Norfolk, Virginia, and the following day was delivered to an undertaker, who removed it to the home of the deceased.
Oct. 18	Milwaukee, Wisconsin, Lake Michigan.	.....do.....	By dragging, surfmen recovered the body of Edward Reed, who drowned in the Menominee River on the 17th.
Oct. 18	Fort Point, California....	Rescue from danger.	At 11.45 a. m. an air ship carrying one man descended into the water $\frac{1}{2}$ mile NE. of the station. The life-savers put out in surfboat, picked up the man, and towed the air ship to the beach, hauling it up to a secure place.
Oct. 20	Duluth, Minnesota, Lake Superior.	Assistance at fire...	At 9.30 a. m. the life-saving crew hastened to a burning cottage, a mile away, and prevented the flames from spreading to other buildings close by.
Oct. 20	Two Rivers, Wisconsin, Lake Michigan.	Fire extinguished..	At 8.15 p. m. the keeper and a surfman pulled across the channel and extinguished a fire that threatened a dock and a large building thereon.
Oct. 21	Holland, Michigan, Lake Michigan.	Rescue from drowning.	At 5.10 p. m. a small boy fell into the water from some piling near the station, and was rescued from drowning by one of the surfmen, who climbed down the piling to his assistance.
Oct. 21	Orleans, Massachusetts ..	Succor.....	Two young men who had become belated while gunning were given food and lodging at the station.
Oct. 24	Umpqua River, Oregon ..	Succor and transportation.	A man who had fallen overboard from a skiff was provided with food at the station, and later transported to his home by the crew.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1903.			
Oct. 25	Salisbury Beach, Massachusetts; Hampton Beach, New Hampshire.	Assistance at fire ...	Surfmen from these stations assisted to save a quantity of property from five buildings on Hampton Beach that were destroyed by fire.
Oct. 25	Cape Henry, Virginia Beach, Dam Neck Mills Virginia.	.....do.....	During the early morning hours surfmen from these stations assisted in extinguishing a conflagration at Virginia Beach that destroyed five dwellings, and doubtless would have extended to several other dwellings and a large hotel but for the work of the life-savers.
Oct. 25	Hatteras Inlet, North Carolina.	Clothing furnished and succor.	Clothing from the stores of the Women's National Relief Association, food, and lodging were provided at the station to a father, mother, and three children who, while travelling, were overtaken by a heavy storm.
Oct. 30	Paul Gamie's Hill, and Kitty Hawk, North Carolina.	Body found.....	Surfmen from these stations took charge of the body of a dead man, found on the beach by a fisherman, and, after removing several articles of value, buried the remains. It was later learned that the body was that of Captain J. M. Cookson, and on the 30th the crew of Kitty Hawk station disinterred it and delivered to responsible parties.
Nov. 1	Muskegon, Michigan, Lake Michigan.	Clothing furnished..	Dry clothing from the stores of the Women's National Relief Association was furnished to a man who had fallen overboard.
Nov. 1	Old Chicago, Illinois, Lake Michigan.	Recovery of body...	Surfmen recovered the body of Frank P. Hight, of Chicago, who fell from the pier and drowned.
Nov. 5	Crisps, Michigan, Lake Superior.	Recovery of property.	On the 5th and 6th instants the life-saving crew recovered 10,000 feet of lumber and 4,000 shingles, which had drifted onto the beach.
Nov. 6	Deer Park, Michigan, Lake Superior.	Body found.....	The patrol found on the beach the body of Martin Derry, of Grand Marais, who drowned on the 22d ultimo. The keeper had a rough box made, placed the body in it, telephoned to the keeper of the Grand Marais station to notify the coroner there, and the next day delivered the remains to friends of the deceased.
Nov. 6	Golden Gate, California...	Aid to injured.....	The keeper dressed the wounds of a man who had fallen from a bicycle and severely lacerated his scalp, and, as one of the cuts required several stitches, then sent him to the Park Emergency Hospital.
Nov. 7	.....do.....	.....do.....	The keeper dressed the wounds of a man who had fallen from an automobile and cut his head and face.
Nov. 9	Manomet Point, Massachusetts.	Transportation.....	A man while fishing ran a cod hook into his hand; the keeper sent him, in a wagon, to the railroad station, and furnished him money with which to pay his fare to Plymouth, where he had the hook extracted.
Nov. 9	Michigan City, Indiana, Lake Michigan.	Fire extinguished..	A pile of timber, 600 feet from the station, having been set on fire by sparks from a passing steamboat, the life-saving crew went to the scene with a fire pump and after nearly an hour's work extinguished the flames.
Nov. 11	Harbor Beach, Michigan Lake Michigan.	Transportation.....	At 4 a. m., in response to a signal from the steamer Edward P. Recor, the life-saving crew launched the surfboat, and, at the request of the master, conveyed to her a physician to dress the wounds of one of her crew who had jammed his foot in a line while making the vessel fast to the breakwater. As it was necessary to amputate the foot the man was taken ashore by the life-savers, and after the operation was returned to the steamer.
Nov. 11	White River, Michigan, Lake Michigan.	Recovery of property.	The patrol picked up a barrel of apples which had been lost from the steamer Carrie A. Ryerson and returned them to her.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1903.			
Nov. 11	Saint Joseph, Michigan, Lake Michigan.	Recovery of body...	At 12.30 p. m. a telephone message having been received stating that a man, Bert Martin, had drowned in the river, the life-savers launched the Whitehall boat, proceeded to the place, and, after dragging for an hour, recovered the body and delivered it to the coroner.
Nov. 12	Milwaukee, Wisconsin, Lake Michigan.	Rescue from danger.	While the light-keeper was attending to the light on the outer breakwater, the S. E. wind increased to a gale and prevented him from returning ashore. He displayed a towel attached to a pole, and this being seen by the lookout, the keeper and crew launched the surfboat, went out to him, and brought him ashore to the station, where he was sheltered until he had warmed himself and dried his clothing.
Nov. 14	Yaquina Bay, Oregon....	Recovery of property.	The life-saving crew recovered a quantity of lumber which had drifted onto the beach, and carried it clear of the surf.
Nov. 17	Chatham, Massachusetts.	.....do.....	At the request of the owner the keeper sent 3 surfmen, who recovered a horse which had wandered onto the flats.
Nov. 19	Golden Gate, California...	Succor.....	At 4 p. m. two men, who had capsized into the surf in a buggy, were taken to the station and given stimulants, and dry clothing from the stores donated by the Women's National Relief Association.
Nov. 26	Burnt Island, Maine.....	.....do.....	The life-savers dipped up from a sunken schooner a dory load of coal and delivered it to a destitute family.
Nov. 27	Corson Inlet, New Jersey..	.....do.....	Three men whose naphtha launch had been injured by the ice came to the station about 7.30 p. m., and were sheltered for the night.
Nov. 27	Plum Island, Wisconsin, Lake Michigan.	.....do.....	The keeper of Pilot Island Light, being prevented by darkness and fresh wind from reaching the island, was sheltered over night at the station.
Nov. 29	Little Island, Virginia....	.....do.....	The life-savers extricated an automobile which, with a party, was mired in a quicksand.
Nov. 30	Hatteras Inlet, North Carolina.	.....do.....	Three men in a small boat, on their way from Ocracoke to Kinnakeet, became weather-bound, and were furnished supper and shelter for the night.
Dec. 2	Manomet Point, Massachusetts.	Rescue from danger.	Mr. Stephen Holmes, while gunning near the station, was taken suddenly with neuralgia of the heart and fell unconscious. The life-savers found him lying on the rocks and transported him immediately to his home, where prompt medical attendance revived him, doubtless saving his life.
Dec. 6	Hereford Inlet, New Jersey.	Assistance at fire...	At 5.30 a. m. a patrolman discovered a boat-house near the shore to be on fire, and hastening to the scene assisted to prevent the flames from spreading to a cottage close by.
Dec. 6	Coquille River, Oregon....	Recovery of body...	At 9.10 a. m. the station crew rowed up the river two miles and assisted in recovering the body of J. Metcalf, a boy who had fallen from a log boom and drowned.
Dec. 8	Sauria, Texas.....	Transportation and aid to sick.	At 3 p. m. station supply boat brought a physician from Port Lavaca to attend several cases of typhoid fever in resident families, and on the 10th, upon the recommendation of the physician, a surfman with the supply boat carried five sick people to Port Lavaca, that they might receive necessary medical attention.
Dec. 9	Mecox, New York.....	Loss of life of Surfman Charles A. Church, and recovery of body.	At 4 a. m. Surfman Charles A. Church left the station for the W. patrol and lost his life under circumstances as follows: In making the W. patrol he had to cross an inlet by boat to meet the patrol from Southampton station, but failed to reach the terminus of his beat at the required time. At 6 a. m. Keeper Hedges

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1903. Dec. 9	Mecox, New York	Loss of life of Surfman Charles A. Church, and recovery of body.	received a telephone message from Surfman Ryder of Southampton station to the effect that Church had failed to appear at the meeting place of the patrolmen, and that some fishermen had heard a person hallooing in the direction of the inlet. Search parties from both stations immediately set out and at 9 a. m. found the inlet boat on the bar, bottom up. It is evident that Church started to cross the inlet, but met with some casualty, perhaps the breaking of an oar, and was carried into the breakers, where the boat capsized and the unfortunate man drowned. The life-saving crews dragged the waters of the inlet and maintained a special patrol until the 12th, when the body was found by the morning patrol from Georgica station, on the beach at East Hampton. Mr. Church left a dependent family, consisting of his wife and two small children.
Dec. 10	Oak Island, North Carolina.	Body found.....	At 11 a. m. a surfman patrolling the beach found the body of W. E. Lewis. Mr. Lewis was a passenger on board the schooner Clarence H., which was supposed to have capsized on the shoals, about 2 miles to westward of the station, during the night previous, all hands being lost.
Dec. 11	Point Reyes, California.....	.....do.....	Surfmen took charge of the body of a drowned man found on the beach 3 miles N. of station and reported same to the proper authorities.
Dec. 11	Southside, California.....	.....do.....	Surfmen took charge of the body of a drowned man which had been found in the surf by a small boy, and attempted resuscitation, but their efforts proved futile, and the authorities took charge of the remains.
Dec. 14	Kill Devil Hills, North Carolina.	Recovery of property.	Surfmen gathered up a quantity of lumber that had drifted ashore and delivered it to the wreck commissioner.
Dec. 15	Burnt Island, Maine.....	Clothing furnished.	Four men, the crew of the schooner Hattie S. Collins, which foundered on the 10th instant, 20 miles WSW. of the station, arrived at the station in a destitute state and were provided with clothing from the stores of the Women's National Relief Association.
Dec. 15	Wood End, Massachusetts.	Succor.....	Two men, who had capsized in a dory early in the morning, were brought to the station by another dory, and the keeper provided them with hot drinks, and with dry clothing from the stores of the Women's National Relief Association.
Dec. 17	Mosquito Lagoon, Florida.	Fresh water furnished.	The keeper provided the master of a house boat with fresh water, his stock having given out.
Dec. 20	Galveston, Texas.....	Assistance at fire...	Station crew manned the surfboat, pulled a mile to a wharf on fire, and assisted the local fire department in extinguishing the flames.
Dec. 25	Point Adams, Oregon....	Body found.....	Surfmen found the body of a dead man near the shore and delivered it to the coroner.
Dec. 26	Manomet Point, Massachusetts.	Succor.....	Two fishermen, who had been caught in a snowstorm, came to the station chilled and exhausted, and were succored until they recovered from the effects of the exposure.
Dec. 26	Cuttyhunk, Massachusetts.	Transportation.....	Station crew manned surfboat and transported a resident of Nashawena Island to his home, it being perilous for him to attempt the passage in his own boat in the northerly gale prevailing.
Dec. 26	Fire Island, New York....	Succor.....	Two boys from Islip had landed on the beach and, being unable to return home in the face of a NW. gale, were succored over night at the life-saving station.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1903. Dec. 26	Biscayne Bay, Florida....	Succor.....	Three women and two boys from Miami were unable to manage their boat against the prevailing NW. gale, and the keeper succored them at the station until 11 p. m., when a search party arrived and took them home.
Dec. 26	Sabine Pass, Texas.....	Aid to injured and transportation.	About noon the keeper observed the light-house flag to be at half-mast and sent two surfmen to investigate. They found that the light keeper had fallen and broken two of his fingers, and after rendering him the necessary aid, left him, and conveyed the assistant light keeper, who had been to town, to the light-house.
Dec. 27	North Scituate, Massachusetts.	Recovery of property.	While examining a quantity of wreckage about 2 miles N. of the station, surfmen found twelve bales of cotton on outlying rocks and reported same to wreck commissioner, who took charge of the property.
Dec. 27	Point of Woods, New York.	Succor.....	At 9.30 a. m., two young men came to the station and reported that their boat had become frozen in the ice. The keeper provided them with dinner and with money to pay their railroad fare home.
Dec. 27	Gilgo, New York.....	.....do.....	Two men whose boat had become jammed in ice were nearly overcome by the cold, but reached the life-saving station, where they were succored for two days.
Dec. 27	Louisville, Kentucky.....	Recovery of body...	The life-saving crew dragged the river, recovered the body of Robert Murphy, who had been reported drowned, and delivered the remains to the coroner.
Dec. 29	Fort Lauderdale, Florida.	Rescue from danger	The keeper, with launch, rescued a man from a pile of snags some distance from shore, he having gone out in a leaky boat, which had filled and gone down.
Dec. 31	Damiscove Island, Maine.	Succor.....	At 2 a. m. a fisherman who had pulled 7 miles in quest of his vessel, came to the station suffering from exposure and fatigue. The keeper provided him with food, stimulants, and shelter, and later in the day surfmen put him aboard of his vessel.
Dec. 31	Chester Shoal, Florida ...	.....do.....	Food and lodging were provided by the keeper to a man travelling alongshore.
1904, Jan. 1	False Cape, North Carolina.	.....do.....	Two men were traveling along the coast in a gasoline boat became belated, and were succored overnight at the station.
Jan. 2	Chatham, Massachusetts.....	.....do.....	A gunning party of nine persons, having become wet and exhausted, were furnished with food and shelter until they were able to take the train to Boston. A horse belonging to one of the party was also fed and sheltered at the station.
Jan. 3	Kitty Hawk, North Carolina.	Assistance at fire ...	Four surfmen assisted in saving the personal property of Mr. Walter W. Best, whose house was totally consumed by fire.
Jan. 3	Santa Rosa, Florida.....	Clothing furnished..	A man who, during the gale of the previous night, had drifted across the bay in a small skiff, was furnished with dry clothing from the supply donated by the Women's National Relief Association.
Jan. 4	Smith Island, Virginia...	Aid to injured.....	A man who had his hands badly frost-bitten came to the station and had them dressed by the keeper.
Jan. 8	Salisbury Beach, Massachusetts.	Succor.....	A man, with a hired horse suffering with colic, came to the station and requested shelter for the animal. The keeper placed it in the barn and telephoned for a veterinary surgeon and the owner of the horse. The owner was conveyed from the railroad depot to the station, and was succored overnight.
Jan. 8	Nauset, Massachusetts.....	.....do.....	At 11.30 a. m., two boys, who had broken through the ice while crossing the inlet, were brought to the station. One of them was succored at the station and furnished with dry clothing from the

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1904.			
Jan. 8	Fanset, Massachusetts...	Succor.....	supply donated by the Women's National Relief Association, and the other, not wishing to remain at the station, was wrapped in blankets and sent to his home.
Jan. 8	Great Egg, New Jersey...	Fire extinguished...	The life-saving crew assisted to extinguish a fire on a trolley car which stopped in front of the station, the inside work having been ignited by a crossed wire.
Jan. 9	Holland, Michigan, Lake Michigan.	Rescue from drowning.	A surfman, assisted by two other persons, rescued a man who had broken through the ice while crossing Black Lake and was in danger of drowning.
Jan. 10	Gloucester, Massachusetts.	Aid to injured.....	A man who had his ears badly frost-bitten came to the station and received treatment from the keeper.
Jan. 13	Oak Island, North Carolina.	Body found.....	Found and buried the body of Walker Hewitt, who had drowned from the schooner Clarence H. on December 9, last.
Jan. 22	Holland, Michigan, Lake Michigan.	Clothing furnished..	A young man who had fallen into the lake was given dry clothing from the stores furnished by the Women's National Relief Association, and was also given stimulants from the medicine chest.
Jan. 23	Marblehead, Ohio, Lake Erie.	Rescue from danger.	At 5.30 p. m. the keeper received a telephone message from the superintendent of the Terminal Railroad at Toledo that four men were imprisoned on the drawbridge across the Maumee River, and requesting immediate assistance to rescue the men from their perilous position. The draw had been opened to allow passage to a schooner which was being carried down the river by the current and floating ice. In passing through the schooner struck the draw and so damaged it that it could not be closed. The life-saving crew, with beach apparatus, were taken by a special train of the Lakeside and Marblehead Railroad to a Lake Shore train, which carried them to Toledo, arriving at 8.15 p. m. From there a drive of seven miles took them to the bridge, which was reached about 10 p. m. The apparatus was immediately taken onto the trestle, lashed to the sleepers, and a line fired across the span of the draw. The night was very dark and cold, the wind was blowing a gale, and the men on the draw were afraid to climb the span to reach the line, until daylight. The breeches buoy was rigged, and the men were safely landed at 6.30 a. m. Word was then received that four other men were imprisoned on the drawbridge of the Wheeling and Lake Erie Railroad. The apparatus was transported to the bridge and three of the men were landed at once, the other remaining to take the water from the boiler of the turning mechanism. Six other men were sent out to the draw in the breeches buoy, a number of lines were run to enable the railroad company to properly secure their property, and all of the men were then safely landed in the breeches buoy. The life-saving crew were exhausted by their labors, and many of them were frost-bitten.
Jan. 23	Louisville, Kentucky.....	Succor.....	An old lady, sixty years of age, had become dazed, had lost her way, and had fallen into the river. She managed to crawl out onto the bank, but was too weak to go farther. The alarm being given, the life-saving crew went to her, brought her to the station, and the sister of one of the surfmen was called, who divested the woman of her wet garments and dressed her in dry clothing furnished by the Women's National Relief Association. She was then succored at the station until she

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1904. Jan. 23	Louisville, Kentucky.....	Succor.....	had fully recovered, when a cab was called, she was wrapped in blankets, and sent to her home.
Jan. 24	Southside, California.....	Recovery of property.	A gentleman and a lady who were riding horseback had their horses stalled in a mire. Upon being informed of the fact, the keeper and crew, with the necessary gear, hurried to the scene and extricated the animals just in time, as one of them had only neck and head above ground.
Jan. 26	Golden Gate, California..	Rescue from danger.	At 10.30 p. m. the patrol, hearing screams, hurried in the direction of the sound, and found a woman struggling with a man who was attempting to assault her. As soon as the patrol appeared the man ran away and made his escape. The woman said that she had been struggling for about twenty minutes, and if it had not been for the appearance of the patrol she would probably have suffered serious injury.
Feb. 4	Brenton Point, Rhode Island.	Assistance to sick.	At 9 a. m., in response to a signal, the station crew pulled to Brenton Reef lightship in surfboat, and learned that a member of her crew was very ill. They then returned to the station, and the keeper telephoned for the station, and the keeper telephoned for a covered launch to bring the man ashore, and an ambulance to carry him away.
Feb. 4	Southampton, New York.	Body found.....	During the middle watch the surfman on the E. patrol found the body of Charles Hudson, a seaman belonging to the crew of the schooner Augustus Hunt, which stranded on the 23d ultimo.
Feb. 5	Shinnecock, New Ycrk....	.....do.....	The sunset patrol E., assisted by the patrol from Southampton, took the body of a dead man from the surf, and the keeper notified an undertaker, who took charge of the remains.
Feb. 8	Core Bank, North Carolina.	Succor.....	Nine men who were on their way to attend a sale of lumber from the wreck of the schooner Joseph W. Brooks, were succored at the station, on account of stormy weather, until the 12th instant.
Feb. 10	Cape Hatteras, North Carolina.	.....do.....	Owing to a raging storm, a traveler sought shelter at the station, and was given food and lodging for the night.
Feb. 10	Racine, Wisconsin, Lake Michigan.	Succor and clothing furnished.	At 4 p. m. Leonard Heinrich, a boy about 12 years of age, while skating broke through the ice. The keeper heard his cry for help and hastened to his assistance, but before he reached him the lad managed to crawl out of the water. The keeper took him to the station, removed his wet clothing, put him to bed, and after he had been thoroughly warmed gave him dry clothes from the supply donated by the Women's National Relief Association. He then returned to his home.
Feb. 11	Chester Shoal, Florida....	Clothing furnished.	A young man traveling along the beach was caught in a heavy rain squall and came to the station wet and chilled. The keeper supplied him with dry clothing from the stores donated by the Women's National Relief Association.
Feb. 12	White Head, Maine.....	Succor and transportation.	At 7 a. m. the life-saving crew launched the surfboat, went to Green Island, brought three destitute fishermen to the station, gave them dinner, and then took them to the mainland.
Feb. 13	Marblehead, Ohio, Lake Erie.	Assistance at fire...	At 12.30 p. m. the Greek Catholic Church, located about 1/4 mile SE. of the station, caught fire and burned to the ground. The keeper went to the scene and rendered all possible aid in saving the surrounding buildings.
Feb. 15	Galveston, Texas.....	Body found.....	While at practice with the surfboats, the body of a young man, who was lost from a sloop in East Bay two weeks before, was found. It was delivered to the coroner.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1904. Feb. 15	Point Reyes, California...	Body found	At 12.30 p. m. a telephone message was received from the Amvilla ranch, 2 miles NE. of the station, stating that the body of a man had washed up onto the beach at Drakes Bay. The keeper telephoned to the district superintendent to notify the coroner, then took a horse and wagon and with one surferman proceeded to the place. The body was badly decomposed, so the keeper had it taken above high-water line and covered, to await the arrival of the coroner. There were no marks of identification about the body, except that in the clothes was found a key with a round brass check having the marks "C 24" on one side and "D 19" on the other.
Feb. 16	Gloucester, Massachusetts	Aid to injured	About 9 p. m. the N. patrol found a man in a dazed condition, and having both of his ears and hands frozen. The surferman applied snow and friction to the frozen parts, and when the circulation was restored assisted the man to his home.
Feb. 17	Bellport, New York	Body found	The patrol found the body of a man frozen in the ice near the shore, and being unable to extricate it, he returned to the station for help. The keeper and four surfmen repaired to the scene, broke the ice with crowbars and axes, secured the body, and took it to the station.
Feb. 19	Parramore Beach, Virginia.	Succor and transportation.	Five gentlemen, who were bound from Revels Island Clubhouse to Wachapreague, were caught in the ice in Swash Bay and were compelled to come ashore to the station for shelter. They were provided with meals and lodging, one of them was furnished with clothing from the supply donated by the Women's National Relief Association, and the next day they were all transported to the mainland.
Feb. 24	Smiths Point, New York.	Body found	At 6 a. m. a surferman found the body of Harry McLearn, late master of the wrecked schooner Benjamin C. Cromwell, on the beach. The remains were taken to the station, and later delivered to the proper authorities.
Feb. 25	Moriches, New York .....	.....do	The sunrise patrol found on the beach the body of a seaman who was lost from the wrecked schooner Benjamin C. Cromwell.
Feb. 25	Coquille River, Oregon...	Rescue from drowning.	At 3 p. m. a passenger on the river steamer Dispatch, while attempting to jump from the vessel to the wharf, missed his footing and fell overboard, striking the guard rail, cutting a deep gash in his cheek, and rendering him almost senseless. One of the surfmen, who was on board the boat, leaped into the water and caught the man as he was going down for the second time. They were pulled out of the water by the on-lookers and the man was taken to the station, given stimulants, and dry clothing from the stores furnished by the Women's National Relief Association, and put to bed. A doctor who was summoned sewed up the cut in his cheek.
Feb. 27	Spermaceti Cove, New Jersey.	Recovery of property.	The life-savers recovered from the surf ten barrels of oil and two barrels of wax, which had come ashore from the sunken steamer Bristol City.
Feb. 28	Milwaukee, Wisconsin, Lake Michigan.	Clothing furnished .	A boy, 7 years old, who slipped on the ice and fell into the water, came to the station and was furnished with dry clothing until his own was dried and returned to him.
Mar. 1	Blue Point, New York...	Transportation.....	At the request of the captain of the Fire Island light-ship one of his crew, who was in need of medical assistance, was transported across the bay to the mainland.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1904. Mar. 2	Lone Hill, New York.....	Body found.....	The keeper having been informed that a body had been seen in the surf about $\frac{1}{2}$ mile W. of the station, had it brought to the station and notified the coroner, who took charge of it on the 4th instant. The remains are supposed to be those of one of the crew of the schooner Benjamin C. Cromwell, wrecked off Bellport on February 22.
Mar. 3	Hatteras Inlet, North Carolina.	Succor.....	Two men traveling along the beach in a small boat became weather-bound, and were furnished supper and lodging for the night.
Mar. 5	Rye Beach, New Hampshire.	Transportation.....	At 6.40 a. m. the patrol reporting that a signal was flying from the light-house on White Island, Isles of Shoals, the life-saving crew launched the surfboat, and proceeding to the island found that the assistant light-keeper had injured himself internally by falling on an icy doorstep. He and his wife were taken to the station, where the keeper procured a team and took them to the electric car, which carried them to Portsmouth to procure medical assistance.
Mar. 6	Lone Hill, New York.....	Body found.....	At 3 p. m. the patrol found in the surf the body of a man. The keeper had it brought to the station, and notified the coroner, who took charge of it on the 8th instant, and identified it as that of Gus Slocum, one of the crew of the schooner Benjamin C. Cromwell, wrecked off Bellport on February 22.
Mar. 6	Humboldt Bay, California.	Succor.....	At 10.30 p. m. two men who had capsized their boat came to the station and were furnished with dry clothing and shelter for the night.
Mar. 8	Bellport, New York.....	Body found.....	The patrol found two miles W. of the station the badly decomposed body of a man. It was taken to the station, put in ice, and the coroner was notified. On the arm were tattooed a band, clasped hands, an anchor, and the initials C. N. The remains were evidently those of one of the crew of the wrecked schooner Benjamin C. Cromwell.
Mar. 10	North Scituate, Massachusetts.	Succor and aid to injured.	Four Italian fishermen, whose boat was driven ashore, and who landed about 2 miles N. of the station, were furnished with meals for one day, and the keeper dressed and bandaged the sprained wrist of one of them and the cut hand of another.
Mar. 14	Cranberry Island, Maine.	Transportation....	The keeper and crew launched the surfboat, went to Seal Harbor and transported to Bakers Island Captain Albert H. Myers and wife, who had been called there by the death of their daughter. The next day they, together with the body of the deceased, were taken to a boat which conveyed them to Bar Harbor.
Mar. 14	Hog Island, Virginia.....	Clothing furnished..	Two men who came to the station for shelter from the rain storm and who were wet and cold were furnished with dry clothing from the supply donated by the Women's National Relief Association.
Mar. 17	Rehoboth Beach, Delaware.	Assistance at fire...	About 12.30 p. m. the lookout having reported that the Douglass House, $\frac{1}{2}$ mile N. of the station was on fire, the keeper and crew proceeded to the place with buckets and endeavored to extinguish the flames, which were consuming the roof of the annex. Much progress was made until a change of wind carried the flames to the main building, causing its total loss. When it was seen that the building was doomed attention was paid to the saving of the furniture, but the roof fell in when but little had been rescued.
Mar. 21	Bethel Creek, Florida....	Fresh water furnished.	A man, the water supply of whose boat had become exhausted, received four gallons from the station cistern.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1904. Mar. 22	Bethel Creek, Florida....	Succor.....	Two stock hunters who were tired from much traveling were given food and shelter.
Mar. 26	Mosquito Lagoon, Florida.	Provisions furnished.	Two men who were traveling in a rowboat from Port Orange to Miami had been without provisions for twenty-four hours and were given food and fresh water.
Mar. 26	Louisville, Kentucky.....	Recovery of property.	The life-savers recovered and turned over to the steamer Helen Gould a barrel of whisky which had fallen overboard from her.
Mar. 27	Mosquito Lagoon, Florida.	Succor.....	A party of four ladies and four gentlemen were obliged by the inclement weather to seek shelter at the station and were provided with lodging for the night.
Mar. 28	Cape Hatteras, North Carolina.	.....do.....	Three men and a boy were sheltered over night at the station.
Mar. 28	Grand Haven, Michigan, Lake Michigan.	Medicines furnished.	At the request of a man who came to the station at 5.30 a. m. and stated that his wife was suffering with a nervous attack, the keeper furnished him with proper remedies.
Apr. 2	Sheboygan, Wisconsin, Lake Michigan.	Rescue from danger.	At 6.15 p. m. the light-keeper, who, in a small boat, had been out to the breakwater to light his lamps, was prevented by the running ice from returning. The keeper sent two surfmen out on the piers, who threw him a line and hauled him safely to shore.
Apr. 5	Nahant, Massachusetts..	Assistance at fire...	The lookout discovering that the grass on Little Nahant was on fire, the keeper telephoned to the fire department, and on their arrival the crew assisted in extinguishing the conflagration, thus saving two buildings of the value of \$1,000.
Apr. 5	Rocky Point, New York..	Recovery of property.	The crew picked up a quantity of laths that were adrift, informed the Marine Underwriters, and then stored them at the station to await a claimant. Ascertaining later that the laths were from a foreign port the customs authorities were notified of the fact.
Apr. 5	Chicamacomico, North Carolina.	Succor.....	A gentleman, traveling in a small sailboat from Hatteras to Roanoke, came to the station and was furnished shelter for the night.
Apr. 7	Old Chicago, Illinois, Lake Michigan.	Recovery of body...	At 10 a. m. a telephone message was received from police headquarters stating that a woman's cloak and hat had been found on the breakwater. The keeper sent two surfmen with grappling hooks, and in a few minutes they brought to the surface the body of a young woman about 30 years of age. It was identified later as that of Mrs. T. Torpy, of Chicago.
Apr. 9	Wood End, Massachusetts.	Succor.....	Three of the crew of the schooner Mary and Edith, who were unable in the thick fog to find their vessel, came to the station and were sheltered for the night.
Apr. 9	Old Chicago, Illinois, Lake Michigan.	Recovery of property.	The life-saving crew recovered and returned to the owners 300 fathoms of line, which had been lost overboard from a tug while towing a barge into the harbor.
Apr. 11	Sleeping Bear Point, Michigan, Lake Michigan.	.....do.....	In response to a telephone message the life-saving crew launched the surfboat, pulled to Glen Haven, and recovered two circular saws which had fallen overboard from the dock.
Apr. 11	Ludington, Michigan, Lake Michigan.	.....do.....	The life-savers picked up a quantity of timber which was floating out of the harbor, and notified the owner.
Apr. 11	Two Rivers, Wisconsin, Lake Michigan.	Recovery of body...	At 1.35 a. m. the lookout sounded the alarm and reported that he had heard some one fall into the river opposite the station. The supply boat was immediately launched and two surfmen searched the vicinity without result. The surfboat was then launched and, after dragging for some time, the body of a man was brought to the surface. The Service

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1904. Apr. 11	Two Rivers, Wisconsin, Lake Michigan.	Recovery of body ..	method of resuscitation was applied and a doctor was sent for, who came and pronounced life extinct. The remains were identified as those of John Novak, of Manitowoc, Wisconsin.
Apr. 12	Ludington, Michigan, Lake Michigan.	Body found.....	The patrol found the body of one of the crew of the wrecked steamer Frank Canfield and delivered it to the undertaker.
Apr. 15	Little Island, Virginia....	Recovery of property.	The life-savers recovered 14 sticks of timber which had drifted ashore, and notified the agent.
Apr. 16	Point Adams, California..	Transportation....	At the request of the wife of the second officer of the ship Berlin, which was anchored near the station, ready for sea, the keeper manned the surfboat and took her on board the vessel.
Apr. 20	Atlantic City, New Jersey	Clothing and medicines furnished.	A man who was thrown into the water by the capsizing of his boat came to the station and was furnished with dry clothing from the stores donated by the Women's National Relief Association, and also with some liniment to relieve a pain in his side.
Apr. 20	Saint Joseph, Michigan, Lake Michigan.	Rescue from drowning and aid to injured.	At 3.15 p. m. William Morrow, of Benton Harbor, while on the railroad bridge was struck by a lever while the draw was being opened, and thrown into the river. One of the surfmen, who was coming across the river in a small skiff, hastened to the scene and rescued the man. He was taken to the station in an almost unconscious condition, given whisky, and furnished with dry clothing from the supply of the Women's National Relief Association. A doctor who had been sent for found that several small bones of the kneecap were broken, administered anesthetics, set the broken bones, and placed the leg in a plaster cast. At 5 p. m. the man was taken across the river and two surfmen were sent with a team to assist him to his home.
Apr. 21	Coos Bay, Oregon.....	Succor; clothing furnished.	Three belated travelers were furnished with food, dry clothing, and lodging, and the next morning were taken across the bay to Empire.
Apr. 25	Little Island, Virginia....	Succor.....	At 8 p. m. a man came to the station and requested assistance to extricate his team, which was stalled in a soft place on the beach and in danger from the incoming tide. The keeper and crew proceeded to the place, assisted to haul the wagon into a safe position, and furnished the man and horses with meals and quarters for the night.
Apr. 28	Chester Shoal, Florida....	Fire extinguished...	The station and also the Canaveral Club house were saved from destruction by a forest fire by the efforts of the keeper and his son, who cut a trail through the woods and thus checked the advance of the flames.
Apr. 29	New Shoreham, Rhode Island.	Aid to injured.....	During the evening a dory came to the station with the master of the schooner Manhasset, of Boston, who had his hand blown off by the explosion of his gun. The keeper immediately sent for a doctor, who came and amputated what was left of the hand. The man was then put to bed and made as comfortable as possible, and the three men who came with him were furnished meals and sheltered for the night.
Apr. 30	Santa Rosa, Florida.....	Resuscitation.....	While in the city the keeper and a surfman resuscitated, by the Service method, a man who was asphyxiated while repairing a gas main.
Apr. 30	South Chicago, Illinois, Lake Michigan.	Recovery of body...	At 3 p. m. it was reported to the station that a boy had drowned in the river. The crew manned the supply boat, proceeded to the place, and after dragging for half an hour, recovered the body. The

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1904. Apr. 30	South Chicago, Illinois, Lake Michigan.	Recovery of body...	Service method of resuscitation was practiced on it for an hour and twenty minutes, when, a doctor pronouncing life extinct, the remains were turned over to the city authorities.
Apr. 30	Old Chicago, Illinois, Lake Michigan.	Body found.....	The keeper having been informed that a body was floating in the lake about $\frac{1}{2}$ mile NE. of the station, had the Whitehall boat manned and sent to the place. The body was picked up, brought to the station, and turned over to the city authorities.
May 1	Biscayne Bay, Florida....	Succor.....	At 1 a. m. a man, who was traveling from Miami to Fort Pierce, was caught in a rain squall, and came to the station for shelter. He remained overnight, was given breakfast, and then resumed his journey.
May 2	Fort Lauderdale, Florida.....	do.....	A man who was traveling along the coast in a small boat sought shelter from the rain and was succored at the station for a day and two nights.
May 3	Bay Head, New Jersey...	Clothing furnished..	Three fishermen, who were thrown into the water by the capsizing of their dory, were furnished with dry clothing from the stores donated by the Women's National Relief Association.
May 4	Pea Island, North Carolina.	Succor.....	A man who sought shelter was succored for the night at the station.
May 4	Golden Gate, California...	Succor; clothing furnished.	At 3.30 p. m. a young girl, who had tried to commit suicide by wading out into the water and lying down, was brought to the station. She was taken in charge by the keeper's wife and furnished with dry clothing from the stores supplied by the Women's National Relief Association. The parents of the girl were then notified and came to the station and took her to her home.
May 5	Saluria, Texas.....	Medicines furnished.	A man who was suffering from fever came to the station and requested aid. He was given the necessary medicines.
May 6	Oswego, New York, Lake Ontario.	Recovery of bodies..	About 7 a. m. the coroner telephoned to the station that two boys were missing, and that it was feared that they had drowned in the canal, and requested assistance to find the bodies. The keeper and two surfmen went to the place with grapnels, recovered the bodies, and delivered them to the coroner.
May 8	Fort Lauderdale, Florida	Medicines furnished.	A man suffering from the ague was furnished the proper remedy.
May 9	South Haven, Michigan, Lake Michigan.	Clothing furnished..	Dry clothing from the stores donated by the Women's National Relief Association was furnished to two men from the wrecked schooner Annie F. Morse.
May 10	Hatteras Inlet, North Carolina.	Succor.....	A man, a woman, and four children, who were compelled by bad weather to seek shelter at the station were furnished with meals, and lodging for the night.
May 12	Jackson Park, Illinois, Lake Michigan.	Fire extinguished...	The lookout reporting a fire on the pier on the N. side of the harbor, the life-saving crew went to the scene with buckets, and extinguished the flames.
May 13	Caffeys Inlet, North Carolina.	Body found.....	The S. patrol found on the beach the body of an infant three or four weeks old, and the crew made a box for it, and buried it in the cemetery.
May 13	Cleveland, Ohio, Lake Erie.	Recovery of body...	At 5 p. m. a telephone message was received that a man had drowned about $1\frac{1}{2}$ miles from the station. The life-saving crew hastened to the scene, and after dragging for about $\frac{1}{2}$ hour recovered the body and turned it over to the undertaker. The drowned man, Robert Buckley, had been fishing from a small boat, in company with two other men. On returning to the boat-house, the boat filled and capsized, and Buckley, being unable to hold on to the boat, drowned before assistance could reach him.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1904. May 14	Ludington, Michigan, Lake Michigan.	Rescue from drown- ing.	At 12.30 p. m. Chas. Holmes, of Ludington, while fishing near the outer end of the N. pier, fell into the water. Two surfmen hastened to his aid in the station skiff, and the keeper and two other surfmen went out onto the pier, and by means of a long plank raised the man onto the pier. Being cold and numb he was taken to the station, furnished with dry clothing from the supply donated by the Women's National Relief Association, and also with hot coffee.
May 18	Louisville, Kentucky.....	Rescue from danger.	About 9.10 p. m. a telephone message was received that three boys were on the rocks in the Ohio River, and were unable to get ashore. The life-savers manned the boat, pulled to the place, and took the boys ashore.
May 21	Saluria, Texas.....	Fresh water fur- nished.	The master of a sloop came to the station and stated that his water supply was exhausted. He was given a barrel of water from the station cistern.
May 21	Duluth, Minnesota, Lake Superior.	Recovery of body...	At 6 p. m. a telephone message was received requesting assistance to recover the body of a boy who had drowned about 5 miles SE. of the station. A surfman who was sent in the dingy recovered the body with grappling hooks. The drowned boy, Roy Nelson, had been playing on some floating logs, and fell into the water and drowned.
May 21	Old Chicago, Illinois, Lake Michigan.	Recovery of prop- erty.	A delivery team was thrown into the river by the horse backing off the dock. The life-saving crew assisted to recover the wagon; they also recovered the body of the drowned horse, towed it to a coal hoist, lifted it onto the dock, and notified the city authorities.
May 22	Oswego New York, Lake Ontario.	Rescue from drown- ing.	About 5 p. m. a girl, named Kathleen Wright, 9 years of age, fell off the pier, into the lake. The lookout immediately sounded the alarm and surfmen Kast and Rockfellow dived in, rescued the child, and brought her to the station. She was furnished with dry clothing, given stimulants, and then taken to her home.
May 22	Racine, Wisconsin, Lake Michigan.	Recovery of body...	At 5 p. m. a telephone message was received from Horlickville, about 4 miles from the station, stating that a man, James Rasmussen, had drowned through the capsizing of a rowboat, and request- ing assistance to recover the body. A surfman went to the scene, and after an hour's search, recovered the body, and turned it over to the relatives of the deceased.
May 23	Great Egg, New Jersey...	Transportation....	Two gunners whose skiff had gone adrift and left them on a sand bar, about $\frac{1}{2}$ mile from the station, were landed on the beach by a surfman in a small boat.
May 26	South Haven, Michigan, Lake Michigan.	Body found.....	The patrol found the body of Marcus Tyler, of the wrecked schooner Annie F. Morse, who drowned on the 9th instant. It was delivered to the coroner.
May 27	City Point, Massachusetts	Resuscitation; clothing furnish- ed.	At 12.14 a. m., in response to a Coston signal displayed from the float of the South Boston Yacht Club, the life-savers hastened to the place in launch, Relief, and found that a man and woman, who had been rescued from a capsized yacht tender, and who had nearly drowned, were in need of attention. The man and the woman, together with one of the rescuers, who had fainted and fallen into the water, were taken to the station, where they were carefully nursed until they had fully recovered. They were also provided with dry clothing from the stores of the Women's National Relief Association.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1904.			
May 27	Cold Spring, New Jersey..	Recovery of property.	The life-savers recovered from the surf a forssall, lib, and four oars, evidently belonging to a sturgeon boat, and took them to the station to await a claimant.
May 29	Cfty Point, Massachusetts	Body found.....	Having been informed that the body of a man was floating in the bay, 3 miles E. of the station, the life-saving crew proceeded to the place, picked it up, and delivered it to the harbor police.
May 29	Point Lookout, New York	.....do.....	At 6 p. m. the keeper learned that the body of a dead man had been seen in the surf a mile W. of the station. He proceeded to the place, drew the body up on the beach, and reported to the coroner, who took it in charge.
May 29	Michigan City, Indiana, Lake Michigan.	Aid to local police..	At 6 p. m. surfmen launched Whitehall boat and pulled into the lake outside the W. breakwater, carrying a police officer, who found and arrested two men suspected of being thieves.
May 30	Humboldt Bay, California.	Rescue from drowning.	At 5.30 p. m. a man fell into the water from a pier near the station, and being unable to get out, supported himself by clinging to a pile, and sent his little son for the life-savers, who rescued him, took him to the station, and provided him with dry clothing from the stores of the Women's National Relief Association.
June 4	Michigan City, Indiana, Lake Michigan.	Rescue from danger.	The keeper went out upon E. pier and rescued a little girl, who was alone in a situation made dangerous by the high wind prevailing.
June 4	Old Chicago, Illinois, Lake Michigan.	Recovery of body..	Surfmen pulled to light-house slip, $\frac{1}{2}$ mile W. of station, recovered the body of a boy who had drowned some time previous, and delivered it to the city authorities.
June 5	Louisville, Kentucky.....	Rescue from drowning.	Shortly before 1 a. m. a surfman rescued from drowning a woman who had jumped into the water while intoxicated. She was later delivered to the custody of of the police.
June 5	Old Chicago, Illinois, Lake Michigan.	Body found.....	The master of a steamer having reported a dead man floating in the lake, station crew launched surfboat, pulled to the northward and eastward a mile, found the body and brought it to shore. It was later identified as the remains of Henry Peterson, of Chicago.
June 7	South Chicago, Illinois, Lake Michigan.	Assistance at fire...	At 3 a. m. in response to an alarm sounded by the lookout, the crew launched station supply boat, pulled to the Government pier, $\frac{1}{2}$ mile E. of station, and assisted to extinguish a fire that had broken out on the pier.
June 7	Jackson Park, Illinois, Lake Michigan.	Rescue from danger.	A young man who had been fishing from piling driven some distance outside the casino pier fell overboard, but climbed back upon the piling. He became seriously chilled in his wet clothing, and was taken off by surfmen in Whitehall boat, who took him to the station and provided him with dry clothing from the stores of the Women's National Relief Association.
June 7	Two Rivers, Wisconsin, Lake Michigan.	.....do.....	Surfmen rowed out in the lake $1\frac{1}{2}$ miles and rescued a small boy who had gone adrift upon the wreck of an old scow.
June 7	Golden Gate, California..	Aid to injured.....	At 5 p. m. information reached the station that a man had been thrown from a buggy and badly hurt, and the keeper at once telephoned for an ambulance, then proceeded with the station team to the injured man, whom he found unconscious $1\frac{1}{2}$ miles from station, and carried him back along the highway until he met the ambulance with a surgeon who took him in charge.
June 9	Erie, Pennsylvania, Lake Erie.	Recovery of body...	At 8 a. m. the keeper and one surfman manned a small boat, pulled to the southward and westward of station 1 mile

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1904.			
June 9	Erie, Pennsylvania, Lake Erie.	Recovery of body...	and by grappling recovered the body of A. T. Downer, who had drowned some time previous.
June 10	Little Beach, New Jersey.	Succor.....	Two men, weather bound in a small launch, were given food and lodging at station.
June 11	Cleveland, Ohio, Lake Erie.	Body found.....	At 3 p. m. station crew manned surfboat and, pulling 2 miles out into the lake, picked up the body of a dead man that had been reported by a passing vessel, took it to a pier, and delivered it to an undertaker.
June 12	False Cape, Virginia.....	.....do.....	The body of a dead seaman, found on the beach 1 mile S. of station, was taken in charge by the keeper, who constructed a coffin and interred the remains.
June 12	Saint Joseph, Michigan, Lake Michigan.	Rescue from drowning.	At 2.15 p. m. a surfman put out in a skiff and rescued from drowning a young man who had become exhausted while endeavoring to swim across the river.
June 14	Golden Gate, California...	Body found.....	At 10.30 a. m. a surfman found the body of a dead man in the bushes near the station. An empty bottle and tumbler by the side of the deceased indicated a case of suicide. The remains were taken in charge by the coroner.
June 18	White River, Michigan, Lake Michigan.	Fire extinguished...	At 3 a. m. the lookout reported a fire on the roof of the waterworks building, and surfmen hastened to the building and extinguished the flames.
June 18	Cape Disappointment, Washington.	Recovery of property.	While patrolling the beach in surfboat the life-saving crew picked up a valuable net that had been lost, and returned it to the owner.
June 19	Buffalo, New York, Lake Erie.	Recovery of body...	At noon the keeper and his son pulled to the canal, 1 mile N. of station, and by grappling recovered the body of a young man who was supposed to have committed suicide, delivering it to the proper authorities.
June 19	Jackson Park, Illinois, Lake Michigan.	Rescue from danger.	At 4 p. m. a surfman rescued from drowning a boy who had fallen into the water from a bridge near by, and took him to the station, where he was provided with dry clothing from the stores of the Women's National Relief Association.
June 19	Fort Point, California.....	.....do.....	At 10 a. m. a man named Andrew Johnson, of San Francisco, went upon some outlying rocks to fish, and at noon found himself cut off by the rising tide and in danger of being swept off by the rough sea. The Golden Gate life-savers tried in vain to reach him with a line, then resorted to their surfboat, but could not launch it on account of the high surf. The keeper then telephoned to the Fort Point crew, who, being more favorably situated, launched their surfboat, rescued the imperiled man, and took him to the station.
June 20	Southside, California.....	Fire extinguished...	At 12.45 p. m. the lookout reported a fire on the Spring Valley grounds, and the crew at once assembled at fire quarters, and, provided with the proper appliances, hastened to the place of the conflagration and set to work. As the fire gained rapidly and was in danger of spreading over the entire reservation, other help was called by telephone, and three hours after the arrival of the surfmen the flames were subdued.
June 21	Great Egg, New Jersey...	Aid to injured.....	The keeper took charge of a waiter from a resort near by who had cut his hand badly, dressed the wound, and sent the man to Atlantic City for further treatment.
June 22	Grand Haven, Michigan, Lake Michigan.	Rescue from drowning.	At 1.30 p. m. a small girl fell into the water a short distance from the station, and in response to an alarm sounded by the lookout a surfman ran to her aid and rescued her.

Miscellaneous services of crews—Continued.

Date.	Station and locality.	Service rendered.	Nature of casualty.
1904. June 25	Newburyport, Massachu- setta.	Assistance at fire...	At 6 p. m. the keeper hastened to a burning cottage on Plum Island Basin, and assisted in extinguishing the conflagration.
June 25	Saluria, Texas.....	Succor.....	At 3 p. m. a man and his family traveling along the shore arrived at the station much fatigued, one child ill, and no means of further transportation. The keeper relieved the sick child with remedies from the medicine chest, succored the family until they were rested, then assisted the father to procure means of transportation to their destination, some 20 miles distant.
June 26	Jackson Park, Illinois, Lake Michigan.	Recovery of body...	At 2.30 p. m. the keeper learned that a boy had just drowned in a lagoon near the park. Taking three surfmen with him, he procured a park boat, and by grappling succeeded in recovering the body. The life-savers worked at resuscitation for 1½ hours, but life proved to be extinct.
June 27	Milwaukee, Wisconsin, Lake Michigan.	Rescue from drown- ing.	At 2.55 a. m. a man, in attempting to get into a skiff, fell overboard and was unable to get out of the water, and the surfman on watch rescued him.
June 27	Two Rivers, Wisconsin, Lake Michigan.	Recovery of prop- erty.	At 2.30 a. m. the lookout discovered a valuable raft of logs drifting out of the river. Hastily launching a boat, he pulled after it, ran a line, and made it fast to the station wharf.
June 28	Wood End, Massachu- setta.	Succor.....	The keeper succored overnight at station a man and wife whose boat, a gasoline dory, had broken down, rendering it impossible for them to reach their home.
June 29	Buffalo, New York, Lake Erie.	Recovery of body...	Two surfmen provided with grappling gear proceeded to a point 2 miles S.E. of station, and after working three hours recovered the body of a drowned man, and delivered it to the police.

VESSELS WARNED FROM DANGER.

1903-1904.

VESSELS WARNED FROM DANGER.

The members of the life-saving crews are required to patrol the beaches between stations every night from sunset to sunrise, and also during the daytime in thick and stormy weather. The object of the patrol is to obtain the earliest possible knowledge of disasters and thereby to insure prompt assistance, as well as to warn away vessels which may be discovered in perilous places or holding dangerous courses.

During the last year 161 vessels were warned away by the patrolmen, 148 of them during the night and under such circumstances, as will be seen from the following table, as would have made disaster almost certain but for the warnings of the patrols:

WARNED BY NIGHT SIGNALS.

Date.	Station and locality.	Circumstances of warning.
1903.		
July 17	Humboldt Bay, California....	The patrol burned a Coston signal to a schooner which was close in to the beach; whereupon she immediately anchored.
July 22	Fletchers Neck, Maine.....	About 8.30 p. m. the keeper, hearing a horn blowing which sounded very near the beach, displayed a Coston signal to a vessel which was standing, through the fog, directly for the rocks. The vessel immediately changed her course and answered the signal by three blasts of her fog horn.
July 22	Humboldt Bay, California....	The patrol showed a Coston signal to a fishing boat which was standing to the southward along and near to the beach and, as no attention was paid to the signal, he followed the vessel until it disappeared in the fog near the entrance of the bay.
July 25	Sleeping Bear Point, Michigan.	At 9.50 p. m. the W. patrol sighted a schooner standing in dangerously near the shore; he burned a Coston light and the vessel changed her course and stood out into the lake.
Aug. 3	False Cape, Virginia.....	At 2 a. m. a patrolman observed a large steamer in a dangerous situation on Pebble Shoal and burned a Coston signal, which she heeded and so passed clear.
Aug. 5	Brant Rock, Massachusetts..	At 11.35 p. m. the S. patrol flashed a danger signal to a schooner standing directly on shore and she immediately tacked seaward.
Aug. 6	Gurnet, Massachusetts.....	At 1.15 a. m. a surfman burned two Coston signals to a schooner too close to shore, but they were apparently unheeded. Later another surfman, 4 miles up the beach, warned the same vessel, whereupon she hauled out and disappeared offshore.
Aug. 10	Little Beach, New Jersey.....	At 11.30 p. m. the N. patrol discovered a steamer dangerously near the beach and fired a danger signal, warning her of her peril.
Aug. 11	Bonds, New Jersey.....	At 1 a. m. a surfman burned a Coston signal, warning a steamer whose course would run her ashore, and she promptly hauled out.
Aug. 15	Corson Inlet, New Jersey.....	At 9.15 p. m. the S. patrol warned a vessel, by two Coston signals, that she was in danger of stranding, and she at once changed her course and passed safely.
Aug. 20	Wachapreague, Virginia.....	During the middle watch a surfman warned a steamer that was dangerously close to Dawson Shoal, by burning a night signal, and in response thereto she hauled out for deep water.
Aug. 21	Sandy Hook, New Jersey.....	At 9.15 p. m. a patrolman burned a Coston signal to warn a yacht that she was too near the point of the Hook, and she shifted to a safe course.
Aug. 27	San Luis, Texas.....	At 10 p. m. the SW. patrol flashed a danger signal to a steamer which was standing in too close, and she headed offshore.
Aug. 30	Southampton, New York.....	During the midwatch a patrolman cautioned a steamer apparently too close to the beach by burning a Coston signal.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1903.		
Sept. 1	Point Reyes, California.....	The N. patrol, seeing through the fog a vessel standing in dangerously near the beach, displayed a Coston signal. She immediately changed her course and stood offshore.
Sept. 4	Metomkin Inlet, Virginia.....	The patrol, seeing a vessel dangerously near the shore, fired a Coston signal and warned her off.
Sept. 7	Tawas, Michigan.....	At 9.15 p. m. the patrol flashed two Coston signals to a steamer with two barges in tow which was heading directly for the beach. As soon as the signals were seen, she headed out into the lake, rounded Tawas Point, and ran into the bay for shelter.
Sept. 11	Bonds, New Jersey.....	The patrol burned a Coston signal and warned off a vessel which was standing in close to the beach.
Sept. 18	Oregon Inlet, North Carolina.	The patrol, seeing a large steamer heading for the beach, showed a danger signal and warned her off.
Sept. 20	Atlantic City, New Jersey....	The patrol ignited a Coston signal to warn a steamer which was standing dangerously near Brigantine Shoals.
Sept. 20	Wash Woods, North Carolina.	The N. patrol showed his red light to a vessel nearing the beach; she immediately stood offshore.
Sept. 22	Virginia Beach, Virginia.....	The patrol, discovering a large steamer standing dangerously near to the beach, flashed a danger signal; she immediately acknowledged the warning and stood offshore.
Sept. 23	Wash Woods, North Carolina.	The S. patrol displayed his red light to a steamer heading for the shore; she continued her course until near the station when, the keeper burning another signal, she headed off-shore.
Sept. 23	Vermilion, Michigan.....	The patrol fired two Coston signals to warn a steamer which was standing near to the shore.
Sept. 28	Wood End, Massachusetts....	The patrol flashed a Coston light and warned off a schooner which was running close in to the beach.
Oct. 1	Isle of Wight, Maryland.....	During the first night watch the S. patrol burned a Coston signal to a steamer too near the beach and she promptly changed her course.
Oct. 2	Pecks Beach, New Jersey.....	At about 3.20 a. m. a surfman on patrol flashed two night signals, apprising a large vessel that she was too near the shore for safety, and she at once hauled off.
Oct. 9	Ditch Plain, New York.....	The morning patrol burned a Coston signal to a tug having three barges in tow, to caution her of her close approach to the land.
Oct. 10	Core Bank, North Carolina...	At 3 a. m. the S. patrol observed a steamer seeking shelter in the prevailing storm and flashed a Coston signal to apprise her of the proximity of the beach. At 9 p. m. a surfman burned a night signal, warning a schooner that she was on a dangerous course.
Oct. 14	Santa Rosa, Florida.....	At 10.30 p. m. a surfman on patrol saw a vessel in danger of stranding and flashed a warning signal which caused her to haul seaward.
Oct. 15	Wood End, Maine.....	The sunset patrol flashed a danger signal to a schooner heading for the shore and she at once went about.
Oct. 15	Santa Rosa, Florida.....	At 7 p. m. a surfman on patrol warned a steamship off the beach with a Coston signal, and about the same time another surfman warned a schooner by waving his signal lantern.
Oct. 15	Plum Island, Wisconsin.....	At about 6 p. m. a patrolman saw a schooner in danger of stranding and warned her off with a night signal.
Oct. 18	Oregon Inlet, North Carolina.	At about 3 a. m. a patrolman warned a steamer that she was in a perilous situation, by burning a Coston signal, and she immediately adopted a safe course.
Oct. 20	Hog Island, Virginia.....	During the first night watch surfmen burned four Coston signals to a steamer in dangerous proximity to the bar and she finally hauled out to a safe course.
Oct. 22	Orleans, Massachusetts.....	At 3 a. m. a surfman on N. patrol displayed a danger signal, warning a fishing schooner that was too near the beach, and she immediately hauled out to sea.
Oct. 23	Indian River Inlet, Florida...	The surfman having the first night patrol S. burned a night signal to prevent a schooner from stranding, and she promptly kept off for deep water.
Oct. 24	Cape Henry, Virginia.....	At 9.30 p. m. a surfman reported a large steamship running into danger and the keeper promptly displayed a Coston signal, whereupon the vessel steamed offshore.
Oct. 26	Parramore Beach, Virginia...	At 7.45 p. m. the N. patrol warned a steamer that she was in peril by displaying a night signal and she changed to a safe course.
Oct. 27	Little Beach, New Jersey.....	At 9 p. m. a patrolman observed a steamer that appeared to be aground and flashed a night signal, whereupon she proceeded down the coast.
Oct. 30	Wood End, Massachusetts....	During the first night watch the S. patrol fired a night signal to a steamer too close in and she hauled out to sea.
Oct. 31	Sandy Point, Rhode Island....	At 7.30 p. m. the keeper flashed a danger signal to a schooner which was only a few yards from the beach, saving her from stranding.
Nov. 2	White Head, Maine.....	The patrol saw a schooner steering dangerously near Hog Island and burned a Coston signal to warn her, whereupon she changed her course and went clear.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1903.		
Nov. 6	High Head, Massachusetts....	At 8.30 p. m. a steamer dangerously near the bar was warned off by a Coston signal.
Nov. 9	Orleans, Massachusetts.....	At 4.30 a. m. the patrol seeing a schooner standing near to the beach, flashed a night signal, which the vessel answered by hauling offshore.
Nov. 13	Newburyport, Massachusetts.	A steamer dangerously near the bar was warned by a red light displayed by the patrol. She immediately stood to sea.
Nov. 13	Pea Island, North Carolina...	The patrol from midnight to 3 a. m. burned a red light to a schooner standing near to the bar, and she immediately changed her course to seaward.
Nov. 14	Point Allerton, Massachusetts	At 9.45 p. m. a steamer approaching very near to the shore was warned off by the usual signal. Later in the night another steamer was warned in the same manner.
Nov. 15	Yaquina Bay, Oregon.....	At 7.40 p. m. the lookout burned a Coston signal to a steamer standing close to the reef.
Nov. 17	Vermilion, Michigan.....	At 12.50 a. m., upon seeing a steamer heading for the beach, the patrol displayed a red light, when she immediately changed her course and stood off.
Nov. 18	Long Beach, New York.....	A schooner heading for the beach was warned of her danger by the patrol burning a Coston light. She immediately stood offshore.
Nov. 18	San Luis, Texas.....	At 7 p. m. the SW. patrol burned a red light and warned a steamer which was heading into danger.
Nov. 25	Orleans, Massachusetts.....	The first night patrol displayed a danger signal to a schooner dangerously near to the beach, and which but for the timely warning would have stranded. At 6.30 p. m. the keeper seeing both side lights of a vessel perilously near to the bar flashed a Coston signal to warn her of danger; she immediately headed offshore.
Nov. 25	Atlantic City, New Jersey....	A north-bound steamer was standing dangerously near to Brigantine Shoals, when, at 7.05 p. m., the patrol burned a signal and warned her of danger; she changed her course and went clear.
Nov. 27	Highland, Massachusetts.....	The patrol from midnight to 4 a. m. displayed the usual signal to a steamer that was approaching near to the bar, whereupon she changed her course and went clear.
Nov. 29	Assateague Beach, Virginia...	About 2.30 a. m. the patrol fired a Coston signal to a schooner dangerously near to the beach, when she immediately came to anchor.
Nov. 30	Newburyport, Massachusetts.	At 5.50 p. m. the patrol burned the usual signal to warn a vessel standing perilously near to the bar; she immediately stood to sea.
Dec. 1	Salisbury Beach, Massachusetts.	The first night patrol N. discovered a schooner heading for the shoals off the mouth of the Merrimack, and warned her off with a Coston signal.
Dec. 1	Orleans, Massachusetts.....	At 1.30 a. m. a surfman discovered a large schooner dangerously near the beach and flashed a night signal, which caused her to haul out seaward.
Dec. 2	Wood End, Massachusetts....	At 4 a. m. the S. patrol burned a Coston signal to a schooner that had anchored too near the shore for safety, and she at once got underway and proceeded to a better anchorage.
Dec. 5	Isle of Wight, Maryland.....	The S. patrol from 8 p. m. to midnight saw a steamer, with barges in tow, running too near the beach and burned a warning signal, which she observed by changing her course seaward.
Dec. 9	Pecks Beach, New Jersey.....	About 3.15 a. m. a surfman warned a steamer of the dangerous proximity of the land by flashing a night signal.
Dec. 9	Hog Island, Virginia.....	A surfman on first night patrol saw a steamer running directly for the shoals and flashed a danger signal, to which she responded by changing her course, and passed in safety.
Dec. 10	Point Allerton, Massachusetts	During the middle watch a surfman observed a schooner heading toward the SE. bar. He apprised her of the danger by night signal and she at once hauled out to a safe course.
Dec. 10	Wood End, Massachusetts....	The S. patrol on first night watch warned a steamer out of danger by Coston signal.
Dec. 10	Parramore Beach, Virginia...	During the 8 p. m. to midnight watch a surfman on S. patrol warned a steamer from a perilous situation by burning a danger signal.
Dec. 11	Forge River, New York.....	During the first night patrol a surfman burned a Coston signal, warning a steamer with a barge in tow that she was on a dangerous course.
Dec. 13	Townsend Inlet, New Jersey..	A patrolman fired a night signal to inform a steamer that she was likely to strand on the bar, and she shaped a course offshore.
Dec. 14	.....do.....	At 12.55 a. m. a surfman sighted a steamer dangerously near the bar and apprised her of the fact by showing a Coston signal.
Dec. 15	Parramore Beach, Virginia...	The early morning patrol N. warned a schooner from a dangerous position by showing a red light.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1903. Dec. 16	Cuttyhunk, Massachusetts ...	The first night patrol W. discovered a steamer heading for Sow and Pigs Ledge, and immediately flashed a night signal, which she heeded by hauling off shore.
Dec. 16	Green Run Inlet, Maryland ...	Early in the morning a surfman fired a Coston signal warning a steamer that she was too near the beach.
Dec. 16	Popes Island, Virginia	By flashing a danger signal the first night patrol S. caused a steamer very close in to haul out for deep water.
Dec. 19	Point Allerton, Massachusetts	At 8.50 p. m. a patrolman prevented a steamer from running aground by showing a Coston signal.
Dec. 19	Two Mile Beach, New Jersey..	At 7.10 p. m. a surfman burned a night signal, warning a schooner that her course would take her upon the bar, and she immediately went about.
Dec. 25	South Brigantine, New Jersey.	About 8 p. m. the lookout saw a steamer too close inshore and warned her off with a night signal.
Dec. 26	North Beach, Maryland	The S. patrol from 8 p. m. to midnight warned a large schooner that she was shaving the beach too close for safety by flashing a red light.
Dec. 29	Cranberry Islands, Maine	At 6.30 p. m. a surfman saw a schooner standing in dangerously near the beach and burned a Coston signal, which caused her to haul out to sea.
1904. Jan. 1	Wachapreague, Virginia	The patrol, seeing a steamer standing perilously near the shoals, fired a Coston signal and warned her of her danger.
Jan. 6	Popes Island, Virginia	About 10.30 p. m. the patrol displayed a danger signal to warn a vessel which was standing into danger.
Jan. 7	Point Allerton, Massachusetts	A schooner standing dangerously near the shoals was warned by the patrol burning the usual night signal.
Jan. 10	Grays Harbor, Washington....	At 6.30 a. m. the patrol, seeing a schooner heading for the shoals, burned a red light; the vessel then stood along the shore, and, getting dangerously near the beach, the patrol fired another signal, when she stood off shore.
Jan. 13	High Head, Massachusetts ...	A steamer standing perilously near the beach was warned off by a Coston signal burned by the patrol.
Jan. 14	Orleans, Massachusetts	At 9.45 p. m., during thick and stormy weather, the patrol saw a large passenger steamer dangerously near the outer bar, and immediately flashed a Coston signal. The vessel immediately stood off shore, and thereby avoided stranding.
Jan. 17	Blue Point, New York	At 11.30 p. m. a steamer heading directly for the beach, and perilously near the outer bar, was warned by a red light displayed by the patrol. She immediately changed her course and passed clear.
Jan. 21	Ship Bottom, New Jersey	At 7 p. m. the patrol fired a night signal and warned a vessel standing close to the beach. She immediately stood off shore.
Jan. 21	Little Beach, New Jersey	A steamer standing dangerously near the shoals was warned by a Coston signal fired by the patrol. She at once headed off shore.
Jan. 25	Nauset, Massachusetts	At 5.30 a. m. the patrol displayed a night signal and warned a three-masted schooner, which was too far inshore.
Jan. 26	Watch Hill, Rhode Island	The patrol, seeing a vessel standing perilously near Napatree Point, displayed a red light to warn her of danger. She immediately headed off shore.
Jan. 27	Wallis Sands, New Hampshire.	Seeing the lights of a schooner dangerously near the shore, the patrol burned a Coston signal and warned her of her perilous situation.
Jan. 27	Wood End, Massachusetts	The patrol burned two signals to a tug with two barges in tow, which was standing into a large field of heavy ice. She immediately used her searchlight, changed her course, and stood out of danger.
Jan. 29	False Cape, Virginia	At 11.30 p. m. the patrol burned a danger signal to a steamer perilously near the beach. She immediately anchored.
Feb. 3	Point Lookout, New York	The patrol from 4 a. m. to sunrise burnt a Coston signal and warned a steamer that was heading onto the beach.
Feb. 3	South Brigantine, New Jersey	The patrol from 8 p. m. to midnight, seeing a steamer close inshore, displayed a night signal to warn her. She immediately stood off shore.
Feb. 5	Straitsmouth, Massachusetts.	The N. patrol displayed the usual night signal to a vessel dangerously near the rocks. She tacked and stood to sea.
Feb. 5	Point Allerton, Massachusetts	At 9.45 p. m. the patrol saw a schooner standing into danger, and flashed a red light. She immediately changed her course and went clear.
Feb. 7	Humboldt Bay, California	At 9.30 p. m. the patrol warned a vessel off shore by displaying the usual night signal.
Feb. 8	Cape Henlopen, Delaware	The patrol fired a Coston signal to caution a vessel which was standing too near to the beach. She then stood off shore.
Feb. 10	Orleans, Massachusetts	At 1.30 a. m. a steamer, with a tow in dangerous proximity to Nauset bars, was made aware of her peril by the burning of two night signals. She immediately changed her course and went clear.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1904.		
Feb. 10	Cape Henry, Virginia.....	At 7.25 p. m. the patrol seeing, through the thick snow, the lights of a steamer dangerously near the beach, fired three Coston signals to warn her, upon seeing which she changed her course and went clear.
Feb. 18	Point Allerton, Massachusetts	The patrol from 8 p. m. to midnight, discovering a steamer standing into danger, displayed the usual signal and warned her off shore.
Feb. 19	Lone Hill, New York.....	At 7 p. m., during a thick snow storm, the patrol saw a steamer dangerously near the bar. He burned two Coston signals, when she immediately changed her course and disappeared off shore.
Feb. 20	Great Egg, New Jersey.....	The patrol from 4 a. m. to sunrise saw a sailing vessel in danger of striking on Great Egg Harbor Shoals. He displayed a red light, upon seeing which she headed off shore and passed clear.
Feb. 20	Golden Gate, California.....	At 12.30 a. m. a ship appeared off Point Lobos and flashed a light for a tug; she was answered by a Coston signal burnt by the patrol, and the keeper telephoned to the keeper of the Fort Point Station, who sent a tug to her.
Feb. 22	Nahant, Massachusetts.....	At 5.20 a. m. the patrol, seeing a schooner heading directly for Shag Rocks and in close proximity to them, burned a Coston signal to warn her, and, no attention being paid to this, he fired another, which was seen, and the course of the vessel was changed just in time to clear the rocks.
Feb. 28	Wood End, Massachusetts....	The patrol from 12 to 4 a. m. displayed a night signal and warned a schooner which was standing too near to the beach.
Feb. 28	False Cape, North Carolina...	The patrol from sunset to 9 p. m. discovered a steamship heading for the beach. He burned a patrol danger signal, when she stopped and backed off into deep water. In two minutes she would have struck the reef and probably have been wrecked.
Mar. 3	Wood End, Massachusetts....	The patrol from sunset to 8 p. m. burned a signal light and warned a schooner which was approaching the shore.
Mar. 3	Point Reyes, California.....	At 7 p. m. the patrol observing through the thick rain a steamer heading for the beach, burned a Coston light to warn her of danger. She immediately answered by sounding a long blast of the steam whistle and headed offshore.
Mar. 4	Little Beach, New Jersey.....	The patrol seeing a schooner standing dangerously near to the shoals, fired a Coston signal and warned her of her peril. She immediately changed her course and passed clear.
Mar. 4	Oregon Inlet, North Carolina.	The patrol from sunset to 9 p. m. saw a steamer running close to the beach, and displayed the usual signal. She immediately stood offshore.
Mar. 9	Wallis Sands, New Hampshire.	At 6 p. m. the patrol seeing a schooner very near the ledges at Odiorne's Point, burned a night signal to warn her. She at once tacked and went clear.
Mar. 9	Quogue, New York.....	The patrol from 8 p. m. to midnight displayed a red light and warned off a vessel which was standing too near the beach.
Mar. 12	Lone Hill, New York.....	At 3 a. m. the patrol seeing a steamer with a barge in tow heading directly for the beach, and close to the bar, fired a Coston signal, whereupon she immediately stood offshore. The vessel was so near the beach that a man could be seen walking her deck.
Mar. 12	Little Beach, New Jersey.....	At 8.30 p. m., in a thick fog, the patrol hearing a steamer sounding a fog signal from which it appeared that she was perilously near the beach, fired a night signal and warned her of danger.
Mar. 12	Oregon Inlet, North Carolina.	The patrol from sunset to 9 p. m. discovered a steamer standing for the beach; he displayed a night signal, which was answered by the vessel standing offshore.
Mar. 14	Virginia Beach, Virginia.....	The patrol from 3 a. m. to sunrise displayed the usual signal and warned a steamer which was approaching dangerously near to the beach.
Mar. 15	Yaquina Bay, Oregon.....	At 1.30 a. m. the patrol fired a Coston signal to a steamer standing perilously near to the beach; she immediately stood offshore.
Mar. 17	False Cape, North Carolina...	At 8 p. m. a steamer, standing dangerously near to the beach, was warned off by the burning of a patrol signal.
Mar. 18	Metomkin Inlet, Virginia.....	The patrol from midnight to 4 a. m., seeing a vessel approaching the beach, burned a Coston signal, and warned her of her peril. She immediately changed her course and passed in safety.
Mar. 19	Newburyport, Massachusetts.	A steamer with a barge in tow and running too close to the beach, was warned off by a Coston signal displayed by the patrol.
Mar. 20	Peaked Hill Bars, Massachusetts.	At 10 p. m. the patrol displayed a red light to a schooner near the bars, seeing which she immediately stood to sea.
Mar. 21	Point of Woods, New York...	The patrol seeing a steamer showing both side lights, and close to the bar, burned a night signal, whereupon she turned and stood offshore.

Warned by night signals—Continued.

Date.	Station and locality.	Circumstances of warning.
1904.		
Mar. 21	Yaquina Bay, California.....	At 11.45 p. m. the S. patrol fired a Coston signal and warned a vessel that was standing dangerously near to the beach.
Mar. 25	Peaked Hill Bars, Massachusetts.	At 12.40 a. m. the patrol displayed the usual signal to a schooner dangerously near the bars, upon seeing which she changed her course and went clear.
Mar. 25	Deal, New Jersey.....	A steamer standing too near to the beach was made aware of her danger by the usual night signal displayed by the patrol. She immediately stood off.
Mar. 28	Plum Island, Massachusetts..	The patrol from midnight to 8 a. m. seeing a schooner dangerously near the shoals, fired a Coston signal, and warned her of her peril. She immediately stood offshore.
Mar. 29	Napeague, New York.....	A schooner standing perilously near to the bar was warned offshore by a night signal in the hands of the patrol.
Apr. 4	Cobb Island, Virginia.....	The patrol burned a night signal and warned a vessel which was standing into danger.
Apr. 5	Townsend Inlet, New Jersey..	At 4.45 a. m. a vessel in danger of running ashore on Townsend Inlet bar was warned by a Coston signal burned by the patrol, and immediately stood offshore.
Apr. 8	Indian River Inlet, Delaware.	The patrol from 8 p. m. to midnight, during a rift in the fog, saw a vessel almost in the breakers. He immediately burned a danger signal, and the vessel kept off, just in time to prevent herself from going ashore.
Apr. 8	North Beach, Maryland.....	The patrol from 8 p. m. to midnight displayed a red light to a two-masted schooner, and prevented her from stranding on the beach.
Apr. 9	Plum Island, Massachusetts..	The patrol from sunset to 8 p. m. discovered a sloop dangerously near to the breakers at the S. end of the island. He fired a Coston signal, and warned her of her peril, whereupon she stood offshore.
Apr. 9	Absecon, New Jersey.....	A steamer which in foggy weather was running close to the beach, was warned of her danger by a signal displayed by the patrol. She immediately changed her course, and stood offshore.
Apr. 9	Corson Inlet, New Jersey.....	At 10 p. m. the patrol seeing the lights of a vessel perilously near to the beach, burned a red light, and warned her of her danger. She changed her course and stood seaward.
Apr. 11	Monomoy Point, Massachusetts.	At 10 p. m. the N. patrol fired a Coston signal and warned a schooner which was in danger of being run down by a tow of barges.
Apr. 12	Point Allerton, Massachusetts	At 9.45 p. m. a schooner which was in danger of striking on the N.E. bar was apprised of her perilous situation by a red light in the hands of the patrol. She changed her course and went clear.
Apr. 17	Yaquina Bay, Oregon.....	The S. patrol burned a Coston light and warned a steamer that was standing near to the reefs.
Apr. 19	Ilwaco Beach, Washington....	At 11.15 a vessel heading for the beach, and almost into the breakers, was warned by a danger signal displayed by the patrol. She immediately changed her course and went offshore.
Apr. 20	Hog Island, Virginia.....	At 9 p. m. the patrol, seeing a steamer heading for the shoals, burnt a warning signal. She thereupon changed her course and went clear.
May 8	White River, Michigan.....	The patrol from 8 p. m. to midnight burned a Coston signal to a schooner which, in the fog, was standing dangerously near to the beach. She immediately tacked and went offshore, blowing three blasts of her fog horn in acknowledgment of the signal.
May 11	Isle of Wight, Maryland.....	The N. patrol, seeing a schooner standing perilously near to the shore, fired a danger signal, a warning which she immediately heeded.
May 12	Gay Head, Massachusetts....	A schooner which was standing too near the beach was made aware of her danger by a night signal in the hands of the patrol. She immediately stood offshore.
May 13	Orleans, Massachusetts.....	At 10 p. m. during a rift in the thick fog, the patrol saw a large schooner dangerously near to Nauset bars, and standing directly for the beach. He immediately flashed a Coston signal which caused the vessel to haul offshore.
May 15	Fourth Cliff, Massachusetts...	At 7.45 p. m. the patrol, seeing a vessel close in to beach, burned a danger signal, whereupon she stood to sea.
May 16	Nahant, Massachusetts.....	At 1.30 a. m. during a thick fog the patrol discovered a fishing sloop perilously near to the rocks. He displayed a night signal and warned her of her danger. She then headed offshore.
May 18	Ocean City, New Jersey.....	The patrol from 8 p. m. to midnight burned a Coston signal to warn a steamer which was standing dangerously near to the bar. She changed her course and went clear.
May 27	Orleans, Massachusetts.....	At 1 a. m. the patrol flashed a danger signal to warn a fishing schooner which had crossed the outer bar and was standing directly for the beach. She immediately stood offshore.
June 4	Balleys Harbor, Wisconsin...	During the first night watch the lookout sighted a steamer dangerously near the shore and warned her off by burning a Coston signal.

WARNED BY DAY SIGNALS.

Date.	Station and locality.	Circumstances of warning.
1903. July 29	Chester Shoal, Florida.....	The keeper seeing that a three-masted steamer, towing a three-masted barge, was running inside of the shoals, hoisted the distant signal, "You are running into danger." The signal was disregarded until she found herself inside of the shoals, when it took her about two and one-half hours to run back and regain her course.
Aug. 19	Cape Elizabeth, Maine.....	While watching a bark standing in for port flying a signal for a pilot, the keeper observed that she passed a buoy on the wrong side and evidently intended doing the same with other buoys. He immediately set the International Code signal GAK, "Keep buoy on the port hand," and the vessel changed her course in compliance therewith, thus avoiding serious danger.
Aug. 19	South Manitou Island, Michigan.	In response to a signal from the naval training ship Dorothea the station crew signaled the weather forecast to the vessel, using the International Code.
Aug. 30	Biscayne Bay, Florida.....	At about 6.30 a. m. the keeper saw a steamer heading to starboard of Biscayne buoy and signaled her by wig-wag of her danger. She failed to heed the warning in time and stranded but succeeded in backing off in about 20 minutes.
Sept. 1	Newburyport, Massachusetts.	The keeper displayed, three times, the International Code signal FQ, "Bar is dangerous," to warn vessels from entering the river during a heavy sea.
Sept. 26	Saluria, Texas.....	The keeper seeing the schooner Fannie, of Lake Charles, standing in for the shoals to the westward of the entrance to Pass Cavallo, immediately set range flags, whereupon she changed her course and stood in through the proper channel.
Oct. 7	Tathams, New Jersey.....	At 12 m. the station crew warned a bark by use of the International Code that she was dangerously near the shore. She returned thanks by the same means and asked for a tug, which was sent to her.
Dec. 30	Hog Island, Virginia.....	At 1 p. m. a vessel running too near the shoals was warned off by the station crew's showing the code signal JD, "You are standing into danger."
1904. Jan. 16	False Cape, Virginia.....	The lookout, seeing a bark running dangerously near Pebble Shoals, hoisted the signal JD (you are standing into danger). She did not pay any attention to the signal, and struck on the shoals, but soon swung off and went clear.
Jan. 30	.....do.....	The lookout hoisted the signal JD (you are standing into danger) to a steamer standing too near to Pebble Shoals. She at once changed her course and went clear.
May 18	Wallis Sands, New Hampshire	The lookout seeing a schooner standing dangerously near to Foss Ledges, hoisted the danger signal to warn her. She immediately went about and stood offshore.
May 19	Monomoy, Massachusetts.....	The patrol, during a thick fog, heard the rattling of blocks, and running in the direction of the sound, saw a sloop close in to the surf. He called to her and warned her of her danger, and having a gasoline engine, she managed to work herself clear of the surf, and out of danger.
June 24	Grande Pointe au Sable, Michigan.	At 8 a. m. the keeper, through a thick fog, discerned a large sail vessel in imminent danger of stranding, and warned her off by ringing the bell.

LETTERS OF ACKNOWLEDGMENT.

LETTERS ACKNOWLEDGING THE SERVICES OF LIFE-SAVING CREWS.

The following special acknowledgments of services rendered by the life-saving crews during the year have been received at the office of the general superintendent. Numerous similar grateful expressions are contained in wreck reports and transcripts of journals.

SOUTH ORLEANS, MASSACHUSETTS, *July 14, 1903.*

DEAR SIR: Yours of the 13th instant in relation to my nephew's catboat *Frolic* is at hand, and I have to thank you for the prompt and full information in relation to the trip the *Frolic* took on her own account, as we had been guessing as to whom we were indebted for her safe return to her moorings.

I appreciate very much, as does my nephew, the assistance rendered by you and your son in returning the boat to her anchorage, and I hope to tell you both so personally some time.

Very truly, yours,

JOHN KENRICK.

Keeper JAMES H. CHARLES,
Orleans Life-Saving Station, Orleans, Massachusetts.

FLETCHERS NECK, MAINE, *July 23, 1903.*

SIR: I wish through you to heartily thank Captain Lewis C. Totman and his men for their timely assistance to myself and crew of the steam launch which came ashore here last night. Their action was prompt, and Captain Totman and his assistants have proved themselves true, courteous gentlemen in the hour of our need.

My crew join me in expressing heartfelt thanks for the many kindnesses the life-savers have done us.

Very respectfully, yours,

GEORGE R. STEVENS,
Lieutenant (Junior Grade), Maine Naval Reserve.

The GENERAL SUPERINTENDENT,
Life-Saving Service, Washington, District of Columbia.

BOSTON, MASSACHUSETTS, *August 7, 1903.*

MY DEAR SIR: I desire to acknowledge to you the assistance rendered and the courtesy shown to me by the crew of the life-saving station at Cuttyhunk on the afternoon of Monday last, August 3. I was in a 25-foot knockabout, and was accompanied by my brother-in-law, Professor A. L. Lowell, in his 19-foot knockabout. Both of us had ladies on board. We intended to pass the night at Cuttyhunk, and finding that it was too rough to lie outside of the pond, we attempted to enter it, Professor Lowell going first. Through unfamiliarity with the very narrow channel, he ran aground. The life-saving crew appeared at once, landed the ladies in his party, pulled off his boat, and piloted her into the pond. When I came along a few minutes later, the captain of the station came on board my boat and piloted me into the pond, so that I was able to anchor there without trouble. Had it not been for the assistance thus rendered, the other boat must have lain aground until the next tide, and I must have lain outside all night, for I do not think I should have dared to attempt to enter the pond had not the life-saving men been on hand. •The help thus rendered was most courteously given.

While it is the more important duty of the Life-Saving Service to help vessels of considerable size which are in distress, and to save life, yet our relief from discomfort and an awkward situation, even though it was not attended with danger to life, was most welcome. It is a duty, as well as a pleasure, to acknowledge this help to those in authority.

Yours, very truly,

FRANCIS C. LOWELL.

Lieutenant P. W. THOMPSON, R. C. S.,
Assistant Inspector Life-Saving Service, Boston, Massachusetts.

ASSATEAGUE BEACH, VIRGINIA, *August 18, 1903.*

MY DEAR SIR: I wish to express thanks to yourself and the very efficient and accommodating crew at your station for the very prompt manner in which you answered our signal of distress when we were becalmed off Chincoteague Bar on the sloop *Sagitta*, and the ladies on board became alarmed and wished to be taken off, which you accomplished in marvelously quick time.

It affords me great pleasure, I beg to assure you, to express to you our appreciation of the quick assistance and the kindness extended to our party.

With kindest regards to yourself and crew, I am

Yours, very sincerely,

C. C. COBB.

Captain J. M. FEDDEMAN,
Keeper Assateague Beach Life-Saving Station.

HARRISVILLE, MICHIGAN, *August 28, 1903.*

We, the undersigned, captain and officers of the ill-fated steamer *John Duncan*, wish to express to Captain James E. Henderson and his crew, of the Sturgeon Point Life-Saving Station, our sincere and lasting respect and admiration for the gallant and heroic service they rendered in coming several miles through one of the highest seas and worst storms upon the lake to the sinking steamer while off Harrisville, and without whose efforts some of the crew would have undoubtedly been lost.

Signed.

JOSEPH LAGEREE, *Captain.*
JOSEPH A. BROWNELL, *First Mate.*
JOHN L. REGAN, *Second Mate.*
WILLIAM S. BRADLEY, *Chief Engineer.*
EDWARD EAGAN, *Second Engineer.*

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

TWO RIVERS, WISCONSIN, *August 29, 1903.*

DEAR SIR: On August 15, while out bathing with several other boys, I had the misfortune to be carried out into the lake by a wave, and hung on to a log which was near by. I jumped from one log to another until so exhausted that I could not hold out much longer. Had it not been for the captain and crew of the life-saving station, and their prompt action, I certainly should have drowned. I appreciate the assistance rendered and their kindness to me more than I can say, and my mamma and papa join me in thanking them, one and all.

Yours, very truly,

ALBERT KAHLENBERG.

Captain C. MORTON,
Superintendent Twelfth Life-Saving District.

TORONTO, CANADA, *August 31, 1903.*

DEAR SIR: I take this first opportunity of thanking you and your men for your considerate action in connection with the steamer *Chippewa* on Saturday, last. I assure you that I am very grateful for your interest in our affairs and shall be glad if I can at any time reciprocate.

Yours, very truly,

B. W. FOLGER,
Manager.

Captain CLEMONS,
Keeper Niagara Life-Saving Station.

QUOGUE, LONG ISLAND, *September 2, 1903.*

DEAR SIR: Early last month, my engineer and electrician was missing, and supposed to have drowned, as his boat was found on one of the beaches of Shinnecock Bay, where it had drifted ashore. I notified Captain Charles Harmon, of the Quogue Life-Saving Station, at 10 o'clock at night. Early the next morning the captain sent me word that they had found the body some distance from the place where the boat had been discovered.

My object in writing this is to express my thanks, and admiration of the very efficient manner in which the matter was handled by the life-saving crew.

Permit me to subscribe myself

Very respectfully, yours,

GEO. H. PENNIMA.

S. I. KIMBALL, Esq.,

General Superintendent Life-Saving Service, Washington, District of Columbia.

EAST TAWAS, MICHIGAN, *September 7, 1903.*

DEAR SIR: The Tawas Beach Yachting Association desires to express to yourself and crew its appreciation of your kindness and watchfulness during the several regattas held on Tawas Bay, and particularly so for the splendid help rendered during the accident on the 3d of September. Allow us to compliment and at the same time thank you for the prompt and vigorous action taken at this time.

It is with no little confidence and a strong feeling of security that we hold annual races on Tawas Bay, knowing that Uncle Sam's eye is always on the boats and his sturdy men ready to come to the rescue of yachtsmen if necessary. We feel that yourself and crew have a kindly interest in the yachtsmen and their boats, and wish to express our sincere thanks to yourselves for this regard.

Kindly accept this as an expression of our highest respect for bravery, esteem of manliness, regard for efficiency, and gratitude for succor rendered.

Very respectfully, yours,

H. S. WATERMAN,
Secretary-Treasurer.

Captain R. M. SMALL,

United States Life-Saving Station, East Tawas, Michigan.

MILWAUKEE, WISCONSIN, *September 9, 1903.*

DEAR SIR: The steamer *Thomas Davidson*, bound from Ashland to Cleveland with iron ore, stranded 5 miles west of Eagle River early the morning of August 27, the crew, assisted by the life-savers from Portage, throwing the cargo overboard until the steamer floated. One hundred tons was thus sacrificed. These men were the only help I had and I can highly recommend the captain and his crew.

Yours, truly,

H. ORTING,
Master steamer Thomas Davidson.

JEROME G. KLAH,

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

MANOMET, MASSACHUSETTS, *September 10, 1903.*

DEAR SIR: I wish to convey to you and the members of your crew my earnest thanks for your prompt and efficient service. The accident of Labor Day, resulting in the capsizing of my sailboat and endangering the lives of my two passengers and myself, was my first mishap in six years experience on this coast. That it was seen at the very moment that the boat went over, and that you reached us at such a distance in less than eleven minutes speaks volumes for your careful watch and prompt action.

We all fully appreciate the wisdom of the Government in having first, a station at such an exposed point, and second, in having it manned by a captain and crew so well qualified for the service.

Yours, very truly,

THOMAS BLAKE.

Captain G. W. HOLMES,

Keeper Manomet Life-Saving Station.

BAY CITY, MICHIGAN, *September 10, 1903.*

DEAR SIR: I wish to extend to you my thanks for the service rendered me during the distress of my steamer *Shasta*, which met with an accident August 18 in Thunder Bay. The boat is now running and in as good shape as before the accident.

I also wish to thank you for the assistance rendered in saving the cargo of nets, etc.

Very truly, yours,

W. P. KAVANAUGH.

Captain JOHN D. PERSONS,
Keeper Thunder Bay Life-Saving Station.

DULUTH, MINNESOTA, *September 19, 1903.*

DEAR SIR: The Duluth Yacht Club passed a resolution thanking yourself and crew for their valuable services in caring for the sailboats which were wrecked or driven ashore by the recent high winds.

Yours, very truly,

GEO. H. LETTEAU,
Secretary.

Captain McLENNAN,
United States Life-Saving Station, Duluth, Minnesota.

LILY POND, MICHIGAN, *September 22, 1903.*

This is to certify that I asked the assistance of the life-saving crew of the Portage Station to assist in putting back the deckload of lumber on the schooner *Angus Smith*, as the men ordered from Houghton would not or could not come. It being impossible to get sufficient men here, I had to resort to the kindness of the keeper of the station, and I am pleased to state that they helped me out in great shape, for which I am very thankful.

Yours, respectfully,

WILLIAM FERGUSON,
Master of Steamer H. D. Coffinberry.

Keeper THOMAS H. McCORMICK,
Portage Life-Saving Station.

NORFOLK, VIRGINIA, *September 23, 1903.*

I, with my family, returned from the Cape Henry pavilion between 11 p. m. and 12 midnight, and shortly thereafter retired.

The persons in the house consisted of my family, wife and five children, my sister, Mrs. W. J. Jarratt, of Petersburg, Va., her son, nearly grown, and her daughter, and two servants.

My sister was aroused about 2 a. m. Saturday morning, September 19, by loud cries of alarm. As soon as she awoke and rushed to the window, she found the house on fire and aroused the rest of the family. As soon as we got out we found Surfmens Barnes, of the Cape Henry Life-Saving Station, and Barco, of the Virginia Beach Station, who stated that they had discovered the fire under the house near the back porch, and endeavored to extinguish the same, but finding that the fire was beyond control, they had for some time been trying to arouse the family, and had almost given up in despair when we all rushed from the house.

The house was a frame structure throughout and burned very rapidly. If the alarm had not been given by Mr. Barnes and Mr. Barco, all of the people in the house would undoubtedly have been burned, as it would have been impossible for us to have gotten out of the house when the fire had progressed to such a point as to have awakened us.

Respectfully,

J. EDWARD COLE.

Captain JOHN W. PARTRIDGE,
Keeper of Virginia Beach Life-Saving Station.

BATH, MAINE, *October 13, 1903.*

DEAR SIR: I hope that you and your noble crew will accept my thanks for your timely services rendered me on board the schooner *Hattie C.*, on October 12. No doubt my vessel would now lie a total wreck on the shore had not your services been given in the time of need. I can not say enough for the men who risked their lives to save others.

Yours, truly,

J. LLEWELLYN,
Master British Schooner Hattie C.

G. H. SPINNEY,
Keeper Hunniwells Beach Life-Saving Station.

NORFOLK, VIRGINIA, *October 16, 1903.*

MY DEAR SIR: It is our wish to tender you the deepest thanks of our hearts for the favors rendered us in the last few days in saving our lives and giving us so many comforts in such a tender manner. We shall never forget it and pray that you may live long to bless mankind.

Yours, most thankfully,

JOHN LILLIE,
JOHN MURRAY,
CHARLES LINTON,
Crew of the schooner Benjamin Russell.

Captain JOHN E. JOHNSON,
Keeper Hog Island Life-Saving Station.

PORT ELIZABETH, CUMBERLAND COUNTY, NEW JERSEY,
October 17, 1903.

DEAR SIR: On arriving once more at my happy home and reflecting on the mercies of God and the dangers through which I have passed, I now take this opportunity to write you a few lines to thank you and your brave crew for your noble work in rescuing myself and crew from a watery grave; also for your kind treatment while at your station on the 10th of the month. Your great forethought in calling for volunteers from the hardy and humane fishermen on your shore was the only thing that saved our lives, as it would have been a physical impossibility for any one crew to have handled the lines through the raging seas, the terrible tempest, the fearful current setting down the beach at the time, and the great distance that the wreck lay from shore.

I am also thankful that I was born under the protecting folds of the Stars and Stripes, and under the most humane Government on earth, that takes such good care of its subjects and selects such brave, wise, and noble men to watch its dangerous coasts with such vigilance as to discover us before we saw the land, and follow us with such a strong force that in about fifteen minutes after we struck the beach, 3 miles below your station, you were firing the life line at us, which, after a number of trials, we finally caught and then landed safe on the shore. Again I thank you and your noble crew; also the United States Government for securing such men, and saving our lives.

Wishing you a long and happy life, I remain yours, hoping to meet you at last on the sunny banks of deliverance, where no shipwreck ever occurs. God be with you till we meet again. Please answer and oblige,

Yours, forever,

W. W. MCGHEEN,
Late Master of the Schooner Nellie W. Howlett.

Captain JAMES E. WOODHOUSE,
Keeper of Dam Neck Mills Life-Saving Station.

SAN FRANCISCO, CALIFORNIA, *October 19, 1903.*

DEAR SIR: Before leaving for the other side, I wish to express my sincere thanks for the valuable services rendered by the United States Life-Saving Department.

Mr. Gronbeck and his crew rendered us untiring assistance, and the kindness received at his hands will never be forgotten by me.

I am, yours, very truly,

D. MICHIE,
Late Master British Bark Gifford.

Major THOMAS J. BLAKENEY,
Superintendent Thirteenth Life-Saving District.

PROVIDENCE, RHODE ISLAND, *October 21, 1903.*

DEAR SIR: I arrived here on the 18th instant, glad to see my friends, whom I never expected to see again, for which all thanks are due to you and your brave crew, who saved us from destruction by the angry seas. With my best regards to your wife and three cheers for Captain Partridge and his crew, from one who will never forget Virginia Beach and the heroes of the life-saving crew.

PETER LOPES,
Mate, barge Ocean Belle.

Captain JOHN W. PARTRIDGE,
Keeper Life-Saving Station, Virginia Beach, Virginia.

HOG ISLAND, VIRGINIA, *October 24, 1903.*

DEAR SIR: I wish to express my thanks for the services rendered to me and my crew while at Captain Johnson's station (Hog Island Life-Saving Station). On the 9th of October we met the terrible northeast storm near Manasquan, New Jersey, and had to run before the wind, with the sea washing completely over us. On the 11th, at 10.30 a. m., we sighted Hog Island and came in over the bar and anchored; but owing to the force of the gale, dragged into the breakers, and the heavy pounding caused our vessel to fill, the sea making a clean sweep over us. At 2 p. m. Captain Johnson, with his brave crew, came in sight and the sea being so heavy that he could not come alongside he rescued us over the bow, and at 3 p. m. started with us to the station, but could not make it and we had to land on the beach on Cobb Island and went to the Cobb Island Station, where we had good care for the night. The next day Captain Johnson brought us to his station and supplied us with dry clothes.

We have gotten the vessel off by throwing overboard her cargo of lumber, and she now lies on the flats off the station. My crew and myself all say "God bless the life-savers."

JOHN THOMAS,

Master American Schooner Benjamin Russell.

The GENERAL SUPERINTENDENT OF THE LIFE-SAVING SERVICE,

Washington, D. C.

LEESBURG, NEW JERSEY, *November 16, 1903.*

MY DEAR SIR: I wish to thank you and your men for the service rendered in saving the crew of the schooner *Benjamin Russell*, October 11, 1903, and for your kindness to me during my stay with you. The schooner has left Norfolk for Bogue Inlet, with Captain James in charge, and am in hopes she will have better luck in the future.

I should have written to you before, but was quite sick after reaching home. With best wishes for yourself and the men of the station, I am

Yours, truly,

HOWARD COMPTON,

Owner Schooner Benjamin Russell.

Captain JOHN E. JOHNSON,

Keeper Hog Island Life-Saving Station.

ALPENA, MICHIGAN, *November 16, 1903.*

MY DEAR SIR: Let me tender you my personal thanks for saving my gasoline boat *Margarette*. If it was not for the efforts of yourself and crew she would have been a total loss. You did the greatest work, considering that it was blowing a living gale, by going out to her and putting her in a place of comparative safety.

Yours, truly,

CASPER ALPERN.

Captain JAMES E. HENDERSON,

Keeper Life-Saving Station, Sturgeon Point, Michigan.

DULUTH, MINNESOTA, *November 19, 1903.*

DEAR SIR: We wish to extend many thanks for your prompt reply to the call for aid last evening, when the steamer *S. Langell* was on fire.

While, under the circumstances, you were unable to render much assistance, still it showed the desire of being at hand if assistance was required, and we can not say too much praise for such service.

Again thanking yourself and crew many times, we are,

Very truly, yours,

ALEX. R. SINCLAIR & Co.

Captain MURDOCK A. McLENNAN,

Keeper Life-Saving Station, Duluth, Minnesota.

CLEVELAND, OHIO, *November 28, 1903.*

GENTLEMEN: I take this opportunity for thanking you for the desperate chances you took on the night of the 23d and 24th instants, in the face of a gale of wind, when all of the tugs refused to come out to my assistance.

I certainly believe that if you had not come to my assistance and taken me ashore, my steamer would have rolled herself to pieces before any help would have come otherwise.

Again thanking you for your assistance, I remain,

Very truly, yours,

JOHN TYRNEY,

Master Steamer Portage.

KEEPER AND CREW LIFE-SAVING STATION, *Fairport, Ohio.*

TOLEDO, OHIO, November 30, 1903.

DEAR SIR: I wish to thank you, and also the crew of the life-saving station at Marblehead, on Lake Erie, for rendering us valuable assistance while the schooner *Geo. G. Houghton* was ashore at Kelleys Island.

Yours, respectfully,

L. S. SULLIVAN,

Owner Schooner *Geo. G. Houghton*.

S. I. KIMBALL, Esq.,

General Superintendent Life-Saving Service,
Washington, District of Columbia.

NORTH BEACH, NEW JERSEY, December 4, 1903.

The subscriber, master of the Swedish bark *Dharwhar*, wishes, hereby, to express on behalf of himself and crew, gratitude to Captain J. A. J. Hudson and crew, of the Life-Saving Service, for their promptness in saving our lives.

Respectfully,

A. P. LARSEN, Master.

S. I. KIMBALL, Esq.,

General Superintendent Life-Saving Service,
Washington, District of Columbia.

LILY POND, MICHIGAN, December 5, 1903.

DEAR SIR: Through you I wish to thank the life-saving crew and Captain McCormick for the services they rendered us while we were on the rocks off Five Mile Point. They worked like Trojans, were kind and courteous, and I can not say too much when I say that our entire crew felt safe in their care.

I remain, yours, respectfully,

JOHN H. SMITH,

Master Steamer *J. T. Hutchinson*.

JEROME G. KIAH,

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

WINSLOW, OREGON, December 15, 1903.

SIR: I hereby acknowledge with thanks the good and valuable services rendered myself and crew in rescuing us with the breeches buoy, when my vessel was stranded at the entrance to Grays Harbor, Washington.

Also in standing by when I was working with a tug's crew to haul the vessel off of the beach, at which time our lives were endangered.

I appreciate very much your good and valuable services.

Very respectfully,

OLE MONSON,

Master Schooner *C. A. Thayer*.

KEEPER GRAYS HARBOR LIFE-SAVING STATION.

METEGHAN, NOVA SCOTIA, December 17, 1903.

DEAR SIR: You will doubtless remember that while beating up the Kennebec River, in the schooner *Catherine*, on the 17th of November last, we had the misfortune to strand in a bad position near your life-saving station. Yourself and crew immediately came on board, ran hawsers and anchors, and did all in your power to aid us, and through your assistance we hauled the vessel off of the beach.

I hereby thank you and your men for the valuable assistance rendered us.

I remain, dear sir, yours, sincerely,

VINCENT G. COMEAU,

Master Schooner *Catherine*.

Captain Z. H. SPINNEY,

Keeper *Hunniwells Beach* Life-Saving Station, Maine.

NORFOLK, VIRGINIA, *January 15, 1904.*

MY DEAR FRIENDS: Friends in need are friends indeed; we take great pleasure in thanking you for your great kindness to us and our comrades in rescuing us from the cold, dark, threatening waters. Rest assured we shall never forget it.

JOHN MILLER,
CARL SUMMERS,

Of the Crew of the Wrecked Schooner Joseph J. Pharo.

Captain JOHN ANDREWS and CREW,
Cobb Island Life-Saving Station, Virginia.

Testimonials as follows from the master and mate of the American ship *Henry B. Hyde*, wrecked on the coast of Virginia February 11, 1904, were received in the office of the General Superintendent of the Life-Saving Service:

I, Fred. H. Pearsons, master of the American ship *Henry B. Hyde*, do affirm that said ship struck the beach $2\frac{1}{2}$ miles south of Dam Neck Mills Life-Saving Station, at 12.30 a. m., February 11, the wind blowing a northeast gale at the time, snowing, and sea heavy. I threw up a rocket at 1 a. m., which was immediately answered by the patrol by a red light. At 2 a. m. the life-savers fired the first shot line over the ship, but owing to the darkness and the storm, and the rigging being badly iced up and vessel pounding heavily, no man could go aloft. We answered the shot with a rocket and then waited for daylight. At 7 a. m., got a second shot line, establishing communication with the shore, and 14 persons were taken off in the breeches buoy, the last man being landed at 10 a. m. The men were taken to the life-saving station and given food and stimulants, and my wife and self were kindly cared for by Keeper J. E. Woodhouse and his good wife, as was also the chief officer of the ship. Captain Woodhouse and his men have treated us all with extreme kindness, and have done everything in their power for our comfort and for the interest of the owners in this most unfortunate affair.

FRED. H. PEARSONS,
Master American Ship Henry B. Hyde.

I, Frank E. Rhodes, chief officer of ship *Henry B. Hyde*, affirm that the said ship struck the beach $2\frac{1}{2}$ miles south of Dam Neck Mills Life-Saving Station, at 12.30 a. m., February 11, 1904. At 11.45 p. m., of the 12th, the life-savers displayed danger signals and when the ship struck they were close at hand shooting their first line at 2 a. m., it landing across the main topgallant yard, but owing to falling spars, snow, and darkness, we were unable to get it. The second line, thrown across the ship at 7 a. m., started communication with the shore, landing the first person at 8 a. m. and the last at 10 a. m. We were taken to the station and kindly cared for by Captain Woodhouse, his wife and noble men, for which I express my deepest gratitude to them and to the American Government.

F. E. RHODES,
First Officer American Ship Henry B. Hyde.

WESTPORT, WASHINGTON, *February 15, 1904.*

We, the undersigned, master and members of the crew of the schooner *Alcalde*, hereby tender our sincere thanks to Captain Charles Jacobsen and crew of the Grays Harbor Life-Saving Station, for their gallant rescue of us after our vessel had struck on the bar on the night of February 14, and we also are under greater obligations than we can ever repay to them for their generous care of us after reaching the shore.

LEWIS B. HARRIS, *Master.*
MARCIA HARRIS, *Passenger.*
E. P. TAYLOR, *Mate.*
D. JENKINS, *Second Mate.*
G. B. HARRIS, *Cook.*
F. MCGILLAN, *Seaman.*
B. BORJANSEN, *Seaman.*
O. HANSON, *Seaman.*
G. MILLERS, *Seaman.*

The GENERAL SUPERINTENDENT OF THE LIFE-SAVING SERVICE.

The following letter was addressed to the General Superintendent of the Life-Saving Service by the survivors of the crew of the schooner *Benjamin C. Cromwell*, wrecked off the Bellport Life-Saving Station, February 22, 1904:

We wish to state that it is due to the life-savers that we got ashore from the wreck and that they did all that human power could do to save all hands. When they launched the surfboat we did not think that a boat could live in such a heavy sea. The boat got within 40 yards of us, but the heavy sea and wreckage compelled her to return to shore. When we were quite a distance from the shore the life-savers went in at the risk of their own lives and saved us. We were taken to the station where we were well cared for.

DAN N. McLEOD.
SAMUEL OLSEN.

SAN FRANCISCO, CALIFORNIA, *March 26, 1904.*

DEAR SIR: I feel it my duty to give my opinion in regard to the work done by Captain Conick and his men, of the Ilwaco Beach Life-Saving Station, in getting myself and crew off the wrecked schooner *Frank W. Howe*. I can not speak too highly of Captain Conick. He showed the best of judgment, and took us off the vessel under great difficulties. I consider him the right man in the right place.

Yours, truly,

AUSTIN KEEGAN,
Formerly Master, Schooner Frank W. Howe.

Captain W. H. ROBERTS,
Assistant Inspector Life-Saving Service, Tacoma, Washington.

NEW INLET, NORTH CAROLINA, *March 29, 1904.*

DEAR SIR: No words can express the gratitude of myself to the keepers and crews of the New Inlet and Chicamacomico Life-Saving stations for their timely assistance in saving myself and crew of the schooner *Benjamin M. Wallace* on the night of March 26, 1904. We came from Norfolk and were going to Hatteras for bluefish, and, as my compass was not correct, we struck the bar south of New Inlet. The life-saving crew watching us from the shore, some 400 yards distant, saw our predicament and made a move for our relief, relief, which was not slow by any means. They came out to us twice and I do not believe any crew ever made quicker time, for I was told that half an hour had not elapsed before they had us safe on shore. I again thank you all.

Yours, respectfully,

FRED HUDERSON, *Captain.*
JOHN GABRIELSEN, *Mate.*

Keepers JOSIAH H. WESTCOTT and
L. BANISTER MIDGETT, and the
CREWS OF THE NEW INLET AND CHICAMACOMICO LIFE-SAVING STATIONS,
North Carolina.

WHITE HEAD, MAINE, *April 16, 1904.*

SIR: I take the privilege of thanking the life-saving crew of the White Head Station for their valuable assistance in helping to float the schooner *Ida M. Barton*, which stranded this day near the life-saving station at this place.

Respectfully,

W. O. BARTON,
Master, Br. Schooner Ida M. Barton.

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

ASSATEAGUE, VIRGINIA, *April 19, 1904.*

SIR: I would like to express through you my thanks to Keeper Joseph M. Fedderman and the crew of the Assateague Life-Saving Station for the kindness and attention extended to me while in distress in the harbor on the 10th instant.

Respectfully,

GARRETT LIPPINCOTT,
Master, Schooner Wm. D. Hilton.

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

BOSTON, MASSACHUSETTS, *May 10, 1904.*

DEAR SIR: It is with much pleasure that I express my thanks to Captain H. F. Doane, of the Old Harbor Life-Saving Station, and his well-drilled crew, of which he is more than proud, for their splendid work in rescuing myself and crew from the stranded schooner *Future* on the morning of April 29, 1904. The shot line was placed across the spring stay, between the main and mizzen topmasts, the first shot at 5 a. m., and at 6 a. m. we were all ashore. The schooner was rolling badly, which caused the hawser to sag and us to be hauled through the surf most of the way. We were then taken to the station and given dry clothing and a hot breakfast.

Too much praise can not be given to the Life-Saving Service. Please place this upon your records and oblige,

Yours, respectfully,

ANGUS MACDONALD,
Master of Schooner Future

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

LOUISVILLE, KENTUCKY, *May 28, 1904.*

DEAR SIR: I feel it my duty to let you know how much I appreciate the work of your crew, who undoubtedly saved the lives of Charles Kern, Harry Spybey, and Joseph Grimes, this a. m., at 12.30 o'clock. I and my son were fishing off of the Louisville and Evansville wharf boat when we were surprised by the life-saving boat shooting past us on the way to the falls. We could not see the object of the hurried departure of the boat, and I remarked at the time that Billy Devan was "testing" his boys, and in the shortest time possible I saw them return with a skiff in tow with three young men therein.

I have heard a great deal of the ability of your station but never saw it verified until last night. I think the saving of the lives of these young men is worth all the money that the Government has expended upon your station. I wish I could write the rescue in such thrilling terms as it deserves. I am certain that the station could not be placed in better hands than those of yourself.

Truly, yours,

W. L. WELLER, JR.,
Clerk, Jefferson Circuit Court.

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

MEDALS OF HONOR.

LIST OF MEDALISTS.

The following table contains the names of all persons to whom life-saving medals have been awarded by the Secretary of the Treasury to the close of the year, under authority of the acts of Congress of June 20, 1874, June 18, 1878, and May 4, 1882, with the date and nature of the award.

Detailed accounts of the rescues effected during the last year, for which medals have been awarded, may be found under the caption "Award of medals."

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Lucien M. Clemons	Marblehead, Ohio	Rescue of two of the crew of the schooner Consuelo, near Kelleys Island, Lake Erie, May 1, 1875. (An. Rpt., 1876.)	Gold medal...	June 19, 1876
Hubbard M. Clemons .....	.....do.....	.....do.....	.....do.....	Do.
A. J. Clemons .....	.....do.....	.....do.....	.....do.....	Do.
Otis N. Wheeler	Cape Elizabeth, Me.	Rescue of two men from Watts Ledge, Maine, Nov. 30, 1875. (An. Rpt., 1876.)	Silver medal..	June 23, 1876
John O. Philbrick .....	.....do.....	.....do.....	.....do.....	Do.
James Martin	Member of English 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.
J. Schuyler Crosby	New York	Rescue of Miss Edith May, and efforts to rescue others from the yacht Mohawk, which capsized and sunk in New York Harbor during a squall, July 20, 1876. (An. Rpt., 1877.)	.....do.....	June 8, 1877
Carl Fosberg .....	.....do.....	.....do.....	.....do.....	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Henry M. Lee.....	Milwaukee, Wis..	Rescue of nine of the crew of the bark Tanner, which stranded near the harbor of Milwaukee, Sept. 9, 1875. (An. Rpt., 1877.)	Silver medal..	June 11, 1877
N. A Petersen.....	do.....	do.....	do.....	Do.
Henry Spark.....	do.....	do.....	do.....	Do.
John McKenna.....	do.....	do.....	do.....	Do.
Barnet Oleson.....	do.....	do.....	do.....	Do.
Anton Oleson.....	do.....	do.....	do.....	Do.
Charles H. Smith.....	Master of U. S. light-house tender Rose.	Rescue from drowning of a small boy named Thomas Walsh, who had fallen into the Christiana River at Wilmington, Del., Sept. 17, 1877. (An. Rpt., 1878.)	do.....	Nov. 23, 1877
Edward Nordall.....	Seaman on U. S. revenue cutter Tench Coxe.	Rescue from drowning of a man who had fallen from a capsized yacht into the Delaware River, and assisting in the rescue of several others, June 3, 1877. (An. Rpt., 1878.)	do.....	Do.
Malachi Corbell.....	Keeper of life-saving station.	Rescue of two fishermen whose boat had capsized on the outer bar near Caffey's Inlet, North Carolina, Nov. 25, 1875. (An. Rpt., 1878.)	do.....	Do.
Philip C. Bleil.....	Metropolitan police, New York.	Rescue of eighteen persons from drowning at various times. (An. Rpt., 1878.)	Gold medal...	Jan. 4, 1878
John Hussey.....	New York.....	Rescue of eighteen persons from drowning in and about the waters of New York Harbor. (An. Rpt., 1878.)	do.....	Mar. 28, 1878
H. C. T. Nye.....	Master, U. S. Navy.	Rescue from drowning of Lieut. J. James Franklin, U. S. Navy, off Monomoy Point, Cape Cod, Sept. 1, 1875. (An. Rpt., 1878.)	Silver medal..	Apr. 5, 1878
J. L. Hunsicker.....	do.....	do.....	do.....	Do.
Thomas McBride.....	Metropolitan police, New York.	Rescue of eighteen persons from drowning along his beat on the water front of the East River. (An. Rpt., 1878.)	Gold medal...	Do.
John Carey.....	Jersey City, N. J..	Rescue from drowning of Adolph Gabriel, who had fallen from a ferryboat into the North River, May 17, 1877. (An. Rpt., 1878.)	do.....	Apr. 13, 1878
Joseph Napier.....	Keeper of life-saving station.	Rescue of the crew of the schooner D. G. Williams near the harbor of St. Joseph, Mich., Oct. 10, 1877. (An. Rpt., 1878.)	do.....	May 1, 1878
Michael Gorman.....	Metropolitan police, New York.	Rescue of two men from drowning in the East River on Nov. 18, 1876, and Sept. 4, 1877, respectively. (An. Rpt., 1878.)	Silver medal..	May 3, 1878
Lucien Young.....	Ensign, U. S. Navy.	Rescuing and attempting to rescue his shipmates from the U. S. S. Huron, wrecked on the coast of North Carolina, Nov. 23 and 24, 1877. (An. Rpt., 1878.)	Gold medal...	June 12, 1878
Michael Gorman.....	Metropolitan police, New York.	Rescue of Fannie Starkley from drowning in the East River, Sept. 7, 1878, and attempting to rescue a boy, July 8, 1878.	do.....	Jan. 31, 1879

List of medalists—Continued.

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

List of medalists—Continued.

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

List of medalists—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

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Samuel S. Cox.....	Metropolitan police, New York.	Rescuing from drowning at various times during the years 1878-1881 four persons. (An. Rpt., 1882.)	Silver medal..	Mar. 15, 1882
C. A. J. Queckberner...	New York.....	Rescuing from drowning some thirty-five persons between the years 1876 and 1881. (An. Rpt., 1883.) A silver bar was awarded Mr. Queckberner June 14, 1886, for saving life in July and August, 1882.	.....do.....	May 17, 1882
William H. Daily.....	Santa Cruz, Cal...	Rescue of some twenty-eight persons from drowning at various times, and notably the saving of Mr. J. W. De Woolfe, at Santa Cruz, July 5, 1881. (An. Rpt., 1883.)	Gold medal...	Nov. 1, 1882
Dominick J. Ryder.....	New York.....	Rescue from drowning of eleven persons at 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 light-house, 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

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
John H. Hewitt.....	New Haven, Conn.	Rescue of the crew of the schooner Jane, wrecked off New Haven, Conn., during the furious gale of Feb. 29, 1884. (An. Rpt., 1885.)	Silver medal..	Nov. 29, 1884
Aaron Brandley	do	do	do	Do.
Frank Waters	do	do	do	Do.
James McFee	do	do	do	Do.
Thomas W. Perry	do	do	do	Do.
George E. Ball	do	do	do	Do.
Eugene Payne	do	do	do	Do.
John Burns	do	do	do	Do.
A. A. Gould	do	do	do	Do.
Alden C. Roberts	do	do	do	Do.
William J. Wilson	do	do	do	Do.
Charles Parketon	do	do	do	Do.
Henry C. Tuncks	do	do	do	Do.
E. P. H. Ley	do	do	do	Do.
Edward Smeed	Providence, R. I.	do	do	Do.
Carl Johnson	Charlestown, Mass.	do	do	Do.
Ross Ingalls	Baltimore, Md.	do	do	Do.
Charles C. Goodwin	Keeper of life-saving station.	Rescuing the crews, twenty-nine persons, of the schooners Sophia Minch, John B. Merrill, and John T. Johnson, sunk off Cleveland, Ohio, on 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.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Cornelius Roach.....	Boston, Mass.....	Rescuing several persons from drowning in the harbor at Boston during the years 1883-84, at the imminent risk of his own life. (An. Rpt., 1885.)	Gold medal ..	Apr. 24, 1885
Marcus A. Hanna.....	Keeper of Cape Elizabeth Light Station, Maine.	Rescue of two of the crew of the schooner Australia wrecked on Cape Elizabeth, Jan. 28, 1885, during a severe gale and intensely cold weather. (An. Rpt., 1885.)	.....do	Apr. 25, 1885
Harry Rutter	Atlantic City, N.J.	Rescue of a man from drowning in the surf at Atlantic City, July 26, 1883. (An. Rpt., 1885.)	Silver medal.	May 20, 1885
John P. F. Hagen	Philadelphia, Pa.	Rescue of thirteen boys who had broken through the ice on the Schuylkill River, Feb. 3, 1884. This feat was accomplished at great hazard to the rescuer. (An. Rpt., 1885.)	Gold medal ..	May 22, 1885
David Miller.....	Captain of the schooner Driver.	Rescue of twelve persons, the survivors of the crew of the steamer H. C. Akeley, which foundered in Lake Michigan during the gale of Nov. 13, 1883. The mate and seaman of the Driver rendered specially meritorious service on this occasion. (An. Rpt., 1885.)	Silver medal.	June 2, 1885
Daniel F. Miller	Mate .....	.....do	Gold medal..	Do.
Patrick H. Daly.....	Seaman .....	.....do .....	.....do	Do.
Charles H. Biller	Newark, N. J.....	Rescue from drowning of a man named Thomas O'Neil, at Asbury Park, N. J., Aug. 16, 1884. (An. Rpt., 1886.)	Silver medal.	Aug. 12, 1885
Joseph Greenwald	St. Louis, Mo.....	Rescuing two persons from drowning in the Mississippi River. (An. Rpt., 1886.)	.....do	Dec. 2, 1885
James Larson	Sister Bay, Wis...	Rescuing, unaided, by means of a small boat, the entire crew—seven men—of the wrecked Canadian bark Two Friends, on the night of Oct. 16, 1880, during a heavy gale and 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 in 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.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Hiram Dudley Buck...	Crown Point Center, N. Y.	Rescue from drowning of four persons at various times. (An. Rpt., 1887.)	Silver medal...	July 26, 1886
George W. Bloomer...	Chatham, Mass...	Rescue of the crew of five men of the schooner Grecian, wrecked on Chatham Bar early in the morning of Dec. 6, 1885. (An. Rpt., 1887.)	.....do.....	Do.
Benjamin Patterson	.....do.....	.....do.....	.....do.....	Do.
Andrew H. Bearse	.....do.....	.....do.....	.....do.....	Do.
Zenas W. Hawes	.....do.....	.....do.....	.....do.....	Do.
Otis C. Eldredge	.....do.....	.....do.....	.....do.....	Do.
Zenas H. Gould	.....do.....	.....do.....	.....do.....	Do.
Francisco Bloomer	.....do.....	.....do.....	.....do.....	Do.
William A. Bloomer	.....do.....	.....do.....	.....do.....	Do.
Willis I. Bearse	.....do.....	.....do.....	.....do.....	Do.
Wilber H. Patterson	.....do.....	.....do.....	.....do.....	Do.
Thomas Reynolds.	Quartermaster on U. S. Coast Survey steamer McArthur.	Rescue from drowning of a shipmate who fell overboard in Haro Strait, Wash., while the vessel was under way, Sept. 19, 1886. (An. Rpt., 1887.)	.....do.....	Dec. 17, 1886
Charles Richardson...	Mate of light-house tender Shubrick.	Rescue of a man from the bottom of boat capsized in the breakers on Clatsop Spit, Columbia River, Oregon, Oct. 7, 1884. (An. Rpt., 1887.)	.....do.....	Dec. 24, 1886
John Jones	Seaman	.....do.....	.....do.....	Do.
Nicolas Dorie	.....do.....	.....do.....	.....do.....	Do.
Peter Nesman	.....do.....	.....do.....	.....do.....	Do.
August Ripetz	.....do.....	.....do.....	.....do.....	Do.
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

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award,	Date of award.
William Babb.....	Goderich, Ontario, Canada.	Rescuing the entire crew, seven people, of the American schooner A. C. Maxwell, stranded near Goderich, on the morning of Dec. 9, 1885, during a fierce gale. (An. Rpt., 1888.)	Gold medal...	Nov. 12, 1887
Thomas Finn.....	do	do	Silver medal..	Do.
Daniel McIver.....	do	do	do	Do.
Malcolm McDonald.....	do	do	do	Do.
John McDonald.....	do	do	do	Do.
Neill 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. Palge	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.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Charles Mollhagen.....	St. Joseph, Mich..	Rescuing four men, the survivors of the crew of seven of the schooner Havana, wrecked and sunk during the severe gale of Oct. 3, 1887. (An. Rpt., 1889.)	Gold medal...	July 7, 1888
August Kuehn.....	do	do	do	Do.
John H. Langley.....	do	do	Silver medal...	Do.
John Carrow.....	do	do	do	Do.
August Habel.....	do	do	do	Do.
George Schneider.....	do	do	do	Do.
Louis Mollhagen.....	do	do	do	Do.
Robert Mollhagen.....	do	do	do	Do.
Alexander Cran.....	do	do	do	Do.
Augustus S. Heckler...	New York.....	Rescue of two persons from drowning in the surf at Asbury Park, 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.

List of medalists—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., 1889.)	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 drivingsnowstorm, 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	June 2, 1889

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

List of medalists—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 Kenduskeag rivers at various times during the year 1880. (An. Rpt., 1890.)	.....do	Do.
Frank Tompkins.....	Governors Island, N. Y.	Rescue from drowning in the Narrows, entrance to harbor of New York, of a sailor, July 27, 1889. (An. Rpt., 1890.)	.....do	Do.
James S. Donahue.....	Keeper of 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 into Lackawaxen Creek, which at the time was much swollen by recent heavy rains, July 27, 1890.	Silver medal..	Sept. 11, 1890
Harry H. Moore.....	Brooklyn, N. Y ...	Rescuing a girl from drowning near Coscob, Conn., Aug. 6, 1890.	.....do	Sept. 30, 1890
Lawrence O. Lawson ..	Keeper of life-saving station.	Rescue of the crew of the steamer Calumet, wrecked some fifteen miles from the Evanston Life-Saving Station, Ill., Nov. 28, 1889. The service was particularly hazardous, and the rescue was effected only after the display of extraordinary courage and heroism by the boat's crew.	Gold medal...	Oct. 17, 1890
George Crosby	Surfman.....	.....do .....	.....do	Do.
William M. Ewing .....	.....do .....	.....do .....	.....do	Do.
Jacob Loining .....	.....do .....	.....do .....	.....do	Do.
Edson B. Fowler .....	.....do .....	.....do .....	.....do	Do.
William L. Wilson .....	.....do .....	.....do .....	.....do	Do.
Frank M. Kindig .....	.....do .....	.....do .....	.....do	Do.
Thomas M. Webb	Wilmington, N. C.	Rescue from drowning in the surf off Wrightsville, N. C., of two ladies who had been carried beyond their depth by the tide, Aug. 30, 1890.	.....do	Do.
Daniel J. Reagan	South Boston, Mass.	Rescue of a man from drowning in the harbor at South Boston, July 4, 1890.	Silver medal..	Dec. 22, 1890
Thomas F. Freel	New York	Rescuing several persons from drowning in the harbor of New York at various times during the years 1884-1889.	.....do	Jan. 9, 1891
Alfred Mitchell	Erie, Pa.....	Rescuing, while in command of the steam barge Edward Smith No. 2, thirteen men of the steamer Annie Young, while she was burning on Lake Huron, Oct. 20, 1890.	Gold medal...	Jan. 10, 1891

List of medalists—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, Texas, 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 26, 1891.	do	July 11, 1891
Albert Owen.....	Trescott, Me.	Rescue from drowning, with a frail craft, of two men whose boat had capsized near Pembroke, Me., in the swift current, July 10, 1887.	do	July 16, 1891
Harry T. Thompson....	New York.....	Rescuing a number of persons from drowning at various times during the years 1882-1886, and particularly for gallantly taking six persons from a boat capsized in New York Bay, 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 14 years.	do	Do.
Joseph Fernald	Surfman of life-saving station.	Rescuing a number of persons from drowning in Portsmouth Harbor, N. H., at various times during the year 1891.	do	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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.	Silver medal..	Jan. 20, 1892
Charles Van Buren.....	.....do.....	.....do.....	.....do.....	Do.
William Oakmore.....	.....do.....	.....do.....	.....do.....	Do.
John Regnier.....	Surfman of life-saving station.	Recovering the body of a child drowned on Dec. 22, 1888. While aiding in saving lives from the steam collier Mendocino, wrecked on Humboldt bar, he sprang into the furious surf and took the child from the water after the surfboat had twice failed to make a recovery. (An. Rpt. 1889.)	Gold medal..	Feb. 6, 1892
John Bergman.....	Gardner, Oreg....	Rescuing eighteen or twenty persons from the steamer Tacoma, wrecked near the mouth of Umpqua River, Jan. 29, 1883. The work was accomplished in the face of great danger, the heavy surf several times capsizing the frail boats in which rescue was made.	.....do.....	Do.
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. Rept., 1892.)	Gold medal...	Mar. 21, 1892
James K. Carpenter....	Surfman.....	.....do.....	Silver medal..	Do.
James A. Doughty.....	.....do.....	.....do.....	.....do.....	Do.
John R. Dunton.....	.....do.....	.....do.....	.....do.....	Do.
John E. Smith.....	.....do.....	.....do.....	.....do.....	Do.
John H. Dewald.....	.....do.....	.....do.....	.....do.....	Do.
Robert C. Joynes.....	.....do.....	.....do.....	.....do.....	Do.
William B. Goffigon....	.....do.....	.....do.....	.....do.....	Do.
Joshua E. Berton.....	Substitute.....	.....do.....	.....do.....	Do.
Frank Lasley.....	Mackinac Island, Mich.	Rescuing, with great skill and heroism, three soldiers whose boat had been capsized in Mackinac Strait in the heavy wind and sea prevailing, Nov. 23, 1891.	Gold medal..	April 2, 1892
Nicholas Shomin.....	.....do.....	.....do.....	.....do.....	Do.

List of medalists—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. VanAmringe..	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.

List of medalists—Continued.

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

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Godfrey H. Macdonald.	First lieutenant, First U. S. Cavalry.	ance in sustaining him until a life line could be thrown them. The night was dark and the current swift, making the action one of extraordinary heroism and daring.	Gold medal...	Sept. 28, 1892
Christian F. Wolf.....	Sergeant, Battery M, Third U. S. Artillery.	Rescuing, in 1886, 1890, and 1892, several persons from drowning at Fort Monroe, Va., under circumstances of danger rendering the actions especially heroic.	Silver medal..	Oct. 6, 1892
Harvey McGuire.....	Private, Hospital Corps, U. S. Army.	Rescued from drowning a soldier who had been taken with cramps while bathing in the Licking River, near Fort Thomas, Ky., June 14, 1892, by swimming to his relief, and clinging to him manfully. In spite of his desperate struggles, which caused them to sink once, McGuire carried him safely to the shore.	.....do.....	Do.
Christopher A. Wenz...	Fireman on U. S. revenue cutter Woodbury.	Rescued two boys, belonging on the Woodbury, from death by drowning while bathing in the Kennebec River, at Bath, Me., Aug. 20, 1892. Wenz jumped overboard from the steamer and swam to the boys, who grasped him, and all three sank, but, aided by Lieutenant Berry, who waded into the stream, they were assisted to the shore.	.....do.....	Oct. 18, 1892
Julien H. Thomson....	Port Huron, Mich.	Rescued, on Aug. 20, 1892, with great bravery and at peril of his life, a young woman, who, being unable to swim, had got beyond her depth while bathing in Lake Huron. He plunged into the surf, which was quite rough without removing his clothing, reached the girl after she had sunk several times and was unconscious, and succeeded, after a hard struggle, in reaching shore with his charge.	Gold medal...	Do.
Thomas H. Herndon...	Birmingham, Ala.	Assisting to rescue, by a perilous journey in a small boat, two men who had been capsized in a sailboat, during a gale, on Lake Griffin, Florida, May 20, 1890, 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 ferryboat Sept. 6, 1887; also saving a woman from drowning in a ferry slip at East Boston, Mass., Jan. 8, 1891.	.....do.....	Feb. 16, 1893

List of medalists—Continued.

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

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Ed. F. Wiese.....	Milwaukee, Wis..	Rescuing, on the evening of Aug. 24, 1890, a man who had become helpless while bathing in the Milwaukee River. Wiese was then a lad only 17 years old.	Silver medal..	Apr. 15, 1893
James Whittaker	Corporal, U. S. Marine Corps.	Bravely attempting the rescue of a comrade, who had fallen into the icy waters of the Piscataqua River at the Portsmouth Navy-Yard, on the evening of Jan. 20, 1893. When the accident occurred the thermometer stood at zero, but he plunged boldly into the river and grasped the imperiled man, who so hampered his movements, however, that other assistance was necessary to get them safely ashore.	.....do	May 3, 1893
P. J. 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. F. 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	.....do	June 22, 1893

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
G. W. S. Jenkins.....	Master of the tug Juno.	wreckage. A public meeting of the citizens of Beaufort, May 6, 1893, passed resolutions commendatory of the work, which had been performed under conditions endangering the tug and the lives of all on board.	Gold medal...	June 22, 1893
Luther Sykes	Engineer on the tug Juno.	.....do	Silver medal..	Do.
Lawrence Lawton.....	Fireman on the tug Juno.	.....do .....	.....do	Do.
Henry Porter	Deckhand on the tug Juno.	.....do .....	.....do	Do.
William Tompkins.....	.....do .....	.....do .....	.....do	Do.
Fred Lightburn.....	Cook on the tug Juno.	.....do .....	.....do	Do.
James F. Magrath	Volunteer on the tug Juno.	.....do .....	.....do	Do.
Agapito Zabaljamagui.....	.....do .....	.....do .....	.....do	Do.
Wm. B. Scherer.....	.....do .....	.....do .....	.....do	Do.
Robert Miller.....	.....do .....	.....do .....	.....do	Do.
George B. Dean.....	Cincinnati, Ohio..	Rescued, on July 17, 1893, at Gratiot Beach, Lake Huron, a youth who sank to the bottom while bathing about 100 yards offshore. The rescue was effected at great personal risk by diving and supporting the unconscious boy until both were taken from the water by boatmen.	.....do	Sept. 7, 1893
Patrick Kaine	Sergeant, Co. D, 3d Infantry.	Rescuing, on June 16, 1893, a comrade whose canoe had been capsized by a sudden squall while fishing in 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
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

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Dennis F. Ward.....	Patrolman, New York City police.	Rescued, by jumping from a wharf at the foot of 120th street, New York City, Mar. 24, 1892, a boy who was drifting outward with the tide. After a hard struggle in the freezing water the officer brought the benumbed and helpless lad to the shore.	Silver medal..	Feb. 28, 1894
Alfred Graeber.....	Belleville, Ill.....	Rescuing, on Aug. 4, 1893, by prompt action, superior skill, and with considerable risk, four ladies who were endangered while bathing in the Okaw River, near Venedy, Ill.	.....do.....	May 11, 1894
Dr. Joseph B. Graham..	Savannah, Ga....	Rescuing in a small boat, with the assistance of Peter Dodge, a colored man, three men from the British bark Mary E. Chapman, stranded on Stone Horse Reef, Tybee Island, Georgia, Feb. 24, 1894. The heroic example of Dr. Graham and his boatman inspired others to persist, in the face of adverse conditions, in efforts, which were finally successful, to rescue seven men remaining on board the imperiled vessel.	Gold medal...	Aug. 4, 1894
Peter Dodge.....	.....do.....	.....do.....	Silver medal..	Do.
James Russell.....	Quartermaster, U. S. revenue cutter Forward.	Bravely rescuing, Apr. 2, 1894, a ship's boy who had fallen overboard and was drifting with the tide into deep water. Russell sprang from the deck, encumbered by his clothing and shoes, dived for the lad, who had sunk beneath the surface, recovered and swam with him toward the vessel until aid therefrom reached them.	.....do.....	Sept. 26, 1894
Daniel E. Lynn	Port Huron, Mich.	During a fierce gale and high sea, attempted to reach the water-logged schooner William Shupe in a yawl boat towed by a tug, on May 19, 1894, to render assistance to the imperiled crew. The boat was capsized and all of its occupants, except Mr. Lynn, were drowned. He was washed ashore in an unconscious condition, half a mile from the vessel.	Gold medal...	Mar. 2, 1897 (special act).
Gilbert T. Hadlock.....	Master of steamer Islesford.	Daring seamanship, June 19, 1894, in navigating the small steamer Islesford in a dense fog and high sea through a tortuous and dangerous channel to the wreck of the schooner Effie T. Kemp, stranded on Thumper Ledge, Bakers Island, Maine, with seas breaking over her, and in rescuing thirteen men from her bowsprit by the skillful management of a dory.	Silver medal..	Mar. 18, 1898

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Benjamin G. Cameron .	Keeper of life-saving station.	Rescuing and assisting to rescue 108 persons from shipwreck on various occasions from 1875 to 1897.	Silver medal..	Feb. 20, 1899
Michael F. Barry.....	Brooklyn, N. Y....	Heroic services in rescuing from drowning, at the peril of his life, several people under the most trying difficulties on several occasions between the years 1887 and 1897.	Gold medal...	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 City, Mass.	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
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.	.....do.....	Do.
P. Anderson.....	.....do.....	.....do.....	.....do.....	Do.
A. Henrikson .....	.....do.....	.....do.....	.....do.....	Do.
Andrew O. Lilleland.....	.....do.....	.....do.....	.....do.....	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
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 ..	Oct. 17, 1899
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.
Otto B. Storbeck	Oshkosh, Wis.	Bravely rescuing four women who were thrown into the Fox River by the capsizing of a rowboat on Sept. 2, 1885. Storbeck plunged into the cold water, which was deep and running swiftly, and succeeded in putting four women on the upset boat and towing it to the shore. Nine occupants of the boat were drowned.	.....do.....	July 3, 1900
H. R. Mayo Thom.....	Baltimore, Md.	Heroic services in rescuing a woman from drowning on Jan. 12, 1900. A partially blind colored woman having fallen overboard from a steamer off Urbana, Va., Mr. Thom jumped into the water, and, after sinking with the woman beneath the ice-covered surface of the river, tied around her body a rope, by means of which she was hauled out of the water.	Gold medal ..	Aug. 20, 1900

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Philip Bierschenk	Brooklyn, N. Y. ...	Rescued from drowning, on July 1, 1900, a boy who had fallen overboard from a tug bound from Green Point to Glen Cove, Long Island. Bierschenk jumped into the water, swam to the boy, and supported him until the tug turned and picked them up, the boy being unconscious and his rescuer so exhausted that he was unable to stand or speak.	Silver medal..	Nov. 20, 1900
E. T. Brown	Captain, U. S. Army.	Rescuing and assisting to rescue the passengers of the Government tug Resolute, which was sunk by a collision with the tug Swartara in Boston Harbor on Jan. 3, 1900. After the sinking of the Resolute Captain Brown supported in the water and saved from drowning, at the peril of his life, a woman who weighed over 200 pounds.	Gold medal...	Do.
John F. Crimmings	Private, U. S. Marine Corps.	Rescue of a shipmate who fell overboard from a steam launch and became entangled in a bicycle which he was holding, while a party of liberty men were bound to the U. S. S. Iowa from Tacoma, Wash., on June 19, 1900.	Silver medal..	Dec. 14, 1900
Charles Reiner.....	Formerly second mate of wrecked steamer Weeott.	Bravely swimming to the jetty with a line from the steamer Weeott, which was wrecked on Dec. 1, 1899, while crossing the bar at the entrance to Humboldt Bay, Cal. This was a daring and hazardous undertaking, as the heavy surf was breaking with violence over the jagged rocks of the jetty, and it resulted in the saving of many lives.	Gold medal...	Jan. 30, 1901
W. C. Penoyar	Bay City, Mich....	Rescue of a girl who had been carried into deep water by the undertow while bathing on the shore of Lake Huron, near Lexington, Mich., on Aug. 2, 1900. This rescue was accomplished after the girl had sunk twice, and showed cool judgment as well as remarkable bravery on the part of the rescuers, who were 15 and 12 years old, respectively.	Silver medal..	Feb. 18, 1901
Ralph E. V. Penoyar ..	.....do .....	.....do .....	.....do	Do.
E. Alexander	Master of steamer Mexico.	Rescue of an insane man who dropped into the water between the wharf and steamer Mexico at Port Harford, Cal., before daylight on Apr. 3, 1890. Captain Alexander sprang overboard and rescued the man at the risk of being crushed between the steamer and the wharf, as there was a heavy sea rolling in at the time.	Gold medal...	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
W. W. Griesser.....	Keeper Buffalo Life-Saving Station.	Rescue of a man who was clinging to a pile in Buffalo Harbor, about 500 feet from shore, during a heavy gale on Nov. 21, 1900. After the capsizing of the lifeboat Keeper Griesser swam out with a line and, after battling with the waves for three-fourths of an hour, succeeded in reaching the man, who was safely hauled to the shore.	Gold medal...	Feb. 23, 1901
André Fourchy.....	New Orleans, La..	Bravely rescuing a man who was drifting seaward with the ebb tide while bathing at Virginia Beach on Aug. 27, 1900.	Silver medal..	Apr. 22, 1901
John Farrell.....	Buffalo, N. Y.....	Bravely rescuing and assisting to rescue several persons from drowning, in the vicinity of Buffalo Harbor, between Oct. 14, 1886, and Aug. 1, 1899.	.....do	Apr. 27, 1901
Archie Farrell.....	.....do	Rescue of a woman who was in imminent danger of drowning while in bathing at Woodlawn Beach on Aug. 15, 1897.	.....do	June 7, 1901
William Packer.....	Cleveland, Ohio..	The schooner James F. Joy foundered off Ashtabula, Ohio, Oct. 23, 1887. Captain Packer, with others, made two trips to the Joy in yawl and rescued the entire crew of nine men and one woman.	Gold medal...	Oct. 21, 1901
Rosser M. Dennison....	Private, 23d Infantry, U. S. Army.	Rescued on the night of Oct. 29, 1900, a comrade who had fallen into the sea from the transport Aeolus.	.....do	Nov. 27, 1901
Charles Ross White....	Naples, Me.....	Rescued on Sept. 12, 1900, a companion named M. R. Nash, who was unable to swim, by supporting him, with the aid of a capsized canoe, for more than an hour.	Silver medal..	Nov. 30, 1901
John E. Good.....	Perryville, Md...	Rescuing on July 4, 1900, nine young men whose boat had capsized. Although unable to swim himself, he went to their rescue in a small launch, through a rough sea, and landed them safely on the beach.	.....do	Feb. 19, 1902
J. R. O'Neal and Horatio Drinkwater.	Virginia Beach, Va.	Bravely rescuing and assisting to rescue a sailor from the stranded schooner Jennie Hall, off Dam Neck Mills Life-Saving Station, Va., on Dec. 21, 1900.	Gold medal...	Mar. 14, 1902
W. H. Partridge.....	.....do .....	.....do	Silver medal..	Do.
J. W. Sparrow.....	.....do .....	.....do .....	.....do	Do.
B. M. Simmons.....	.....do .....	.....do .....	.....do	Do.
G. W. Whitehurst.....	.....do .....	.....do .....	.....do	Do.
J. H. Carroll.....	.....do .....	.....do .....	.....do	Do.
Elmer F. Mayo.....	Chatham, Mass...	Rescued, at great personal hazard, Seth L. Ellis, of Monomoy Station life-saving crew, on Mar. 17, 1902.	Gold medal...	Mar. 28, 1902

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Seth L. Ellis.....	Harwich port, Mass. (surfman, Monomoy Station).	At great hazard endeavored to save crew of barge Wadena, which was ashore on Shovel Shoal, Mass., and afterwards aided members of life-saving crew on their overturned boat until their strength was exhausted.	Gold medal ..	Mar. 28, 1902
Robert E. Mills.....	New York, N. Y.	Rescued, with great skill and heroism, two men who had capsized in a small boat on the Hudson River, off 175th street, New York City, Aug. 25, 1901.	.....do	Mar. 31, 1902
Morgan L. Steele.....	Washington, D. C.	Rescuing a man who had broken through the ice on the James River, near Richmond, Va., on the night of Feb. 9, 1895.	Silver medal..	Do.
Chas. A. Blank.....	San Francisco, Cal.	Rescued a woman who had jumped overboard from the ferryboat Oakland, in San Francisco Bay, Cal., on the morning of Apr. 17, 1901.	Gold medal...	Do.
Henry Thorn	Cleveland, Ohio..	Rescued from death in the early morning of Aug. 14, 1901, eighteen men who were impelled on crib No. 2, of the Cleveland waterworks tunnel in Lake Erie.	Silver medal..	Apr. 12, 1902
Alfred Sorensen	Boston, Mass.....	Jumped from his steamer at the peril of his own life and rescued a man who fell from the tug Elsie, July 29, 1900, near Boston light-ship.	Gold bar	Apr. 16, 1902
Fred. Johnson	Chicago, Ill.....	Rescued, with great skill, on Nov. 12, 1900, the crews of two barges, which were helplessly adrift on Lake Erie in a heavy sea, and in danger of foundering.	Silver medal..	June 3, 1902
John J. O'Connor.....	New York, N. Y..	Rescuing from the Harlem River, at great personal hazard, an insane woman who jumped from the steamer Thomas A. Brennan on the morning of June 22, 1901.	Gold medal ..	June 7, 1902
Clark E. McClintock ..	Corporal, 15th U. S. Infantry.	Attempting to rescue a comrade from drowning Apr. 12, 1901.	.....do	July 8, 1902
Charles S. Root	Second assistant engineer, U. S. Revenue-Cutter Service.	Rescuing and assisting to rescue thirty-four people during the hurricane at Galveston, Sept. 8, 1900.	.....do	Sept. 18, 1902
James Bierman	Ordinary seaman, U. S. Revenue-Cutter Service.	.....do .....	.....do	Do.
George Jeffas	Gunner, U. S. Revenue-Cutter Service.	.....do	Silver medal..	Do.
Jacob Pedersen	Carpenter, U. S. Revenue-Cutter Service.	.....do .....	.....do	Do.
W. Cormack	Master-at-arms, U. S. Revenue-Cutter Service.	.....do .....	.....do	Do.
F. Olsen	Cockswain, U. S. Revenue-Cutter Service.	.....do .....	.....do	Do.
W. Gardiner	Third-class oiler, U. S. Revenue-Cutter Service.	.....do .....	.....do	Do.
W. Idstrom .....	.....do .....	.....do .....	.....do	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
B. Rafailovich	Fireman, U. S. Revenue-Cutter Service.	Rescuing and assisting to rescue thirty-four people during the hurricane at Galveston, Sept. 8, 1900.	Silver medal..	Sept. 18, 1902
Albert Bernston	Surfman, Golden Gate Life-Saving Station.	Rescuing a man at Point Lobos, Cal., Sept. 6, 1901.	.....do	Do.
Thomas Duggan	New York, N. Y..	Rescuing three persons from the East River, New York.	.....do	Sept. 24, 1902
Daniel J. Fogarty .....	.....do	Rescuing a man from the Harlem River, New York, July 25, 1896.	.....do	Nov. 5, 1902
Howard M. Poland	Cornwall on the Hudson.	Rescue of two comrades, May 13, 1902.	.....do	Nov. 28, 1902
Michael J. O'Loughlin.	Brooklyn, N. Y..	Heroic daring in rescuing two men from the East River, New York, Nov. 5, 1889, and Feb. 25, 1900.	Gold medal...	Dec. 3, 1902
John W. Wilson	Private, Co. M, 29th U. S. Volunteer Infantry.	Assisting to rescue thirteen comrades, near Calbayog, Samar, Philippine Islands, Oct. 31, 1902.	Silver medal..	Dec. 4, 1902
Patrick J. Kelly	New York, N. Y..	Rescue of a woman from Hudson River, New York, Feb. 21, 1902.	.....do	Do.
J. K. Taussig	Ensign, U. S. Navy.	Swimming to the assistance of a shipmate in the harbor of Yokohama, Japan, Apr. 27, 1902.	.....do	Do.
William Thompson....	Seaman, U. S. Navy.	Rescuing a messmate on Apr. 13, 1901.	.....do	Dec. 5, 1902
Irving P. Grace.....	Master of U. S. tug Nimrod.	Rescued sixteen persons in the vicinity of New York, N. Y.	.....do	Jan. 3, 1903
Dennis Sheehan.....	Portland, Me....	Rescued a man in Portland Harbor, Maine.	.....do	Do.
James A. Corscaden ...	New York, N. Y..	Rescued a woman at Belmar, N. J., Sept. 1, 1902.	.....do	Do.
Thomas F. Duffy	Private, U. S. Marine Corps.	Rescuing a comrade on Feb. 10, 1901, in Newport Harbor, Rhode Island.	.....do	Do.
C. H. Plummer	Millbridge, Me...	Saving and assisting to save the lives of 150 persons during the hurricane at Galveston, Tex., Sept. 8, 1900.	Gold medal...	Do.
Guy Plummer .....	.....do .....	.....do .....	.....do	Do.
Jack Plummer	Beaumont, Tex..	.....do .....	.....do	Do.
Joseph Corthell	Galveston, Tex..	.....do .....	.....do	Do.
Daniel H. McCarthy...	Private, U. S. Marine Corps.	Rescuing a comrade in New York Harbor, May 25, 1902.	Silver medal..	Do.
Harry M. Griffin .....	.....do .....	.....do .....	.....do	Do.
Frank J. Halbe	Private, Co. D, 2d U. S. Infantry.	Rescuing a comrade in the harbor of Cienfuegos, Mar. 3, 1900.	.....do	Do.
George N. Gray	Keeper Charlotte Life-Saving Station.	Rescue of four men and one woman from the wrecked schooner John R. Noyes, Dec. 15, 1902.	Gold medal...	Do.
Ira S. Palmer	Surfman .....	.....do .....	.....do	Do.
Lester D. Seymour .....	.....do .....	.....do .....	.....do	Do.
Mial E. Eggleston .....	.....do .....	.....do .....	.....do	Do.
Delbert Rose .....	.....do .....	.....do .....	.....do	Do.
Charles Eastwood .....	.....do .....	.....do .....	.....do	Do.
W. Vernon Downing .....	.....do .....	.....do .....	.....do	Do.
Frank B. Chapman .....	.....do .....	.....do .....	.....do	Do.
George E. Henderson .....	.....do .....	.....do .....	.....do	Do.
Thomas J. Gleason.....	New York, N. Y..	Rescuing a man who fell into the East River, New York.	Silver medal..	Do.
James H. Holmes.....	Norfolk, Va	Rescuing a man at Virginia Beach, Va., Sept. 1, 1902.	.....do	Feb. 9, 1903
George D. Cobb.....	Assistant keeper, Point Bonita Light-Station, California.	Rescuing three men in San Francisco Bay, Dec. 26, 1896.	.....do	Do.
Edwin W. Brewer	Redondo, Cal.....	Rescuing persons on various occasions at Santa Monica and Redondo, Cal.	Gold medal...	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
Albert G. Rowe.....	Quartermaster, U. S. tug Unadilla.	Rescuing a woman who fell overboard from the U. S. tug Unadilla, at Mare Island, Cal., Dec. 13, 1901.	Gold medal...	Feb. 9, 1903
Carl Eich.....	Apprentice, U. S. steamer Isla de Luzon.	Rescuing a messmate from drowning in the harbor of Cebu, Philippine Islands, Sept. 29, 1901.	Silver medal..	Feb. 20, 1903
John R. Glover.....	Master steamer O. W. Cheney.	Rescue of crew of seven men from the schooner barge Nellie Mason, in Lake Erie, Sept. 29, 1895.	.....do.....	June 9, 1903
W. H. J. Dallaghan....	Formerly bugler, U. S. revenue steamer Manning.	Rescuing a man who fell from a wharf at San Francisco, Cal., May 7, 1900.	.....do.....	Do.
John H. Kleindienst...	Philadelphia, Pa.	Rescued a man from the Delaware River, Jan. 10, 1903.	.....do.....	Do.
Hugh F. Doherty.....	Brooklyn, N. Y...	Rescuing persons from drowning on various occasions.	.....do.....	Aug. 25, 1903
Louis B. Diggins.....	Washington, D. C.	Rescuing two women from drowning at Virginia Beach, Va., Sept. 1, 1902.	.....do.....	Oct. 7, 1903
H. D. Fadden.....	Coxswain, U. S. Navy.	Rescuing a comrade who had fallen overboard at sea, June 30, 1903.	.....do.....	Do.
William E. Cope.....	Rochester, N. Y...	Rescuing a woman who had fallen overboard from a steamer in the harbor of Charlotte, N. Y., July 23, 1903.	.....do.....	Oct. 22, 1903
August Kirchner.....	Chicago, Ill.....	Rescuing a man from drowning in Lake Michigan, July 26, 1903.	.....do.....	Do.
Cornelius F. Sullivan..	Ordinary seaman, U. S. Navy.	Rescuing a shipmate from drowning in the harbor of Culebra, P. R., May 4, 1902.	.....do.....	Do.
Isaac W. Truex.....	Keeper Ship Bottom Life-Saving Station.	Rescue of five men from the wreck of the barkentine Abiel Abbott, Jan. 20, 1903.	Gold medal...	Jan. 15, 1904
C. V. Conklin.....	Surfman.....	do.....	do.....	Do.
James H. Cranmer.....	do.....	do.....	do.....	Do.
J. Horace Cranmer.....	do.....	do.....	do.....	Do.
Barton P. Pharo.....	do.....	do.....	do.....	Do.
Walter Pharo.....	do.....	do.....	do.....	Do.
A. B. Salmons.....	do.....	do.....	do.....	Do.
George Mathis.....	Keeper Long Beach Life-Saving Station.	do.....	do.....	Do.
M. D. Kelly.....	Surfman.....	do.....	do.....	Do.
W. E. Pharo.....	do.....	do.....	do.....	Do.
W. N. Capps.....	Surfman, Virginia Beach Life-Saving Station.	Rescuing two men from drowning, at Virginia Beach, Va., Oct. 10, 1903.	do.....	Do.
Michael M. Haley.....	Private, U. S. Marine Corps.	Making a brave effort to rescue a man from drowning, at Mayaguez, P. R., Dec. 20, 1902.	Silver medal..	Do.
Captain John K. Andersen.	Fort Pierce, Fla..	Rescuing a man from drowning, at Squan Beach, N. J., June 13, 1903.	Gold medal...	Mar. 12, 1904
Harry Andersen.....	Manasquan, N. J..	do.....	do.....	Do.
Chas. E. Boker.....	do.....	Rescue of two men from drowning, at Squan Beach, N. J., June 13, 1903.	do.....	Do.
Captain Robert F. Longstreet.	Keeper Squan Beach Life-Saving Station.	do.....	do.....	Do.
Albert Latham.....	Surfman, Blue Point Life-Saving Station.	Rescue of two men from drowning, at the wreck of the schooner Benjamin C. Cromwell, Feb. 22, 1904.	do.....	Do.
Frank B. Raynor.....	do.....	do.....	do.....	Do.

List of medalists—Continued.

Name.	Residence, etc.	Service rendered.	Award.	Date of award.
W. F. Halsey, jr.	Surfman, Quogue Life-Saving Station.	Rescuing a man from drowning, at the wreck of the schooner Augustus Hunt, Jan. 22, 1904.	Gold medal...	Mar. 12, 1904
Frank D. Warner.	do.	do.	do.	Do.
John Spofford.	Seaman, U. S. S. Sprigg Carroll.	Rescuing a man from drowning, in the harbor of New London, Conn., Dec. 19, 1903.	Silver medal..	May 25, 1904
Nils Nelson.	Assistant keeper, Sakonnet Light-House.	Rescuing a man from drowning, near West Island, R. I., July 24, 1903.	Gold medal...	June 25, 1904

TABLE OF CASUALTIES

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

SEASON OF 1903-1904.

DISTRICT NO. 1.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1903.					
July 10	Four hundred yards south of station.	Damiscove Island	Sc. Alwilda Morse, Portland, Me.	Sproul.....	18
July 23	One-half mile south of station.	Fletchers Neck...	St. Ich. No. 278. U. S. Government.	.....	.....
July 25	One-half mile east of station.	Hunniwells Beach	Sloop, Bath, Me.....	.....	.....
Aug. 11	One and three-quarters miles southwest of station.	.....do.....	Sloop, Boston, Mass.....	.....	.....
Aug. 16	Southern Island Reef....	White Head.....	Sc. y. Barbara, Boston, Mass.	Lee.....	21
Aug. 16	Stage Island.....	Hunniwells Beach	Slp. Emma L., Bath, Me.	.....	.....
Oct. 3	One mile north-northeast of station.	Fletchers Neck...	Slp. Alice, Gloucester, Mass.	.....	.....
Oct. 6	Four miles east-northeast of station.	White Head.....	Sc. Jubilee, Gloucester, Mass.	Iverson....	92
Oct. 11	One and one-quarter miles northwest of station.	Fletchers Neck...	Schooner, Biddeford, Me.	.....	.....
Oct. 12	One-quarter mile southeast by south of station.	Hunniwells Beach	Sc. Hattie C., Saint John, New Brunswick.	Llewellyn..	182
Oct. 17	Five-eighths mile southwest of station.	Burnt Island.....	Sc. Post Boy, Bucksport, Me.	Nickerson .	171
Oct. 22	One and one-half miles north of station.	Cranberry Islands	Sc. Avon, Windsor, Nova Scotia.	McKiel....	182
Oct. 24	One-third mile east-northeast of station.	Hunniwells Beach	Fishboat, Georgetown, Me.	.....	.....
Oct. 29	One mile east-northeast of station.	Jerrys Point.....	Sloop.....	.....	.....
Nov. 5	One-quarter mile northeast of station.	Cross Island.....	Slp. Mildred, Cutler, Me.	.....	.....
Nov. 15	Two and one-half miles east-northeast of station.	Quoddy Head....	Sc. Lycenia, Machias, Me	Look.....	28
Nov. 15	Seven miles southeast of station.	Damiscove Island	Sc. Georgia E., ^a Saint John, New Brunswick.	Wasson ...	88
Nov. 19	One-third mile southeast by south of station.	Hunniwells Beach	Sc. Catherine, Saint John, New Brunswick.	Comeau ...	220
Dec. 10	Five miles north-northeast of station.	Damiscove Island	Sc. E. C. Hussey, ^b Salem, Mass.	Swim.....	81
Dec. 18	Two and one-half miles east-northeast of station.	Crumple Island...	Sc. Nellie Eaton, Calais, Me.	Huntington.	118
1904.					
Jan. 4	One-half mile southeast of station.	Hunniwells Beach	Sc. Uncle Joe, Portland, Me.	Sinnett....	63
Jan. 5	Seal Harbor.....	White Head.....	Slp. Flash, Saint George, Me.	.....	.....
Jan. 6	One and three-eighths miles south-southwest of Rye Beach Station.	Rye Beach and Hampton Beach	Sc. Grace W. Hone, Gloucester, Mass.	Conway ...	11
Jan. 7	One hundred and fifty yards east-northeast of station.	Damiscove Island	Slp. Ethel Maud, Damariscotta, Me.	Brackett ..	8
Jan. 15	Two miles east by north of station.	Jerrys Point.....	Sc. Albert Pharo, Bangor, Me.	Thurston..	129
Jan. 25	Bantam Ledge.....	Burnt Island.....	Sc. Clarence H. Venner, Dennis, Mass.	Baker.....	934
Jan. 26	One and one-half miles north by west of station.	Crumple Island...	Sc. E. H. King, Eastport, Me.	Haywood..	106
Jan. 29	Three-quarters mile northwest of station.	Burnt Island.....	Slp. Pilot Boy, Waldo-boro, Me.	Wiley.....	8
Jan. 29	do.....	do.....	Fish boats (15)	.....	.....
Feb. 2	One mile northeast by north of station.	Jerrys Point.....	Sc. Watchman, Boston, Mass.	Money.....	99

^a Dismasted, requiring the assistance of the life-saving crew.^b In distress, requiring the assistance of the life-saving crew

*season of 1903-4.***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.
Fishing trip.....		\$1,000	.....	\$1,000	\$1,000	.....	2	2	.....	.....	.....
Boston, Mass., to Portland, Me.		2,000	.....	2,000	.....	\$2,000	8	8	.....	8	8
Pleasure trip.....		200	.....	200	200	.....	3	3	.....	.....	.....
Boston, Mass., to Spruce Point, Me.		300	.....	300	300	.....	2	2	.....	.....	.....
Mount Desert, Me., to Boston, Mass.		6,000	.....	6,000	5,960	40	7	7	.....	.....	.....
Pleasure trip.....		75	.....	75	75	.....	3	3	.....	.....	.....
Fishing trip.....		200	.....	200	200	.....	1	1	.....	.....	.....
Rockport, Me., to Le Have Banks.		8,000	.....	8,000	8,000	.....	18	18	.....	.....	.....
Parted cable and stranded.		200	.....	200	150	50	.....	.....	.....	.....	.....
Parrsboro, Nova Scotia, to Bath, Me.	Coal.....	5,000	\$1,200	6,200	6,200	.....	6	6	.....	.....	.....
Port Johnson, N. J., to Bangor, Me.	.....do.....	3,500	900	4,400	.....	4,400	5	5	.....	5	5
Perth Amboy, N. J., to Saint John, New Brunswick.	.....do.....	2,000	1,625	3,625	.....	3,625	5	5	.....	.....	.....
Sunk at moorings.....		50	.....	50	50	.....	.....	.....	.....	.....	.....
Fishing trip.....		800	.....	800	800	.....	1	1	.....	.....	.....
Cutler to Machias, Me.		300	.....	300	300	.....	.....	.....	.....	.....	.....
Calais to Prospect Harbor, Me.	Lumber ..	500	1,000	1,500	1,500	.....	1	1	.....	.....	.....
Saint John, New Brunswick, to Scituate, Mass.	.....do.....	1,600	2,700	4,300	4,150	150	4	4	.....	.....	.....
Turks Island, West Indies, to Bath, Me.	Salt.....	12,000	2,000	14,000	14,000	.....	6	6	.....	.....	.....
Gloucester, Mass., to Boothbay Harbor, Me.		8,000	.....	8,000	7,650	350	15	15	.....	.....	.....
Machias, Me., to Fall River, Mass.	Lumber ..	2,000	1,500	3,500	2,900	600	7	7	.....	.....	.....
Fishing trip.....		2,000	.....	2,000	2,000	.....	9	9	.....	.....	.....
Fast in the ice.....		350	.....	350	350	.....	1	1	.....	.....	.....
Lanesville, Mass., to Portsmouth, N. H.		1,500	.....	1,500	1,500	.....	3	3	.....	.....	.....
Parted chain and stranded.		500	.....	500	500	.....	.....	.....	.....	.....	.....
Bangor, Me., to Boston, Mass.	Lumber ..	1,000	2,000	3,000	2,850	150	4	4	.....	3	9
Boston, Mass., to Rockport, Me.		25,000	.....	25,000	22,000	3,000	9	9	.....	.....	.....
Elizabethport, N. J., to Eastport, Me.	Coal.....	1,500	900	2,400	.....	2,400	4	4	.....	4	8
Caught in the ice.....		500	.....	500	500	.....	1	1	.....	.....	.....
.....do.....		3,000	.....	3,000	3,000	.....	.....	.....	.....	.....	.....
Boston, Mass., to Rockland, Me.	General...	600	500	1,100	1,100	.....	3	3	.....	.....	.....

Table of casualties

DISTRICT NO. 1.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1904.					
Feb. 8	Two hundred yards northwest of station.	Burnt Island.....	Sloops (3).....		
Feb. 14	One mile southeast by south of station.	Hunniwells Beach	Sc. Carrie Easler, ^a Parrsboro, Nova Scotia.	Wagner...	160
Feb. 16	One-quarter mile west by north of station.	Jerrys Point.....	Str. Sagamore, Portsmouth, N. H.	Lendrey...	104
Mar. 9	One-half mile northwest of station.	White Head.....	Sloop, Saint George, Me.		
Mar. 13	One and one-half miles east-northeast of station.	.....do.....	Slp. Wanderer, Saint George, Me.	Smith.....	11
Mar. 21	Eight miles northeast of station.	Crumple Island...	Sc. M. H. Read, Rockland, Me.	Hellen.....	160
Apr. 4	One mile northeast by north of station.	Jerrys Point.....	Sc. C. W. Dexter, Calais, Me.	Farley.....	91
Apr. 16	Browns Ledges.....	White Head.....	Sc. Ida M. Barton, Saint John, New Brunswick.	Barton....	102
Apr. 20	One mile northeast by east of station.	Jerrys Point.....	Sc. Northern Eagle, Gloucester, Mass.	McCloud...	36
May 14	Hay Ledge.....	Burnt Island.....	Sc. Uncle Joe, Portland, Me.	Sennate...	63
May 18	One mile northwest of station.	Fletchers Neck...	Sc. Henry Whitney, Machias, Me.	Greenlaw...	146
May 30	Five miles northeast of station.	White Head.....	Sc. Ellen M. Mitchell, Machias, Me.	Alcorn.....	379
June 4	Three miles east-southeast of station.	Hunniwells Beach	Slp. Mirenda, Bath, Me.		
	Total.....	.....	.....	.....	.....

DISTRICT NO. 2.—EMBRACING

1903.					
July 2	Two miles east-northeast of station.	City Point.....	Ga. lch. Bicarina, Boston, Mass.		
July 5	One and one-half miles northeast of station.	.....do.....	Slp. Vera, Boston, Mass.		
July 11	Four miles south-southeast of station.	Plum Island.....	Sc. Herbert M. Rogers, Boston, Mass.	Hagerty...	77
July 12	One and one-quarter miles west-southwest of station.	City Point.....	Slp. Elsie, Boston, Mass.		
July 12	One-half mile west of station.	Orleans.....	Catboat Frolic, South Orleans, Mass.		
July 14	One-quarter mile northeast of station.	City Point.....	Slp. Viking, Boston, Mass.		
July 15	One and one-quarter miles east of station.	.....do.....	Small boat, Boston, Mass.		
July 19	Two-thirds mile northwest of station.	.....do.....	Slp. y. Bonnie Doon, Boston, Mass.	Osgood....	9
July 26	One-quarter mile east of station.	.....do.....	Rowboat, Boston, Mass.		
July 26	Two miles east-southeast of station.	.....do.....	Slp. Eureka, Boston, Mass.		
July 27	One and one-half miles south of station.	Salisbury Beach...	Slp. Cyrilla, ^a Boston, Mass.		
July 27	One and one-half miles east by south of station.	City Point.....	Gasoline launch, Boston, Mass.		
July 27	One and one-half miles east of station.	.....do.....	Slp. y. Ethel, Marblehead, Mass.	Harris.....	7
July 27	One mile southeast of station.	.....do.....	Rowboat, Boston, Mass.		
July 29	One-half mile north by east of station.	.....do.....	Sc. y. Eva May, Salem, Mass.		5

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

season of 1903-4—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.
Lying at moorings.....		\$750		\$750	\$750						
Liverpool, Nova Scotia, to Bath, Me.	Wood pulp	2,000	\$5,000	7,000	7,000		6	6			
Parted moorings and stranded.		18,000		18,000	18,000		1	1			
Spruce Head to Burnt Island, Me.		300		300	300		1	1		1	1
Hewitts Island to Seal Harbor, Me.		350		350	50	\$300	3	3			
Providence, R. I., to Head Harbor Island, Me.	General...	2,000	600	2,600	2,400	200	5	5			
Boston, Mass., to Calais, Me.	.....do.....	1,500	4,900	5,500	5,500		3	3			
Saint John, New Brunswick, to Norwalk, Conn.	Lumber ..	5,000	3,100	8,100	8,070	30	5	5			
Fishing trip.....		2,000		2,000	1,700	300	7	7			
.....do.....	Fish.....	3,500	500	4,000	150	3,850	11	11			
Calais, Me., to New Haven, Conn.	Lumber ..	600	3,300	3,900	3,900		6	6			
New York City to Annapolis, Nova Scotia.	Coal.....	5,000	1,600	6,600	6,550	50	7	7			
Pleasure trip.....		50		50	10	40	3	3			
		130,725	32,425	163,150	141,615	21,535	186	186		21	31

COAST OF MASSACHUSETTS.

Boston to Rainsfords Island, Mass.		\$1,050		\$1,050	\$1,050		2	2			
Winthrop to City Point, Mass.		500		500	485	\$15	4	4			
Ipswich to Boston, Mass.	Sand.....	2,400	\$140	2,540	2,540		4	4			
Nahant to Dorchester, Mass.		600		600	600		4	4			
Parted moorings and stranded.		125		125	120	5					
Dragged anchor.....		2,500		2,500	2,500						
Pleasure trip.....		20		20	20		3	3			
Nahant to City Point, Mass.		1,000		1,000	980	20	6	6			
Fishing trip.....		20		20	20		2	2			
Pleasure trip.....		200		200	185	15	7	7			
.....do.....		2,000		2,000	2,000		4	4			
Dragged anchor.....		250		250	250						
Parted moorings.....		550		550	545	5	3	3			
Fishing trip.....		20		20	20		4	4			
Dragged anchor and struck pier.		500		500	500						

Table of casualties

DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1903.					
July 29	Two and one-quarter miles northeast of station.	City Point.....	Slp. y. Scotia, Boston, Mass.	Bean.....	5
Aug. 1	One-quarter mile north of station.	.....do.....	Slp. Hinky Dee, Boston, Mass.	.....	.....
Aug. 2	Two-thirds mile southeast of station.	.....do.....	Ga. lch. It Is, Boston, Mass.	.....	.....
Aug. 2	One-half mile west-northwest of station.	Cuttyhunk.....	Catboat Margie, Nantucket, Mass.	Vanderhoof	11
Aug. 3	.....do.....	City Point.....	Ga. lch. Madeline, Boston, Mass.	.....	.....
Aug. 3	.....do.....	Cuttyhunk.....	Slp. Shark, Cotuit, Mass.	.....	.....
Aug. 6	Three-quarters mile east of station.	Gloucester.....	Ga. lch. Cornell, ^a Magnolia, Mass.	.....	.....
Aug. 7	Two-thirds mile north-northeast of station.	City Point.....	Str. Ella, Boston, Mass.	Higgins...	27
Aug. 7	One-half mile west-northwest of station.	Cuttyhunk.....	Na. y. Gloria, Boston, Mass.	Lumbert ..	16
Aug. 8	One-quarter mile southeast of station.	Gloucester.....	Small boat, Gloucester, Mass.	.....	.....
Aug. 16	One mile northwest of station.	Newburyport....	Gasoline launch, Newburyport, Mass.	.....	.....
Aug. 19	Two and one-quarter miles northwest of station.	Plum Island.....	Slp. y. Rag Time.....	.....	.....
Aug. 20	One and one-quarter miles west of station.	Point Allerton...	Sc. y. Redskin III, Boston, Mass.	Staples....	33
Aug. 22	One-half mile north of station.	City Point.....	Str. Hester, Boston, Mass.	.....	.....
Aug. 22	One and one-quarter miles east-southeast of station.	.....do.....	Gasoline launch, Boston, Mass.	.....	.....
Aug. 22	.....do.....	.....do.....	Slp. Trio, Boston, Mass.	.....	.....
Aug. 22	Two-thirds mile northwest of station.	.....do.....	Tender, Boston, Mass.	.....	.....
Aug. 23	One and one-half miles southwest of station.	Gloucester.....	Slp. Helen, Gloucester, Mass.	.....	.....
Aug. 23	Five and two-thirds miles southeast of station.	City Point.....	Slp. Amero, Boston, Mass.	Higgins...	14
Aug. 29	One and one-half miles south-southwest of station.	Old Harbor.....	St. lch. Monomoy, Chatham, Mass.	.....	.....
Aug. 30	Two miles west of station	City Point.....	Slp. Carrie Nation, Boston, Mass.	.....	.....
Aug. 30	Two-thirds mile north of station.	.....do.....	Slp. Leona, Boston, Mass.	.....	.....
Aug. 30	One mile northwest of station.	.....do.....	Catboat United, Boston, Mass.	.....	.....
Aug. 30	Two-thirds mile north of station.	.....do.....	Slp. y. Winsome, Boston, Mass.	Hewson...	19
Sept. 4	One-half mile east-northeast of station.	Orleans.....	Sc. Hortensia, ^b Machias, Me.	Johnson...	189
Sept. 4	One and three-quarters miles northeast by east of station.	Cuttyhunk.....	Catboat, Cuttyhunk, Mass.	.....	.....
Sept. 5	Three-quarters mile southeast of station.	Gloucester.....	Sloop, Gloucester, Mass.	.....	.....
Sept. 6	One and two-thirds miles northeast of station.	City Point.....	Ga. lch. Genesta, Boston, Mass.	.....	.....
Sept. 7	Three-quarters mile north of station.	Newburyport....	Slp. Jim Corbett, Newburyport, Mass.	.....	.....
Sept. 7	Two miles north of station.	Manomet Point...	Catboat Maud S., Manomet, Mass.	.....	.....
Sept. 7	Two and one-half miles north of station.	Orleans.....	Sloop, Orleans, Mass.	.....	.....
Sept. 12	Five miles east-southeast of station.	City Point.....	Catboat United, Boston, Mass.	.....	.....

^a Disabled, requiring the assistance of the life-saving crew.^b In dangerous position, from which life-saving crew extricated her.

season of 1903-4—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.
Gloucester to Charlestown, Mass.		\$300		\$300	\$290	\$10	4	4		4	4
Capsized.		20		20	20		3	3			
Pleasure trip.		500		500	500		4	4			
Gay Head to Cuttyhunk, Mass.		800		800	800		2	2			
Vessel on fire.		1,000		1,000	800	200	1	1			
Pleasure trip.		700		700	700		4	4			
do.		3,300		3,300	3,295	5	5	5			
do.		1,800		1,800	1,775	25	16	16			
do.		6,000		6,000	6,000		5	5			
Fishing trip.		50		50	50		1	1			
On fire at moorings.		200		200	195	5					
Capsized.		130		130	130		4	4			
do.		24,000		24,000	24,000		8	8			
In Boston Harbor.		2,500		2,500	2,500		2	2			
Pleasure trip.		500		500	500		4	4			
Capsized.		150		150	150		4	4			
do.		125		125	125		2	2			
Pleasure trip.		200		200	200		6	6			
Houghs Neck to City Point, Mass.		1,500		1,500	1,470	30	11	11			
Broke from moorings and stranded.		400		400	390	10	2	2			
Dragged anchor.		250		250	250						
Dragged anchor and stranded.		700		700	700		2	2			
Adrift.		100		100	100						
Dragged anchor.		1,500		1,500	1,500		12	12			
Machias, Me., to New York City.	Spiles.	4,000	\$1,800	5,800	5,800		5	5			
Fishing trip.		150		150	140	10	2	2			
Pleasure trip.		200		200	200		6	6		3	3
do.		6,000		6,000	6,000		4	4			
do.		100		100	95	5	3	3			
Fishing trip.		50		50	50		3	3			
Pleasure trip.		30		30	25	5	1	1			
do.		100		100	100		2	2			

DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1903.					
Sept. 13	One and one-quarter miles north-northeast of station.	City Point.....	Yawl belonging to sc. Mary Wiley, Portsmouth, N. H.		
Sept. 15	Two-thirds mile east of station.	.....do.....	Rowboat, Boston, Mass.		
Sept. 17	Two-thirds mile north-east of station.	.....do.....	Sc. Nyroco, Boston, Mass.		
Sept. 17	Two-thirds mile north of station.	.....do.....	Ga. Ich. Pastime, Boston, Mass.		
Sept. 17	.....do.....	.....do.....	Catboat Dorothy, Boston, Mass.		
Sept. 17	.....do.....	.....do.....	Slp. Omar, Boston, Mass.		
Sept. 17	.....do.....	.....do.....	Slp. Evelyn, Boston, Mass.		
Sept. 17	One mile northwest of station.	.....do.....	Slp. Scioto, Boston, Mass.		
Sept. 17	One and one-half miles north of station.	.....do.....	Ywl. Evelyn, Boston, Mass.		
Sept. 17	One-half mile northwest of station.	.....do.....	Slp. y. Tourist, Boston, Mass.		
Sept. 17	One-half mile north-northeast of station.	.....do.....	Slp. y. Nonpareil, Boston, Mass.		
Sept. 17	One-half mile northwest of station.	.....do.....	Slp. Mistral, Boston, Mass.		
Sept. 17	.....do.....	.....do.....	Ywl. Weejok, Boston, Mass.		
Sept. 17	Two-thirds mile northwest of station.	.....do.....	Slp. y. Neptune, Boston, Mass.		
Sept. 17	One mile west of station.	Point Allerton....	Slp. Juanita, Portland, Me.	Britton....	9
Sept. 17	One-half mile south-southwest of station.	.....do.....	Slp. y. Al. Kyris, Boston, Mass.		
Sept. 20	One mile northeast of station.	City Point.....	Gasoline launch, Boston, Mass.		
Sept. 20	Six and two-thirds miles southeast of station.	.....do.....	Slp. y. Elsie, Boston, Mass.		
Sept. 23	Three miles south of Salisbury Beach Station.	Salisbury Beach and Newburyport.	Sc. Herbert M. Rogers, Boston, Mass.	Hagerty....	77
Sept. 23	One and one-half miles southeast of station.	Orleans.....	Sc. John T. Williams, New York City.	Greenlaw..	242
Sept. 24	Three and one-quarter miles south-southwest of Salisbury Beach Station.	Salisbury Beach and Newburyport.	Sc. Gatherer, Gloucester, Mass.	Brockelbank.	95
Sept. 26	One and one-eighth miles southeast of station.	Gloucester.....	Sc. William M. Walker, Edgartown, Mass.	Cobb.....	19
Sept. 27	One and one-half miles north of station.	Newburyport....	Gasoline launch, Newburyport, Mass.		
Sept. 27	One-half mile northwest of station.	City Point.....	Small boat, Boston, Mass.		
Sept. 27	One and one-quarter miles southwest of station.	.....do.....	Slp. Aikaine, Boston, Mass.		
Sept. 27	One-quarter mile north-northwest of station.	.....do.....	Slp. Gracie Belle, Boston, Mass.		12
Sept. 27	Two-thirds mile north-northwest of station.	.....do.....	Catboat Daisy, Boston, Mass.		
Sept. 27	Great Brewster Island.	Point Allerton....	Slp. Vida, Boston, Mass.		
Sept. 27	One-half mile south-southwest of station.	Gurnet.....	Sailboat, Plymouth, Mass.		
Sept. 27	One mile northwest of station.	Wood End.....	St. y. Albatross, ^a Yarmouth, Nova Scotia.	Cann.....	38
Sept. 29	Browns Island Shoals.	Gurnet.....	Sc. Harry C. Chester, Boston, Mass.	Ray.....	75
Oct. 6	One and one-quarter miles east-northeast of station.	City Point.....	Slp. y. Bonnie Doon, Boston, Mass.	Osgood....	9
Oct. 8	One-half mile northwest of station.	.....do.....	Slp. y. Anthony, Boston, Mass.		

^a Disabled, requiring assistance.

season of 1903-4—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.....		\$20		\$20	\$20						
do.....		20		20	20		3	3			
Broke from moorings and stranded.		1,000		1,000	1,000						
do.....		800		800	800						
do.....		300		300	300						
do.....		500		500	500						
do.....		600		600	600						
do.....		150		150	150						
Dragged anchor and stranded.		500		500	500						
Dragged anchor.....		850		850	850						
Adrift.....		275		275	275						
Dragged anchor.....		1,500		1,500	1,500						
Broke from moorings.....		400		400	400						
Dragged anchor and stranded.		900		900	900						
Broke from moorings and stranded.		600		600	600		1	1			
do.....		2,000		2,000	2,000						
Pleasure trip.....		800		800	800		4	4			
do.....		1,000		1,000	1,000		2	2			
Boston to Plum Island Point, Mass.		2,000		2,000	2,000		4	4			
South Gardiner, Me., to New York City.	Lumber...	3,500	\$8,000	11,500	11,500		6	6			
Plum Island Point to Boston, Mass.	Sand.....	3,000	150	3,150	3,150		5	5			
Provincetown to Gloucester, Mass.		700		700	450	\$250	2	2		2	2
Pleasure trip.....		250		250	250		4	4			
Broke from moorings and stranded.		30		30	30						
Pleasure trip.....		450		450	410	40	2	2			
Dragged anchor.....		800		800	800						
Broke from moorings and stranded.		50		50	50						
Pleasure trip.....		100		100	100		6	6			
Fishing trip.....		75		75	60	15	2	2			
Marblehead to Provincetown, Mass.		5,000		5,000	5,000		3	3			
Bangor, Me., to Plymouth, Mass.	Lumber...	1,500	1,500	3,000	3,000		2	2			
Pleasure trip.....		1,000		1,000	1,000		4	4			
Parted moorings.....		1,600		1,600	1,600						

Table of casualties

DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1903.					
Oct. 9	Two and two-thirds miles west by south of station.	City Point.....	Slp. y. Natalie, Boston, Mass.		
Oct. 9	One-half mile southeast of station.	.....do.....	Sc. Trevoi, Boston, Mass.		
Oct. 9	Two-thirds mile north-west of station.	.....do.....	Slp. y. Ariel, Boston, Mass.		
Oct. 9	One and one-quarter miles northwest of station.	.....do.....	Slp. y. Evelyn, Boston, Mass.		
Oct. 9	One and one-half miles north of station.	.....do.....	Slp. Colanthe, Boston, Mass.		
Oct. 9	.....do.....	.....do.....	Slp. Creon, Boston, Mass.		
Oct. 9	One-half mile west-southwest of station.	.....do.....	Slp. y. Nokomis, Boston, Mass.		
Oct. 10	Two and one-half miles southwest of station.	.....do.....	Ywl. y. Petrel, Boston, Mass.		
Oct. 10	Two-thirds mile north of station.	.....do.....	Slp. y. Lillian, Boston, Mass.		
Oct. 10	One-half mile northwest of station.	.....do.....	Slp. y. Izeyl, Boston, Mass.		
Oct. 10	One and one-half miles north of station.	.....do.....	Slp. Creon, Boston, Mass.		
Oct. 10	One and one-quarter miles north of station.	.....do.....	Sc. Veteran, Boston, Mass.		
Oct. 10	Two miles southwest of station.	.....do.....	Slp. y. Wasp, Boston, Mass.		
Oct. 10	One and one-half miles north of station.	Point Allerton...	Sc. Helen Shafner, Annapolis, Nova Scotia.	Publickber	207
Oct. 11	Three miles west of station.	City Point.....	Sloop, Boston, Mass.		
Oct. 11	.....do.....	.....do.....	Sc. y. Ida, Boston, Mass.		10
Oct. 11	.....do.....	.....do.....	Sc. y. Raven, Boston, Mass.		8
Oct. 11	One and one-quarter miles north of station.	.....do.....	Catboat Maud S., Boston, Mass.		
Oct. 11	Two and one-half miles west by south of station.	.....do.....	Catboat, Boston, Mass.		
Oct. 11	Two-thirds mile north-west of station.	.....do.....	Ga. lch. Marion, Boston, Mass.		
Oct. 11	One and one-half miles north of station.	.....do.....	Slp. Alice, Boston, Mass.		
Oct. 12	One and two-thirds miles southwest of station.	.....do.....	Gasoline launch, Boston, Mass.		
Oct. 18	Three-quarters mile south-southwest of station.	Nahant.....	Naphtha launch, Lynn, Mass.		
Oct. 18	One and one-quarter miles southwest of station.	City Point.....	Ga. lch. Rose, Boston, Mass.		
Oct. 18	One-half mile south of station.	.....do.....	Slp. Tramp, Boston, Mass.		
Oct. 18	One-half mile south-southwest of station.	Gurnet.....	Sc. Luther T. Garretson, Boston, Mass.	Williams ..	572
Oct. 19	Hardings Ledge.....	Point Allerton...	Slp. J. B. King Co., No. 17, New York City.	Weter.....	357
Oct. 24	One and three-quarters miles west of station.	Race Point.....	Sc. Dawson City, Boston, Mass.	O'Neill	83
Oct. 26	One and three-quarters miles northwest of station.	Newburyport....	Ga. lch. Leonora, Newburyport, Mass.		
Oct. 26	One-eighth mile north-east of station.	Straitsmouth....	Sc. Ethel F. Merriam, Boothbay, Me.	Newman...	78
Oct. 28	Two miles east-southeast of station.	City Point.....	Gasoline boat, Boston, Mass.		
Nov. 6	Cuttyhunk Pond.....	Cuttyhunk.....	Catboat Nellie, Onset, Mass.		
Nov. 10	Four miles south-south-east of station.	Plum Island.....	Slp. On Time, Gloucester, Mass.	Hanson....	13

season of 1903-4—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.
Adrift.....		\$150		\$150	\$150						
do.....		1,800		1,800	1,800						
do.....		300		300	300						
do.....		600		600	600						
Parted moorings.....		50		50	50						
do.....		350		350	350						
Adrift.....		800		800	800						
Dragged anchor and stranded.		800		800	800						
Broke from moorings.		150		150	140	\$10					
Broke from moorings and stranded.		500		500	500						
do.....		350		350	275	75					
do.....		500		500	475	25					
do.....		550		550	540	10	1	1			
Annapolis, Nova Scotia, to Boston, Mass.	Lumber	8,000	\$2,000	10,000	10,000		7	7			
Broke from moorings.		200		200	200						
Dragged anchor and stranded.		900		900	900						
Broke from moorings and stranded.		650		650	650						
do.....		150		150	150						
do.....		50		50	50						
do.....		1,400		1,400	1,400						
do.....		150		150	150						
do.....		800		800	650	150					
Fishing trip.....		350		350	350		2	2		2	2
do.....		400		400	395	5	4	4			
do.....		60		60	60		6	6			
Newport News, Va., to Plymouth, Mass.	Coal.....	14,000	4,000	18,000	18,000		8	8			
Staten Island, N. Y., to Boston, Mass.	Cement.....	17,000	4,500	21,500		21,500	3	3			
Fishing trip.....		8,000		8,000		8,000	18	18		14	14
Dragged anchor and stranded.		500		500	495	5					
Gloucester, Mass., to Boothbay, Me.		2,500		2,500	2,500		3	3			
Fishing trip.....		400		400	400		2	2			
Dragged anchors.....		700		700	700		2	2			
Ipswich to Gloucester, Mass.	Fish.....	1,500	250	1,750	1,750		3	3			

Table of casualties

DISTRICT NO. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1903.					
Nov. 13	One-third mile south-southwest of station.	Gloucester.....	Slp. Fanny H., Gloucester, Mass.	Monahan..	8
Nov. 16	One and three-quarters miles west by south of station.	Nahant.....	Sc. Eben Parsons, Boston, Mass.	Barnes	91
Dec. 20	Three-quarters mile north of station.	Maddequet.....	Catboat Wild Rose, Nantucket, Mass.	.....	.....
Dec. 22	Two and three-eighths miles east-northeast of station.	Nahant.....	Fish boat, Swampscott, Mass.	.....	.....
Dec. 22	One-third mile northwest of station.	Cuttyhunk.....	Slp. Helen, ^a Cuttyhunk, Mass.	.....	.....
1904.					
Jan. 3	One mile east of station..	Point Allerton....	Sc. Belle J. Neale, Boston, Mass.	Carter.....	100
Jan. 5	One-half mile west-northwest of station.	Race Point.....	Sc. Yakima, Gloucester, Mass.	Atwood....	108
Jan. 14	One and one-quarter miles northeast of station.	Gloucester.....	Sc. N. Jones, Machias, Me.	Bimber....	71
Jan. 20	One-half mile west by south of station.	Gurnet.....	Slp. Venus, Marblehead, Mass.	McKenney..	21
Jan. 20	One mile northwest of station.	Wood End.....	Sc. Mary G. Power, Boston, Mass.	Doran.....	133
Jan. 21	Three-quarters mile south-southwest of station.	Gurnet.....	Slp. Venus, Marblehead, Mass.	McKenney..	21
Jan. 25	Three miles north-northwest of station.	Point Allerton....	Sc. Esperanza, Boston, Mass.	Santos.....	43
Jan. 29	Sow and Pigs Reef	Cuttyhunk.....	Sc. G. M. Winslow, Boston, Mass.	Natty.....	197
Feb. 2	Two miles northwest of station.	Wood End.....	Gasoline boat, Provincetown, Mass.	.....	.....
Feb. 3	One mile northwest of station.	.....do.....	.....do.....	.....	.....
Feb. 4	One-half mile west by south of station.	Gurnet.....	Sc. Emerald, Gloucester, Mass.	Greenlow..	42
Feb. 9	One and one-quarter miles southwest by south of station.	Monomoy Point..	Sc. Acacia, Liverpool, Nova Scotia.	Ritcey.....	86
Feb. 13	One and one-quarter miles east of station.	Gloucester.....	Sc. Gladys D. Smith, Lunenburg, Nova Scotia.	Corkum....	90
Feb. 15	Two miles northwest of station.	Wood End.....	Sc. Irene and May, Boston, Mass.	Hase.....	91
Feb. 15	Three and one-half miles north-northeast of station.	Maddequet.....	Sc. Scotia Queen, Parrsboro, Nova Scotia.	Canning....	108
Mar. 13	Three hundred and seventy-five yards north of station.	City Point.....	Str. City of Boston, Boston, Mass.	Phelps.....	487
Mar. 23	One mile northwest of station.	Wood End.....	Sc. Minerva, Plymouth, Mass.	Proctor....	56
Mar. 24	Three miles west by south of station.	Gurnet.....	Sc. Harry C. Chester, Boston, Mass.	Whittemore.	75
Apr. 4	One and one-quarter miles south-southwest of station.	Monomoy Point..	Sc. Catawamteak, Rockland, Me.	Bellatty....	148
Apr. 9	One-half mile east of station.	Wood End.....	Slp. Bessie, Provincetown, Mass.	Marshall..	21
Apr. 9	One mile north of station.	.....do.....	Slp. Albert Drummond, Provincetown, Mass.	Williams...	7
Apr. 9	One-half mile east of station.	.....do.....	Slp. Active, Provincetown, Mass.	Francis....	14
Apr. 9	One and one-half miles east of station.	Race Point.....	Sc. Jubilee, Gloucester, Mass.	Lyons.....	92
Apr. 17	Two and three-quarters miles northwest by north of station.	Point Allerton....	Sc. William Matheson, Provincetown, Mass.	Matheson..	111
Apr. 20	.....do.....	.....do.....	Sc. Minerva, Plymouth, Mass.	Proctor....	56

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

season of 1903-4—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.
Gloucester, Mass., to Boothbay, Me.		\$250		\$250	\$160	\$90	2	2			
Ipswich to Lynn, Mass.	Sand.....	2,000	\$150	2,150	1,010	1,140	4	4			
Adrift.....		100		100	100		1	1			
Capsized and sunk.....		50		50		50	2		2		
New Bedford to Cuttyhunk, Mass.	Miscellaneous.	500	50	550	550		6	6			
Newfoundland to Boston, Mass.	Fish.....	3,000	10,000	13,000	5,000	8,000	7	7		7	14
Fishing trip.....	do.....	10,000	280	10,280	10,280		20	20			
Boston to Newburyport, Mass.	Lumber.....	500	2,500	3,000	2,900	100	4	4		4	9
Fishing trip.....		2,000		2,000	2,000		8	8			
do.....	Fish.....	9,000	300	9,300	9,300		20	20			
Provincetown to Saquish Cove, Mass.		2,000		2,000	2,000		8	8			
Fishing trip.....		1,000		1,000	1,000		11	11			
Portsmouth, N. H., to Perth Amboy, N. J.		30,000		30,000		30,000	11	11			
Fishing trip.....		400		400	350	50	2	2			
do.....		300		300	300		2	2			
Provincetown to Saquish Cove, Mass.		4,000		4,000	4,000		12	12			
New York City to Liverpool, Nova Scotia.	Coal.....	1,500	1,000	2,500	2,500		5	5			
Caught in the ice.....	Fish.....	7,000	3,000	10,000	10,000		7	7			
Fishing trip.....		8,000		8,000	8,000		17	17			
Calais, Me., to Vineyard Haven, Mass.	Lumber.....	5,000	7,000	12,000	12,000		5	5			
Boston to Chelsea, Mass.		40,000		40,000	37,500	2,500	35	35			
Boston to Provincetown, Mass.		8,000		8,000	8,000		12	12			
Plymouth to Boston, Mass.		1,500		1,500	1,500		2	2			
Black Island, Me., to New York City.	Stone.....	2,000	2,000	4,000	4,000		5	5			
Fishing trip.....		2,000		2,000	2,000		8	8			
do.....		500		500	500		3	3			
do.....	Fish.....	1,000	25	1,025	1,025		3	3			
Provincetown to Edgartown, Mass.		6,500		6,500	6,500		17	17			
Provincetown to Boston, Mass.		1,500		1,500	1,500		5	5			
Fishing trip.....	Fish.....	5,000	450	5,450	5,450		12	12			

DISTRICT NO. 2—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1904.					
Apr. 20	Two and one-half miles southeast of Monomoy Point Station.	Monomoy Point and Monomoy.	Sc. Sagamore, Fall River, Mass.	Sandford...	1,415
Apr. 21	One and three-quarters miles west of station.	Point Allerton....	Slp. Rambler, Lynn, Mass.	.....	.....
Apr. 24	Handkerchief Shoal.....	Monomoy.....	Sc. Mary P. Mosquita, Gloucester, Mass.	Mosquita..	57
Apr. 24	One mile southwest by west of station.	Monomoy Point..	Sc. Buema, Boston, Mass.	Nickerson..	104
Apr. 27	One mile west by north of station.	.....do.....	Ga. s. Beatrice Earle ^a Hyannis, Mass.	Eldredge...	10
Apr. 28	Three-quarters mile west-northwest of station.	Cuttyhunk.....	Slp. Secret, Cuttyhunk, Mass.	.....	.....
Apr. 29	Three-quarters mile north-northeast of station.	Old Harbor.....	Sc. Future, Boston, Mass.	MacDonald	613
Apr. 30	Shovelful Shoal.....	Monomoy Point..	Sc. Matthew Keany, Gloucester, Mass.	Diggins....	69
May 8	One-quarter mile north-west by west of station.	City Point.....	Tender, Boston, Mass.	.....	.....
May 9	Three miles south by west of Salisbury Beach Station.	Salisbury Beach and Newburyport.	Sc. Hercules, Philadelphia, Pa.	Bradley....	755
May 13	One mile east of station...	Monomoy Point..	Sc. Little Jennie, Provincetown, Mass.	Mayo.....	12
May 14	One and one-half miles from station.	Maddequet.....	Catboat Ruth, Nantucket, Mass.	.....	.....
May 16	Two hundred yards west of station.	City Point.....	Slp. y. Bonnie Doon, Boston, Mass.	.....	9
May 16	One and one-quarter miles southwest by south of station.	.....do.....	Sloop, Boston, Mass.	.....	.....
May 21	Four miles north of station.	North Scituate...	Gasoline launch, Green Harbor, Mass.	.....	.....
May 22	One-half mile northwest of station.	City Point.....	Sc. Vega, Boston, Mass.	.....	.....
May 22	One and one-half miles north-northeast of station.	Point Allerton...	Slp. Nyphia, Boston, Mass.	.....	.....
May 25	One-half mile northwest of station.	City Point.....	Sloop, Boston, Mass.	.....	.....
May 26	One-quarter mile east of station.	.....do.....	Slp. y. Rooster, Boston, Mass.	.....	.....
May 27	One-half mile north by west of station.	.....do.....	Tender belonging to Ich. Ileen, Boston, Mass.	.....	.....
May 27	Three-quarters mile northeast of station.	Old Harbor.....	Slp. y. Betty, New York City.	Jordan....	7
May 28	One and one-half miles east by south of station.	City Point.....	Gasoline launch, Boston, Mass.	.....	.....
May 28	Three miles north-northeast of station.	Maddequet.....	Str. Waquoit, Nantucket, Mass.	McLean...	17
May 29	Three miles south of station.	Nahant.....	Na. Ich. Nan, Orient Heights, Mass.	.....	.....
May 29	Two miles north-northwest of station.	Point Allerton...	Slp. y. Jessie, Boston, Mass.	Arnold....	5
May 30	One-half mile north by east of station.	City Point.....	Sloop, Boston, Mass.	.....	.....
May 31	One and one-half miles north-northeast of station.	Point Allerton...	Slp. Fearless, New York City.	.....	.....
May 31	.....do.....	.....do.....	Slp. Swordfish, Boston, Mass.	.....	.....
June 4	One-quarter mile northwest of station.	City Point.....	Slp. Cheetah, Boston, Mass.	.....	.....
June 12	One-quarter mile northeast of station.	.....do.....	Slp. Nordeck, Boston, Mass.	.....	.....
June 18	One and one-quarter miles north-northeast of station.	.....do.....	Slp. Josie C., Boston, Mass.	.....	.....
June 19	Five miles east of station.	Monomoy Point..	Sc. Harold L. Berry, Bath, Me.	Barter.....	119

^a Disabled, requiring the assistance of the life-saving crew.

season of 1903-4—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.
Newport News, Va., to Boston, Mass.	Coal.....	\$50,000	\$11,100	\$61,100	\$61,100	.....	10	10	.....	.....	.....
Hull to Lynn, Mass.	350	.....	350	325	\$25	2	2	.....	.....	.....
Fishing trip.....	10,500	.....	10,500	10,500	.....	18	18	.....	.....	.....
.....do.....	12,000	.....	12,000	9,000	3,000	22	22	.....	.....	.....
.....do.....	2,100	.....	2,100	2,000	100	2	2	.....	2	4
New Bedford to Cuttyhunk Pond, Mass.	300	.....	300	300	.....	1	1	.....	.....	.....
Waldoboro, Me., to Brunswick, Ga.	30,000	.....	30,000	22,000	8,000	8	8	.....	8	16
Fishing trip.....	2,000	.....	2,000	1,500	500	10	10	.....	.....	.....
Capsized.....	45	.....	45	45	.....	2	2	.....	.....	.....
Philadelphia, Pa., to Newburyport, Mass.	Coal.....	6,000	5,000	11,000	10,900	100	4	4	.....	.....	.....
Fishing trip.....	1,100	.....	1,100	.....	1,100	3	3	.....	3	6
Muskeget Island to Nantucket, Mass.	200	.....	200	190	10	1	1	.....	1	1
Dragged anchor.....	1,000	.....	1,000	1,000	.....	.....	.....	.....	.....	.....
Adrift.....	50	.....	50	50	.....	.....	.....	.....	.....	.....
Boston to Green Harbor, Mass.	900	.....	900	900	.....	1	1	.....	.....	.....
Dragged anchor.....	450	.....	450	450	.....	1	1	.....	.....	.....
Pleasure trip.....	900	.....	900	900	.....	4	4	.....	.....	.....
Sunk at moorings.....	60	.....	60	55	5	.....	.....	.....	.....	.....
Pleasure trip.....	500	.....	500	480	20	3	3	.....	.....	.....
Capsized.....	75	.....	75	75	.....	2	2	.....	3	3
Boston, Mass., to New York City.	1,000	.....	1,000	1,000	.....	1	1	.....	.....	.....
Pleasure trip.....	175	.....	175	175	.....	2	2	.....	.....	.....
Fishing trip.....	2,000	.....	2,000	2,000	.....	5	5	.....	.....	.....
Marblehead to Orient Heights, Mass.	350	.....	350	350	.....	3	3	.....	3	3
Boston to Provincetown, Mass.	400	.....	400	400	.....	13	13	.....	.....	.....
Adrift.....	75	.....	75	75	.....	.....	.....	.....	.....	.....
New York City to Boston, Mass.	2,500	.....	2,500	2,500	.....	4	4	.....	.....	.....
Pleasure trip.....	700	.....	700	700	.....	2	2	.....	.....	.....
Sunk at moorings.....	250	.....	250	250	.....	.....	.....	.....	.....	.....
Pleasure trip.....	450	.....	450	450	.....	2	2	.....	.....	.....
.....do.....	600	.....	600	600	.....	3	3	.....	.....	.....
Bath, Me., to Vineyard Haven, Mass.	Lumber..	1,200	2,500	3,700	2,700	1,000	5	5	.....	.....	.....

Table of casualties

DISTRICT NO. 2—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1904.					
June 21	One-half mile southwest of station.	Gay Head.....	Sc. Major Pickands, Portland, Me.	Peterson ..	984
June 22	Four hundred and fifty yards west of station.	City Point.....	Slp. Wasp, Boston, Mass.	.....	.....
June 22	Two hundred yards west of station.	.....do.....	Sc. y. Thelma, Boston, Mass.	.....	28
June 25	One-half mile west of station.	.....do.....	Small boat, Boston, Mass.	.....	.....
June 26	Two and three-quarters miles east of station.	.....do.....	Slp. Plunger, Boston, Mass.	.....	.....
June 30	Four hundred yards northwest of station.	.....do.....	Sloop, Boston, Mass.	.....	.....
	Total.....	.....	.....	.....	.....

DISTRICT NO. 3.—EMBRACING COASTS OF

1903.					
Aug. 30	One mile northwest of station.	Quonochontaug ..	Catboat Hartford, Quonochontaug, R. I.	.....	.....
Sept. 8	Two and one-half miles west of station.	Point Judith.....	Slp. y. Curlew, Patchogue, N. Y.	Johnson...	10
Sept. 13	One-third mile west of station.	.....do.....	Sharpie, New Haven, Conn.	.....	.....
Sept. 15	One mile south of station.	Block Island.....	Bge. Nora, Perth Amboy, N. J.	Garcia.....	761
Oct. 12	Three miles northeast of station.	.....do.....	Slp. Dauntless, Newport, R. I.	Allen.....	7
Dec. 7	Three miles west-southwest of station.	Watch Hill.....	Sc. Clara, Lunenburg, Nova Scotia.	Ernest.....	.....
1904.					
Jan. 13	Three miles northeast of station.	Block Island.....	Sc. Gracie, Stonington, Conn.	Brown....	45
Mar. 7	Four miles south of station.	Sandy Point.....	Slp. Samuel B. Miller, New York City.	Cristenio..	25
Mar. 26	Three-quarters mile south of station.	Block Island.....	Sc. Mabel Hall, Rockland, Me.	Averill....	170
May 5	One-eighth mile southeast of station.	New Shoreham...	Slp. Sunny Side, New Haven, Conn.	Anderson..	7
June 5	Two miles north of station.	Block Island.....	Bkn. Elmiranda, Boston, Mass.	Martin....	644
	Total.....	.....	.....	.....	.....

DISTRICT NO. 4.—EMBRACING

1903.					
July 22	Three-quarters mile east of station.	Rockaway Point ..	Slp. Ann Augusta, Patchogue, N. Y.	Mott.....	23
Aug. 7	One-quarter mile west of station.	Long Beach.....	Sharpie.....	.....	.....
Aug. 19	Two and one-half miles southeast of Oak Island Station.	Oak Island and Fire Island.	Sc. Robert McClintock, Baltimore, Md.	Lewis.....	154
Aug. 21	Two miles west of Fire Island Station.	Fire Island and Oak Island.	Slp. Martin M. Mott, Patchogue, N. Y.	Danes.....	15
Aug. 24	One and one-half miles southeast of Point Lookout Station.	Point Lookout and Short Beach.	Sc. Emma E. Overton, Patchogue, N. Y.	Ketchen...	46
Aug. 25	Three hundred yards from station.	Shinnecock.....	Catboat.....	.....	.....
Aug. 25	Two miles northwest of station.	Moriches.....	Catboat Coquette, East Moriches, N. Y.	.....	.....
Aug. 25	Four miles east of station	Eatons Neck.....	Slp. Marie, Norwalk, Conn.	.....	.....

season of 1903-4—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.
Norfolk, Va., to Boston, Mass.	Coal.....	\$40,000	\$3,500	\$43,500	\$39,000	\$4,500	8	8	.....	.....	.....
Adrift.....		500		500	500						
.....do.....		3,000		3,000	3,000						
Fishing trip.....		20		20	20		4	4			
Capsized.....		55		55	45	10					
Dragged anchor.....		300		300	300						
.....		492,675	71,195	563,870	473,120	90,750	682	680	2	56	81

RHODE ISLAND AND FISHERS ISLAND.

Capsized.....		\$150		\$150	\$150		3	3			
Pleasure trip.....		500		500	500		7	7			
New Haven, Conn., to Block Island, R. I.		50		50	50		1	1			
Newport News, Va., to Providence, R. I.	Coal.....	10,000	\$3,600	13,600		\$13,600	3	3		3	3
Fishing trip.....		400		400	350	50	2	2			
Campbellton, New Brunswick, to New York City.	Laths....	6,000	1,200	7,200	7,125	75	7	7			
Stonington, Conn., to Block Island, R. I.		1,000		1,000	1,000		8	8			
New York City to Block Island, R. I.		1,000		1,000	1,000		6	6			
Rockland, Me., to New York City.	Lime.....	3,000	1,700	4,700		4,700	5	5		5	15
Fishing trip.....	Fish.....	300	100	400	375	25	3	3			
Savannah, Ga., to Fall River, Mass.	Lumber..	2,000	7,000	9,000	7,800	1,200	8	8			
.....		24,400	13,600	38,000	18,350	19,650	53	53		8	18

COAST OF LONG ISLAND.

East Rockaway to Haverstraw, N. Y.		\$500		\$500		\$500	2	2		2	6
Capsized.....		5		5	\$5		1	1			
Georgetown, S. C., to Patchogue, N. Y.	Lumber..	9,000	\$3,500	12,500	12,500		5	5			
Dragged anchors and stranded.	Fish.....	550	60	610	150	460	2	2			
.....do.....	Sand.....	1,500	100	1,600	1,600		2	2			
Pleasure trip.....		150		150	150		3	3			
Capsized.....		300		300	300		2	2			
.....do.....		200		200	200		2	2			

Table of casualties

DISTRICT NO. 4.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1903.					
Aug. 28	Three miles east of station.	Eatons Neck	Catboat Majuba, ^a Northport, N. Y.	.....	.....
Aug. 30	Two and one-half miles east-southeast of station.	Oak Island	Slp. Burdette, Greenport, N. Y.	Smalling...	17
Aug. 31	Three miles west of station.	Point of Woods...	Catboat Lou, Bayport, N. Y.	.....	.....
Sept. 5	One-half mile east of station.	Ditch Plain	Sc. Exception, Parrsboro, Nova Scotia.	Baxter....	417
Sept. 7	One-quarter mile west of station.	Lone Hill	Slp. Mary Bell, Norfolk, Va.	Gray	6
Sept. 12	Two miles northwest of station.	Point of Woods...	Slp. y. Nomad, Bayshore, N. Y.	.....	.....
Sept. 16	Two miles north of station.	.....do	Catboat .....	.....	.....
Sept. 16	Two miles east of station.	Rockaway	Slp. Forrest Burr, Patchogue, N. Y.	Burr	25
Sept. 16	One-half mile west of station.	Rockaway Point ..	Sc. Caroline Augusta, Patchogue, N. Y.	Carman....	27
Sept. 20	One and one-half miles northwest of station.	Point of Woods...	Slp. Burdette, Greenport, N. Y.	Smalling...	17
Oct. 2	Two miles northeast of station.	Blue Point	Ga. Ich. Signa, Bellport, N. Y.	.....	.....
Oct. 9	Two miles west of station.	Long Beach	Slp. Gad, Lawrence, N. Y.	.....	.....
Oct. 11	One-half mile west of station.	Zachs Inlet	Lch. Paquita, Wantagh, N. Y.	.....	.....
Oct. 13	One mile northwest of station.	Point of Woods...	Sc. Annie Louise, Patchogue, N. Y.	Brown	49
Oct. 29	One-half mile northwest of station.	Fire Island	Sc. Charles W. Lynde, Patchogue, N. Y.	Jones	61
Oct. 29	One and one-quarter miles west-southwest of station.	Zachs Inlet	Sc. Belle Bartlett, Portland, Me.	Gamboe...	75
Nov. 11	Three-quarters mile west of station.	Point of Woods...	Sc. Ruby and Beessie, West Point, Va.	Marshall...	139
Dec. 3	One mile northwest of station.	Lone Hill	Sc. Sharpshooter, Port Jefferson, N. Y.	Van Wyne..	54
Dec. 8	Two and one-half miles southeast of Oak Island Station.	Oak Island and Fire Island.	Str. James Kennedy, ^b Albany, N. Y.	Collins....	10
Dec. 10	One mile north of station.	Fire Island	Scow, Patchogue, N. Y.	.....	.....
Dec. 15	One-quarter mile northwest of station.	Point of Woods...	Slp. George Gerard, Patchogue, N. Y.	.....	.....
Dec. 17	One-half mile northeast of station.	Fire Island	Slp. Minion, Fire Island, N. Y.	.....	.....
Dec. 18	Five miles northeast of station.	Ditch Plain	Bkn. Cuba, Windsor, Nova Scotia.	Morrissey..	481
Dec. 26	Two miles northeast of station.	Fire Island	Catboat Violet, Islip, N. Y.	.....	.....
Dec. 26	.....do	Oak Island	Catboat Virginia ^c .....	.....	.....
Dec. 27	One-quarter mile northeast of station.	Fire Island	Sc. Jennie D. Bell, ^d Seaford, Del.	Bell	194
1904.					
Jan. 1	Three miles north-northeast of station.	Blue Point	Sc. Robert McClintock, Baltimore, Md.	Lewis	154
Jan. 3	One mile west of station.	Point of Woods...	Slp. Gladys B., Bayshore, N. Y.	.....	.....
Jan. 18	Three miles north-northwest of station.	.....do	Scow, Bayshore, N. Y.	.....	.....
Jan. 22	One and one-half miles west-southwest of Quogue Station.	Quogue, Potunk, and Tiana.	Sc. Augustus Hunt, Bath, Me.	Conary....	1,200
Jan. 23	One-eighth mile south by west of station.	Rockaway Point ..	Sc. Alexa, Lunenburg, Nova Scotia.	Corkum...	124
Feb. 22	One-quarter mile east of Bellport Station.	Bellport, Smiths' Point, and Blue Point.	Sc. Benjamin C. Cromwell, Portland, Me.	McLean...	616

^a Life-saving crew assisted to save vessel after she had been beached by her crew, who jumped ashore.

^b No assistance by life-saving crew.

^c No one on board when assistance was rendered.

^d Got off on March 8, 1904, by life-saving crew.

season of 1903-4—Continued.

OF 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.
Port Jefferson to Northport, N. Y.		\$500		\$500	\$500						
Burdette Parks to Patchogue, N. Y.		800		800	800		2	2		2	2
Parted cables and stranded.		400		400	400						
Buen Ayre, West Indies, to Boston, Mass.	Salt.....	12,000	\$2,000	14,000	14,000		9	9			
Bayshore to South Beach, N. Y.		7,600		7,600	7,600		4	4			
Point of Woods to Bayshore, N. Y.		400		400	400		6	6			
		50		50	50		1	1			
Fire Island to New York City, N. Y.		3,000		3,000	2,900	\$100	2	2			
Fishing trip.....		1,500		1,500	1,000	500	5	5		5	25
Fire Island Beach to Patchogue, N. Y.		2,000		2,000	2,000		2	2			
Pleasure trip.....		5,000		5,000	5,000		3	3			
Capsized.....		200		200	200						
Wantagh to Zachs Inlet Beach, N. Y.		1,200		1,200	1,200		4	4			
Haverstraw to Patchogue, N. Y.	Brick.....	3,000	300	3,300	3,300		2	2			
Patchogue to Barren Island, N. Y.	Fish scrap	5,000	1,500	6,500	6,500		3	3			
Saint Vincent, Cape Verde Islands, to New York City.	General...	3,000	2,000	5,000	5,000		22	22		22	22
Fire Island, N. Y., to Charleston, S. C.	Fish scrap	15,000	4,860	19,860	19,860		11	11			
Dragged anchor and stranded.		6,000		6,000	6,000		3	3			
Patchogue to New York City, N. Y.		3,000		3,000		3,000	6	6			
Adrift.....		200		200	200		1	1			
Caught in the ice.....		300		300	300						
do.....		75		75	75						
New York City to Port Greville, Nova Scotia.		11,000		11,000		11,000	8	8		8	30
Pleasure trip.....		200		200	200		2	2		2	2
Caught in the ice.....		150		150	150					2	2
Patchogue to New York City, N. Y.		6,500		6,500	6,500		5	5			
Georgetown, S. C., to Patchogue, N. Y.	Lumber..	8,000	3,300	11,300	11,300		2	2			
Caught in the ice.....		250		250	250						
Adrift.....		30		30	30						
Norfolk, Va., to Boston, Mass.	Coal.....	25,000	5,000	30,000		30,000	10	2	8	2	10
Manzanilla, Cuba, to New York City, N. Y.	Sugar....	8,000	6,000	14,000	700	13,300	6	6		6	6
Charleston, S. C., to Fall River, Mass.	Lumber..	12,000	8,000	20,000		20,000	8	2	6	2	8

Table of casualties

DISTRICT NO. 4.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1904.					
Mar. 4	Two miles northeast of station.	Fire Island.....	Catboat Venture, Babylon, N. Y.	.....	.....
Mar. 15	Two and one-half miles east-southeast of station.	Eatons Neck.....	Sc. Eliza A. Scribner, Philadelphia, Pa.	Dodd.....	398
Mar. 27	One mile north-northwest of station.	Point of Woods..	Sc. Charles W. Lynde, Patchogue, N. Y.	Jones.....	61
Mar. 28	One-quarter mile north of station.	.....do.....	Slp. Madeleine, Patchogue, N. Y.	Vettman ..	10
Apr. 17	One mile east-northeast of station.	Blue Point.....	Catboat Mamkee, Patchogue, N. Y.	.....	.....
May 3	One and one-half miles west of Short Beach Station.	Short Beach and Point Lookout.	Slp. Phoenix, New York City.	.....	.....
May 10	One-half mile northwest of station.	Point of Woods..	Sc. P. E. Wharton, Chincoteague, Va.	Howell	76
May 12	.....do.....	.....do.....	Sc. Ophelia, Perth Amboy, N. J.	Murphy ...	53
May 21	.....do.....	.....do.....	Ywl. Kittiwinks, New York City, N. Y.	.....	.....
May 24	.....do.....	.....do.....	Sc. Nicholas Booraem, Perth Amboy, N. J.	.....	38
May 31	One and one-half miles northwest of station.	.....do.....	Slp. y. Venus, New York City.	.....	.....
June 22	One-quarter mile north of station.	.....do.....	Slp. Restless, Point of Woods, N. Y.	.....	.....
June 22	Two miles southeast of Oak Island Station.	Oak Island and Fire Island.	Sc. Jesse Barlow, Hyannis, Mass.	Phillips....	276
June 27	One-quarter mile north of station.	Point of Woods ..	Catboat Nona, Sayville, N. Y.	.....	.....
	Total.....	.....	.....	.....	.....

DISTRICT NO. 5.—EMBRACING

1903.					
July 12	One and three-quarters miles west of station.	Spermaceti Cove.	Bateau No. 7, Highlands, N. J.	.....	.....
Aug. 3	One and one-half miles south-southwest of station.	Hereford Inlet...	Slp. Pittsburg, Somers Point, N. J.	Jeffries	15
Aug. 5	Two-sevenths mile east of station.	.....do.....	Lch. Gertrude, Millville, N. J.	.....	.....
Aug. 6	Absecon Inlet.....	Atlantic City.....	Slp. Carrie Egner Somers Point, N. J.	Parker.....	8
Aug. 11	Two hundred yards northeast of station.	Hereford Inlet...	Rowboat, Anglesea, N. J.	.....	.....
Aug. 20	Two-thirds mile east-southeast of station.	Atlantic City.....	Ga. s. Chloris, Somers Point, N. J.	Sooy.....	6
Aug. 21	One and one-half miles southwest of station.	Little Egg.....	Sc. Mary A. Fisher, Cape Charles, Va.	Mulford ...	116
Aug. 21	One and one-eighth miles northeast of Holly Beach Station.	Holly Beach and Hereford Inlet.	Slp. y. Sarah, Baltimore, Md.	.....	.....
Aug. 21	One-half mile east-northeast of station.	Two Mile Beach..	Na. lch. Rocketann, Baltimore, Md.	.....	.....
Aug. 22	One and one-half miles southwest of station.	Island Beach.....	Rowboat, Island Beach, N. J.	.....	.....
Aug. 27	Two miles west of station.	Little Beach.....	Yht. E. D. Phelps, Beach Haven, N. J.	.....	.....
Aug. 27	Two miles northeast of Hereford Inlet Station.	Hereford Inlet and Tatham's.	Str. Vigilant, Somers Point, N. J.	Long.....	79
Aug. 29	Ten miles south of station.	Sandy Hook.....	Yawl belonging to sc. Henry P. Mason, Bath, Me.	.....	.....
Aug. 29	Two hundred yards southeast of station.	Bayhead	Sc. S. O. Co. No. 91, New York City, N. Y.	Hatschell..	2,019

season of 1903-4—Continued.

OF 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.
Caught in the ice.....		\$200		\$200	\$190	\$10	1	1			
Portland, Me., to New York City, N. Y.	Barrels...	8,000	\$2,400	10,400	10,400		6	6			
Port Johnson, N. J., to Patchogue, N. Y.	Coal.....	2,500	300	2,800	2,800		3	3			
Bayshore to Point of Woods, N. Y.		1,000		1,000	1,000		4	4			
Capsized.....		150		150	150		1	1			
Bayshore to East Rockaway, N. Y.	Furniture.	1,000	250	1,250		1,250	2	2			
New Haven to Oakdale, Conn.	Oysters...	3,600	1,800	5,400	5,400		4	4			
Searsville, N. J., to Patchogue, N. Y.	Brick.....	1,600	600	2,200	2,200		4	4			
Patchogue to New York City, N. Y.		1,200		1,200	1,200		2	2			
New Haven to Oakdale, Conn.	Oysters...	1,400	1,000	2,400	2,400		4	4			
Patchogue to New York City, N. Y.		250		250	250		2	2			
Dragged anchors.....		50		50	50						
Georgetown, S. C., to Patchogue, N. Y.	Lumber...	12,000	5,000	17,000	14,500	2,500	5	5			
Pleasure trip.....		300		300	300		4	4			
.....		186,810	47,970	234,780	152,160	82,620	188	174	14	53	113

COAST OF NEW JERSEY.

Pleasure trip.....		\$10		\$10	\$10		3	3			
Fishing trip.....		2,500		2,500	2,500		11	11			
Millville to Anglesea, N. J.		350		350	350		2	2			
Pleasure trip.....		500		500	500		12	12			
Capsized.....		50		50	50		2	2			
Fishing trip.....		600		600	600		2	2			
Norfolk, Va., to Little Egg Harbor, N. J.		600		600	600		5	5			
Baltimore, Md., to New York City, N. Y.		1,600		1,600	1,600		5	5			
.....do.....		550		550	550		1	1			
Capsized.....		30		30	30		3	3			
Brigantine to Beach Haven, N. J.		700		700	700		4	4			
Stone Harbor to Grassy Sounds, N. J.		8,000		8,000	8,000		4	4			
From foundered vessel		50		50	50		12	12			
Sabine, Tex., to New York City, N. Y.	Gas oil...	175,000	\$25,000	200,000	195,000	\$5,000	(a)			1	3

(a) Abandoned at sea by her crew; came ashore near life-saving station.

Table of casualties

DISTRICT NO. 5.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1903.					
Sept. 13	Absecon Inlet.....	South Brigantine and Atlantic City.	Na. lch. Sharples Wonder, Atlantic City, N. J.	.....	.....
Sept. 16	Two miles northwest of station.	Spermaceti Cove..	Slp. Ida, Perth Amboy, N. J.	Jonghind..	8
Sept. 16	Two and one-half miles west of station.	Seabright.....	Sc. May Flower, Perth Amboy, N. J.	Brown.....	42
Sept. 16	One and one-quarter miles northeast of station.	Barnegat.....	Slp. Dart, Somers Point, N. J.	Carver.....	7
Sept. 16	One-half mile north of station.	Hereford Inlet...	Slp. Stella, Bridgeton, N. J.	Ludlam....	12
Sept. 23	One hundred yards east of station.	Atlantic City.....	Naphtha launch, Atlantic City, N. J.	.....	.....
Sept. 24	One-quarter mile southeast of station.	Cape May.....	Slp. y. Sunlight, Philadelphia, Pa.	.....	.....
Oct. 5	Three-quarters mile east of station.	Little Beach.....	Catboat Katie, Atlantic City, N. J.	.....	.....
Oct. 7	Highland Beach.....	Seabright.....	Str. Terence, Liverpool, England.	Grimes.....	4,410
Oct. 10	One and one-half miles southwest of station.	Tathams.....	Slp. Stella, Bridgeton, N. J.	Ludlam ...	12
Oct. 10	One-sixth mile north of station.	Hereford Inlet...	El. s. Vincent, Somers Point, N. J.	McGinley..	11
Oct. 17	One-quarter mile southeast of station.	Spermaceti Cove..	Bk. Bayard, Nantes, France.	Leckvien ..	2,297
Oct. 22	One and one-half miles northeast of station.	Barnegat.....	Skiff, Barnegat, N. J.....	.....	.....
Oct. 27	One-half mile southwest of station.	Great Egg.....	Catboat Old Homestead, Atlantic City, N. J.	.....	.....
Nov. 15	Three miles south of Little Beach Station.	Little Beach and Brigantine.	Sc. Bluenose, Windsor, Nova Scotia.	Benjeman..	166
Nov. 20	One mile northeast of station.	Atlantic City.....	Yht. Uncle Benny, Absecon, N. J.	.....	.....
Dec. 12	One mile east of station.	.....do.....	Ga. s. Francis Smith, Somers Point, N. J.	Bergen.....	31
Dec. 13	One-quarter mile west of station.	Great Egg.....	Slp. Golden Light, Somers Point, N. J.	Hilton.....	16
Dec. 15	Absecon Inlet.....	Atlantic City.....	Slp. Goldy Budd, Somers Point, N. J.	Parker.....	15
Dec. 26	One-quarter mile south of station.	Bay Head.....	Fish boat .....	.....	.....
Dec. 26	Two miles southwest of station.	Great Egg.....	Ga. lch. Curlew and tow, Atlantic City, N. J	.....	.....
1904.					
Jan. 3	One and one-half miles north of station.	Little Egg.....	Sc. J. H. Elliott, Philadelphia, Pa.	Pruitt.....	71
Jan. 23	One hundred and fifty yards east-northeast of station.	Squan Beach.....	Fish boat, Manasquan, N. J.	.....	.....
Feb. 22	One mile northeast of Long Beach Station.	Long Beach, Ship Bottom and Bonds.	Sc. Olive T. Whittier, Portland, Me.	Whittier...	562
Mar. 18	One mile north of station.	Atlantic City.....	Na. lch. Whisper, Atlantic City, N. J.	.....	.....
Mar. 19	One and one-half miles north of station.	Bonds.....	Sc. Maggie E. Davis, Chincoteague, Va.	Sharpley...	44
Apr. 8	Two and one-half miles southwest of station.	South Brigantine.	Sc. Rival, Gloucester, Mass.	Farmer.....	122
Apr. 26	Point of Hook.....	Sandy Hook.....	Sc. Angilena, Boston, Mass.	Josephs....	40
Apr. 26	Three miles west of station.	Bonds.....	Sc. J. R. Moffett, Chincoteague, Va.	Reed.....	44
Apr. 27	Two and one-half miles southeast of South Brigantine Station.	South Brigantine, Brigantine, and Atlantic City.	Str. Craigneuk, Leith, Scotland.	Colvin.....	2,215
Apr. 30	One and one-half miles south of Little Beach Station.	Little Beach and Brigantine.	Str. Henry Disston, Norfolk, Va.	Showell....	41
May 18	Point of Hook.....	Sandy Hook.....	Sc. Samoset, Plymouth, Mass.	.....	32

season of 1903-4—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.
Atlantic City to Brigantine Beach, N. J.		\$1,000		\$1,000	\$1,000		7	7			
Struck dock and sunk.		200		200	200		1	1			
Fair Haven to Amboy, N. J.	Sand.	700	\$35	735	700	\$35	4	4			
Bayhead to Barnegat Inlet, N. J.		1,000		1,000	1,000		4	4			
Dragged anchors and stranded.		1,000		1,000	1,000		1	1			
Pleasure trip.		250		250	245	5	2	2			
Bayhead, N. J., to Philadelphia, Pa.		200		200	100	100	4	4		4	4
Pleasure trip.		100		100	80	20	5	5		5	5
Brazil to New York City.	Coffee and hides.	700,000	500,000	1,200,000	1,200,000		75	75			
Broke from moorings.		700		700	700						
Dragged anchor and stranded.		1,000		1,000	850	150					
Cape Town, Africa, to Bayonne, N. J.		80,000		80,000	80,000		23	23			
Fishing trip.		125		125	100	25	2	2			
Ocean City to Atlantic City, N. J.		150		150	150		2	2			
New York City to Norfolk, Va.		12,000		12,000	12,000		6	6			
Little Egg Harbor to Atlantic City, N. J.	Oysters.	250	100	350	350		1	1			
Fishing trip.	Fish.	5,500	200	5,700	5,600	100	8	8			
Hog Island, Va., to Pleasantville, N. J.	Oysters.	1,200	300	1,500	1,500		2	2			
Fishing trip.	Fish.	2,500	200	2,700	2,675	25	7	7			
do.		100		100	100		2	2		2	2
Cedar Swamp Creek to Atlantic City, N. J.	Lumber.	2,400	520	2,920	2,920		2	2		2	2
James River, Va., to Tuckerton Bay, N. J.	Oysters.	3,500	700	4,200	4,200		4	4			
Fishing trip.		65		65	60	5	2	2			
Fernandina, Fla., to New York City.	Lumber.	20,000	4,500	24,500		24,500	7	7		7	14
Atlantic City to Little Egg Harbor, N. J.		3,000		3,000	3,000		2	2			
Hog Island, Va., to West Creek, N. J.	Oysters.	2,000	350	2,350	2,350		4	4			
Hampton Roads, Va., to New York City.	Fish.	15,000	2,000	17,000		17,000	18	18		18	54
Fishing trip.		5,000		5,000	4,780	220	8	8			
West Creek, N. J., to Chincoteague, Va.		3,000		3,000	3,000		4	4			
Matanzas, Cuba, to New York City.	Sugar.	200,000	200,000	400,000	373,200	26,800	27	27			
York River, Va., to Brigantine, N. J.	Oysters.	1,000	750	1,750	1,750		4	4			
Fishing trip.	Fish.	3,500	300	3,800	3,800		8	8			

Table of casualties

DISTRICT NO. 5.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1904.					
May 24	One-quarter mile north-east of station.	Hereford Inlet....	Small boat, Anglesea, N. J.	.....	.....
June 3	One mile north-northeast of station.	Shark River.....	Skiff, Bradley Beach, N. J.	.....	.....
June 5	One-half mile southeast of station.	Hereford Inlet....	Slp. L. M. Green, Camden, N. J.	Garrett....	12
June 9	One mile west of station..	Seabright.....	Small boat, Seabright, N. J.	.....	.....
June 19	One mile southeast of station.	Atlantic City.....	Na. Ich. Emma J., Atlantic City, N. J.	.....	.....
June 30	One-eighth mile east of station.	Hereford Inlet....	Slp. L. M. Green, Camden, N. J.	Garrett....	12
	Total.....	.....	.....	.....	.....

DISTRICT NO. 6.—EMBRACING COAST BETWEEN

1903.					
Aug. 18	One-half mile south-southwest of station.	Hog Island.....	Sc. Annie E. Edwards, Chincoteague, Va.	Brosier....	61
Aug. 19	One and one-half miles northeast of station.	Wallops Beach...	Sailboat, Chincoteague, Va.	.....	.....
Aug. 25	Five-eighths mile west of station.	Lewes.....	Naphtha launch, U. S. Government.	.....	.....
Sept. 3	One mile south of Cape Henlopen.	Cape Henlopen and Lewes.	Sc. Emily Belle, Wilmington, Del.	Justice....	27
Sept. 15	One mile west of station..	Metomkin Inlet ..	Slp. John L. Mills, Chincoteague, Va.	Pitts.....	5
Sept. 15	One and one-half miles northwest of station.	Parramore Beach.	Slp. John Wesley, Chincoteague, Va.	Pruitt....	15
Sept. 16	One-half mile west of station.	Lewes.....	Catboat Maud S., Somers Point, N. J.	Watson....	5
Sept. 16	Three-quarters mile north-northeast of Lewes Station.	Lewes and Cape Henlopen.	Sc. Sea Bird, Boston, Mass.	Crowley....	187
Sept. 16	Four miles east of station	Ocean City.....	Bk. Essex, a New Haven, Conn.	Smith.....	662
Sept. 16	Four and one-half miles south-southwest of station.	North Beach.....	Catboat Nellie Jones, Turpins Pond, Md.	.....	.....
Sept. 16	One and one-half miles southwest by south of station.	.....do.....	Catboat Bettie Dennis, Ennis Creek, Md.	.....	.....
Sept. 16	One and one-half miles southwest of station.	Metomkin Inlet ..	Slp. Decoy, Chincoteague, Va.	.....	.....
Sept. 16	One and one-half miles west-southwest of station.	Wachapreague...	Sc. Mary Virginia, Crisfield, Md.	Davis.....	10
Sept. 18	Three and one-half miles northeast by north of Lewes Station.	Lewes and Cape Henlopen.	Sc. Bear Ridge, b Philadelphia, Pa.	Morse.....	910
Sept. 28	One and one-half miles east of station.	Wallops Beach...	Slp. Maud R., Cape Charles, Va.	Merritt....	8
Sept. 29	One-third mile south of station.	Ocean City.....	Fish boat, Ocean City, Md.	.....	.....
Oct. 10	Thirty yards east of station.	Cobb Island.....	Sc. Alice Parks, Cape Charles, Va.	Widgeon ..	8
Oct. 10	Three and one-half miles north of station.	Smith Island.....	Slp. Maude and Ellis....	.....	.....
Oct. 10	One and one-quarter miles north of station.	.....do.....	Slp. Hawk, Cape Charles, Va.	Mister....	6
Oct. 10	Four miles northeast of station.	.....do.....	Slp. Oregon, Cape Charles, Va.	Winder....	8
Oct. 10	One mile north of station.	.....do.....	Slp. Mary Washington, Newport News, Va.	Lawson....	7
Oct. 10	Three miles northeast of station.	.....do.....	Slp. Missouri, Newport News, Va.	Rowley....	8

a In distress, requiring assistance.

b Vessel on fire.

season of 1903-4—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.
Adrift.....		\$15		\$15	\$15		1	1			
Capsized.....		25		25	25		3	3			
Dragged anchor.....		1,200		1,200	1,200		11	11			
Adrift.....		20		20	20		1	1			
Pleasure trip.....		400		400	400		4	4			
Fishing trip.....		1,200		1,200	1,200		4	4			
.....		1,259,840	\$734,955	1,994,795	1,920,810	\$73,985	336	336		39	84

CAPE HENLOPEN AND CAPE CHARLES.

Machipongo, Va., to New York City.	Wood	\$2,500	\$250	\$2,750	\$2,750		10	10			
Chincoteague to Wallops Beach, Va.		75		75	65	\$10	4	4		4	4
Parted moorings and stranded.		1,000		1,000	900	100					
Philadelphia, Pa., to Millville, Del.	Coal	800	120	920	820	100	2	2			
Chincoteague, Va., for oysters.	Oysters	400	50	450	450		3	3			
Wachapreague to Chincoteague, Va.	do	500	100	600	500	100	2	2			
Parted moorings and stranded.		500		500	500						
Hudson River, N. Y., to Hampton, Va.	Stone	3,500	800	4,300		4,300	5	5		5	5
Fernandina, Fla., to Philadelphia, Pa.	Lumber	6,000	5,000	11,000	11,000		9	9			
Fishing trip.....		200		200	190	10	2	2		2	2
do.....		175		175	165	10	2	2		2	2
For oysters.....		200		200	200		3	3			
Chincoteague to Wachapreague, Va.		800		800	800		4	4			
Philadelphia, Pa., to Newburyport, Mass.	Coal	17,400	5,905	23,305	19,270	4,035	5	5			
Chincoteague to Wachapreague, Va.		250		250	175	75	3	3			
Fishing trip.....	Fish	250	50	300	270	30	7	6	1		
Parted cables.....		200		200	200		3	3		3	6
Parted cables and stranded.		300		300	300		6	6		6	12
do.....		200		200	200		4	4		4	8
do.....		400		400	400						
do.....		300		300	300		4	4		4	8
do.....		300		300	300		1	1		1	2

DISTRICT NO. 6.—EMBRACING COAST BETWEEN CAPE

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1903.					
Oct. 11	Two miles north of station.	Popes Island.....	Slp. Minnie Frances, Girdle tree, Md.	.....	.....
Oct. 11	Two miles south of station.	Assateague Beach	Sc. E. A. Cranmer, Chincoteague, Va.	Cathell....	23
Oct. 11	.....do.....	.....do.....	Slp. Alberta, Somers Point, N. J.	Casto.....	19
Oct. 11	Three miles south-south-east of station.	Hog Island.....	Sc. Benjamin Russell, Bridgeton, N. J.	Thomas...	154
Oct. 16	Two miles southeast of station.	Metomkin Inlet ..	Sc. Shamrock, Norfolk, Va.	Sturgis....	37
Oct. 18	One and three-quarters miles south by east of station.	Assateague Beach	Slp. y. Athene, New York City.	Martin....	26
Oct. 23	One and one-quarter miles east-northeast of station.	Wallops Beach...	Slp. Warren Burr, Chincoteague, Va.	Bowden ...	8
Oct. 25	North end of Hog Island Beach.	Hog Island.....	Sc. Gladys Whitney, Cape Charles, Va.	Tubbs.....	27
Oct. 27	Two and one-half miles east by north of station.	Wallops Beach...	Sc. P. E. Wharton, Chincoteague, Va.	Sheppard..	70
Nov. 1	One-half mile south of station.	Wachapreague ...	Sc. Surprise, Cape Charles, Va.	Hanson ...	18
Nov. 6	One and three-quarters miles south of station.	Assateague Beach	Sc. Benjamin W. Latham, Stonington, Conn.	Langworth	72
Nov. 10	One and three-quarters miles south of Cape Henlopen Station.	Cape Henlopen and Rehoboth Beach.	Na. Ich. Jessie, New York City.	.....	.....
Nov. 18	Three miles south-south-east of station.	Hog Island.....	Slp. Christina, Cape Charles, Va.	Johnson...	8
Nov. 21	Two miles southeast of station.	Metomkin Inlet ..	Slp. Cora A. Baker, Chincoteague, Va.	Tarr.....	11
Dec. 2	One and one-eighth miles northeast of North Beach Station.	North Beach and Green Run Inlet.	Slp. Dharwar, Gefle, Sweden.	Larson.....	1,392
Dec. 22	Two miles northeast of Wallops Beach Station.	Wallops Beach and Assateague Beach.	Slp. Eureka, Cape Charles, Va.	Hill.....	18
Dec. 26	One mile north of station.	Hog Island....	Ga. s. Christina, Cape Charles, Va.	Johnson...	8
Dec. 30	South end of Fishermans Island.	Smith Island.....	Slp. Susie Gray, Cape Charles, Va.	Fitchett...	8
1904.					
Jan. 3	One and one-half miles south by east of station.	Assateague Beach	Sc. S. J. Delan, Chincoteague, Va.	Munford...	36
Jan. 3	One mile south-south-east of station.	Hog Island.....	Sc. Helen M., Chincoteague, Va.	Dewald....	30
Jan. 3	Eight miles south of Cobb Island Station.	Cobb Island and Smith Island.	Sc. Joseph J. Pharo, New York City.	Berry.....	261
Jan. 4	One-sixth mile west of station.	Lewes.....	Yawl belonging to sc. Frank W. McCullough New York City.	.....	.....
Jan. 11	One and one-quarter miles north of Rehoboth Beach Station.	Rehoboth Beach and Cape Henlopen.	Bk. Comlebank, Glasgow, Scotland.	Walker.....	2,283
Feb. 2	One and one-half miles south-south-east of station.	Metomkin Inlet..	Sc. Gladys Whiting, Cape Charles, Va.	Tubbs.....	27
Feb. 8	Isaac Shoals.....	Smith Island.....	Sc. Lucy Thoroughgood, Cape Charles, Va.	Bell.....	16
Feb. 15	.....do.....	.....do.....	Sc. Rena A. Callow, Crisfield, Md.	Jackson....	30
Feb. 19	One and one-half miles east of station.	Cobb Island.....	Bateau, Cobbs Mill, Va.	.....	.....
Feb. 25	One and one-half miles south of station.	.....do.....	Slp. Eureka, Cape Charles, Va.	Hill.....	18
Mar. 3	.....do.....	Wachapreague....	Sc. Thomas P. Jones, Elizabeth City, N. C.	Hill.....	25
Mar. 12	Three and one-half miles north $\frac{1}{2}$ west of station.	North Beach.....	Yht. Maawinda, Ocean City, Md.	.....	.....

season of 1903-4—Continued.

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.
Parted cables and stranded.	.....	\$200	.....	\$200	\$200	.....	5	5	.....	5	10
Cobbs Island to Chincoteague, Va.	Oysters...	850	\$150	1,000	860	\$140	2	2	.....	4	8
Fishing trip	Fish.....	3,500	100	3,600	3,600	.....	6	6	.....	.....	.....
Bogue Inlet, N. C., to Bridgeton, N. J.	Lumber ..	5,000	1,300	6,300	3,000	3,300	5	5	.....	5	22
Myrtle Inlet to Folly Creek, Va.	Oysters...	2,000	400	2,400	2,400	.....	2	2	.....	.....	.....
New York City to Palm Beach, Fla.	.....	1,500	.....	1,500	1,500	.....	3	3	.....	.....	.....
Wachapreague to Chincoteague, Va.	Oysters...	400	100	500	500	.....	6	6	.....	.....	.....
Metomkin to Black Rock, Va.	.....	1,200	.....	1,200	1,200	.....	2	2	.....	.....	.....
Chincoteague to James River, Va.	.....	3,000	.....	3,000	3,000	.....	4	4	.....	.....	.....
Wachapreague to Chincoteague, Va.	Oysters...	500	100	600	600	.....	2	2	.....	.....	.....
Fishing trip	Fish.....	9,000	2,500	11,500	11,500	.....	13	13	.....	.....	.....
New York City to Norfolk, Va.	.....	500	.....	500	500	.....	2	2	.....	2	8
Machipongo to Hog Island, Va.	.....	600	.....	600	600	.....	2	2	.....	.....	.....
Metomkin Inlet to Chincoteague, Va.	Oysters...	600	80	680	680	.....	4	4	.....	.....	.....
Hongkong, China, to New York City.	Matting ..	10,000	150,000	160,000	160,000	.....	21	21	.....	21	25
Metomkin to Chincoteague, Va.	.....	700	.....	700	700	.....	2	2	.....	.....	.....
Hog Island to Willis Wharf, Va.	.....	1,000	.....	1,000	950	50	4	4	.....	2	2
Ship Shoal to Norfolk, Va.	Oysters...	400	200	600	590	10	2	2	.....	.....	.....
Chincoteague to Norfolk, Va.	.....do....	1,500	450	1,950	1,925	25	3	3	.....	.....	.....
Wachapreague to Norfolk, Va.	.....do....	1,000	300	1,300	1,300	.....	2	2	.....	2	4
New York City to Richmond, Va.	.....	6,000	.....	6,000	.....	6,000	6	6	.....	.....	.....
Fast in the ice	.....	100	.....	100	100	.....	4	4	.....	4	5
Delagoa Bay, South Africa, to Delaware Breakwater.	.....	83,000	.....	83,000	83,000	.....	31	31	.....	31	128
Black Rock to Folly Creek, Va.	Oysters...	1,000	450	1,450	1,450	.....	2	2	.....	2	4
Cobbs Inlet to Norfolk, Va.	.....do....	900	380	1,280	1,280	.....	2	2	.....	.....	.....
Norfolk to Brighton, Va.	Phosphate	2,500	1,300	3,800	2,425	1,375	3	3	.....	3	9
Adrift	.....	100	.....	100	100	.....	.....	.....	.....	.....	.....
Metomkin to Ship Shoal, Va.	.....	800	.....	800	800	.....	2	2	.....	.....	.....
Wachapreague to Norfolk, Va.	Oysters...	1,000	400	1,400	1,400	.....	3	3	.....	.....	.....
To Ocean City, Md.	Poles.....	450	125	575	575	.....	2	2	.....	.....	.....

DISTRICT NO. 6.—EMBRACING COAST BETWEEN CAPE

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1904.					
Mar. 22	One and three-quarters miles south by west of station.	Assateague Beach	Sc. Mattie W. Porter, Tuckerton, N. J.	Parker.....	28
Mar. 26	Four miles southeast of station.	Hog Island.....	Slp. Ollie, Patchogue, N. Y.	Morse.....	18
Mar. 30	Eight miles north-northeast of station.	Metomkin Inlet...	Ga. S. S. I. Kimball, Chincoteague, Va.	.....	.....
Apr. 4	One mile southeast of station.	.....do.....	Slp. Vigilant, Chincoteague, Va.	.....	.....
Apr. 6	Five miles south-southeast of station.	Cobb Island.....	Sc. Senator Saulsbury, Gloucester, Mass.	Lacey.....	107
Apr. 9	One mile south of station.	Indian River Inlet.	Str. Phantom, Philadelphia, Pa.	Adkins.....	10
Apr. 10	One and one-quarter miles south by east of station.	Assateague Beach	Sc. William D. Hilton, Providence, R. I.	Lippincott	324
Apr. 15	One and one-half miles east-northeast of station.	Wallops Beach...	Slp. Eva Earle, Franklin City, Va.	.....	.....
Apr. 27	Five-eighths mile west of station.	Lewes.....	Slp. J. F. Penney, Bridgeton, N. J.	.....	14
May 13	Three-quarters mile northeast by east of station.	Wallops Beach...	Sc. Samuel Fillmore, Chincoteague, Va.	Johnson...	6
May 14	Three miles southwest of station.	Hog Island.....	Na. Ich. Ward, Machipongo, Va.	.....	.....
	Total.....	.....	.....	.....	.....

DISTRICT NO. 7.—EMBRACING COAST

1903.					
Aug. 28	Seven miles south by east of station.	Cape Lookout....	Bkn. James H. Hamlen, Portland, Me.	Harding...	672
Sept. 15	Three miles south-southwest of Chicamacomico Station.	Chicamacomico and Gull Shoal.	Sc. Lonie Buren, Elizabeth City, N. C.	O'Neal.....	9
Sept. 15	One-half mile west of station.	Big Kinnakeet....	Sc. Thelma G., Elizabeth City, N. C.	Williams..	10
Sept. 15	Two miles south of station.	.....do.....	Sc. Rebecca Bell, Edenton, N. C.	Scarborough.	7
Sept. 23	Three-quarters mile north by east of station.	Cape Lookout....	Sc. Effie M. Gilliken, Beaufort, N. C.	Rose.....	16
Oct. 1	Three and one-quarter miles east-northeast of station.	Portsmouth.....	Sc. Ruby and Bessie, West Point, Va.	Marshall...	189
Oct. 8	One and one-half miles south of station.	Caffeys Inlet.....	Sailboat Leon Bruce.....	.....	.....
Oct. 9	Two and one-half miles north of station.	Gull Shoal.....	Sc. N. J. Mercedes, Edenton, N. C.	Scarborough.	7
Oct. 10	Two and one-half miles north of station.	Virginia Beach...	Sc. Ocean Belle, New York City.	Adams.....	1,593
Oct. 10	Two-sevenths mile north of Virginia Beach Station.	Virginia Beach and Cape Henry.	Sc. bge. Georgia, New York City.	.....	1,609
Oct. 10	Three miles south of Dam Neck Mills Station.	Dam Neck Mills and Little Island.	Sc. Nellie W. Howlett, Philadelphia, Pa.	Gheen.....	568
Oct. 10	One and one-half miles west-southwest of station.	Durants.....	Sc. Annie C. Thomas, Newbern, N. C.	Oden.....	8
Oct. 11	Three-quarters mile southeast of Wash Woods Station.	Wash Woods and Penneys Hill.	Sc. Mabel Rose, Norfolk, Va.	Walton....	388
Oct. 11	One and one-quarter miles north of Paul Gamie's Hill Station.	Paul Gamie's Hill and Caffeys Inlet.	Sc. J. B. Holden, Norfolk, Va.	Cramer....	410

season of 1903-4—Continued.

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.
Egg Harbor, N. J., to Hog Island, Va.		\$4,000		\$4,000	\$4,000		3	3			
Norfolk, Va., to New York City.	Wood	1,800	\$100	1,900	1,900		2	2			
Cape Charles to Chincoteague, Va.		800		800	800		2	2			
Chincoteague, Va., for oysters.		500		500	500		3	3			
Fishing trip.		12,000		12,000	10,000	\$2,000	19	19			
Philadelphia, Pa., to Indian River, Del.		750		750	750		3	3			
Claremont, Va., to Pawtucket, R. I.	Lumber	6,000	4,000	10,000	9,000	1,000	6	6		1	2
Metomkin to Franklin City, Va.	Clams	300	150	450	450		4	4			
Fishing trip.		500		500	500		2	2			
Wachapreague to Chincoteague, Va.	Oysters	300	200	500	500		2	2			
Hog Island to Upshurs Neck, Va.		1,000		1,000	1,000		10	10			
		203,500	175,060	378,560	355,890	22,670	282	281	1	113	276

BETWEEN CAPE HENRY AND CAPE FEAR.

Jacksonville, Fla., to New York City.	Ties	\$12,000	\$6,000	\$18,000	\$18,000		8	8		8	16
Big Kinnakeet to Chincamacomico, N. C.	Wood	1,500	30	1,530	\$1,530		2	2			
Broke from moorings and stranded.		1,500		1,500	1,500		2	2			
do.		800		800	800		2	2			
Beaufort to Cape Lookout, N. C.	Fish	1,000	400	1,400	1,400		3	3			
Georgetown, S. C., to Patchogue, N. Y. ^a	Lumber	15,000	3,250	18,250	18,250		11	11			
Capsized.		50		50	50		1	1			
Fishing trip.	Fish	500	200	700	650	50	2	2			
Newport News, Va., to Providence, R. I.	Coal	30,000	8,725	38,725		38,725	5	3	2	3	6
Newport News, Va., to Beverly, Mass.		50,000	10,200	60,200		60,200	(a)				
Jacksonville, Fla., to New York City.	Lumber	20,000	10,000	30,000		30,000	8	8		8	16
Elizabeth City to Hatteras, N. C.		400		400	400		2	2			
Norfolk, Va., to New York City.	Lumber	8,000	7,500	15,500		15,500	8	8		8	16
Suffolk, Va., to New York City.	do.	12,000	5,340	17,340	350	16,990	7	7		7	21

^a Crew taken off before the vessel stranded by the tug Richmond, which had her in tow.

Table of casualties

DISTRICT NO. 7.—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1903.					
Oct. 25	One-half mile west of station.	Big Kinnakeet....	Sc. Leonora C., Edenton, N. C.	O'Neal	7
Nov. 6	One and one-eighth miles north of station.	Cape Lookout....	Sc. Loring C. Ballard, Bath, Me.	Fletcher...	660
Nov. 22	Two miles northeast of station.	Durants.....	Ga. y. Arrow, New York City.	.....	.....
Dec. 20	One and one-quarter miles north by east of station.	Cape Lookout....	Sc. Raymond T. Maull, Somers Point, N. J.	Jeffries	538
1904.					
Jan. 7	Five miles north of station.	Durants.....	Sc. Lorena, Elizabeth City, N. C.	Quidley... ..	16
Jan. 10	Five and three-quarters miles north-northeast of station.	Portsmouth.....	Ga. s. Louis Feuerstein, Norfolk, Va.	Hassell....	30
Jan. 11	Two and one-half miles east of station.	False Cape.....	Bk. Glencova, Dundee, Scotland.	Bowles	2,369
Jan. 17	Twelve miles south by east of station.	Cape Lookout....	Sc. Joseph W. Brooks, Philadelphia, Pa.	Davidson..	840
Feb. 9	One mile northeast of station.	Oak Island.....	Small boat.....	.....	.....
Feb. 11	Two and one-half miles south of Dam Neck Mills Station.	Dam Neck Mills and Little Island.	Sp. Henry B. Hyde, San Francisco, Cal.	Pearson....	2,583
Mar. 5	One and one-quarter miles west of station.	Big Kinnakeet....	Fish boat, Janey, Hatteras, N. C.	.....	.....
Mar. 26	Two miles southeast of New Inlet Station.	New Inlet, Chincamacomico and Gull Shoal.	Sc. Benjamin W. Wallace, New York City.	Anderson..	60
Apr. 8	One and one-quarter miles north of station.	Virginia Beach...	Str. Rosewood, South Shields, England.	McGregor..	1,757
Apr. 17	Three-quarters mile north of station.	Cape Lookout....	Sc. Alert, Beaufort, N. C.	Jefferson...	19
Apr. 29	Three miles south of station.	Cape Fear.....	Slp. y. Athene, New York City.	Malley.....	26
May 2	One mile southeast of station.	Cape Henry.....	Sc. Frank Leaming, Norfolk, Va.	Cramer.....	257
May 10	Five miles west-northwest of station.	Nags Head.....	Slp. Belle, Cape Charles, Va.	Bishop.....	16
June 10	Two and one-half miles south of Dam Neck Mills Station.	Dam Neck Mills and Virginia Beach.	Sp. Henry B. Hyde, ^a San Francisco, Cal.	.....	2,583
Total.....		.....	.....	.....	.....

DISTRICT NO. 8.—EMBRACING COASTS OF

1903.					
July 15	Ten miles south of station.	Mosquito Lagoon.	Str. Oregon, St. Augustine, Fla.	Barber....	21
Aug. 5	Five miles west of station.	Gilberts Bar.....	Naphtha launch, Stuart, Fla.	.....	.....
Aug. 6	Two miles southwest of station.	Sullivans Island..	Catboat, Charleston, S. C.	.....	.....
Aug. 31	One-eighth mile south of station.	Fort Lauderdale.	Sharple Ariel, Flamingo, Fla.	.....	.....
Nov. 13	Five miles southeast of station.	Sullivans Island..	Slp. Lucy, Charleston, S. C.	.....	.....
Nov. 21	One mile northwest of station.	Mosquito Lagoon.	Aux. ywl. Lucifer, New Smyrna, Fla.	.....	.....
Dec. 20	Four miles north-northeast of station.	Sullivans Island..	Slp. Old Joe, Charleston, S. C.	Cameron..	9
1904.					
Feb. 7	One and one-half miles northwest of station.	Bethel Creek.....	Ga. s. Ruffhouse, Baltimore, Md.	Prince.....	131
Feb. 29	One-half mile south-southwest of station.	Fort Lauderdale.	Ga. lch. Helen B., Fort Lauderdale, Fla.	.....	.....

^a The vessel was wrecked on February 11, 1904. The men rescued were wreckers who had gone on board to assist in floating vessel.

season of 1903-4—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.
Great Bridge, Va., to Avon, N. C.	Corn.....	\$500	\$150	\$650	\$635	\$15	2	2	.....	.....	.....
New York City to Wilmington, N. C.	.....	30,000	.....	30,000	30,000	.....	8	8	.....	.....	.....
New York City to Tampa, Fla.	.....	300	.....	300	300	.....	1	1	.....	.....	.....
Philadelphia, Pa., to Charleston, S. C.	Coal.....	8,000	3,600	11,600	10,895	705	7	7	.....	.....	.....
Hatteras to Elizabeth City, N. C.	Oysters...	600	300	900	900	.....	4	4	.....	.....	.....
Ocracoke to Belhaven, N. C.	.....	5,500	.....	5,500	5,500	.....	4	4	.....	.....	.....
Taltal to Baltimore, Md.	Nitrate...	75,000	50,000	125,000	125,000	.....	27	27	.....	.....	.....
Savannah, Ga., to Baltimore, Md.	Lumber..	24,000	9,640	33,640	.....	33,640	7	7	.....	7	7
Southport to Fort Caswell, N. C.	.....	10	.....	10	10	.....	1	1	.....	.....	.....
New York City to Baltimore, Md.	Coal.....	50,000	2,000	52,000	3,300	48,700	14	14	.....	1	7
Capsized and sunk...	.....	75	.....	75	75	.....	2	2	.....	2	2
New York City to Hatteras, N. C.	Ice and bait.	7,000	2,000	9,000	.....	9,000	16	16	.....	16	48
Gulfport, Miss., to Rotterdam, Holland.	Lumber..	120,000	32,000	152,000	152,000	.....	22	22	.....	.....	.....
Fishing trip.....	.....	600	.....	600	600	.....	2	2	.....	.....	.....
Charleston, S. C., to New York City.	.....	500	.....	500	450	50	4	4	.....	.....	.....
New York City to Norfolk, Va.	.....	6,000	.....	6,000	4,800	1,200	6	6	.....	6	6
Nansemond River, Va., to Manteo, N. C.	Brick.....	200	75	275	250	25	2	2	.....	.....	.....
Lying where wrecked.	.....	.....	.....	.....	.....	.....	4	4	.....	.....	.....
.....	.....	481,035	151,410	632,445	359,645	272,800	194	192	2	66	145

SOUTH CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Stuart to Daytona, Fla.	.....	\$2,000	.....	\$2,000	\$2,000	.....	3	3	.....	.....	.....
Pleasure trip.....	.....	700	.....	700	680	\$20	2	2	.....	.....	.....
Adrift.....	.....	25	.....	25	25	.....	.....	.....	.....	.....	.....
Lake Worth to Cape Sable, Fla.	.....	400	.....	400	400	.....	2	2	.....	.....	.....
Adrift.....	.....	25	.....	25	25	.....	.....	.....	.....	.....	.....
New Smyrna to Gilberts Bar, Fla.	.....	600	.....	600	585	15	2	2	.....	.....	.....
Charleston, S. C., for oysters.	.....	150	.....	150	150	.....	2	2	.....	.....	.....
Morristown, N. J., to Palm Beach, Fla.	.....	30,000	.....	30,000	30,000	.....	9	9	.....	.....	.....
Pleasure trip.....	.....	300	.....	300	300	.....	8	8	.....	.....	.....

Table of casualties

DISTRICT NO. 8.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1904.					
Mar. 3	One-quarter mile north of station.	Fort Lauderdale..	Ga. lch. Aha, Pompano, Fla.	.....	.....
Apr. 26	One-eighth mile south of station.	.....do.....	Ga. lch. Aha and barge, Pompano, Fla.	.....	.....
May 19	One and three-quarters miles west-southwest of station.	Sullivans Island..	Sloop, Charleston, S. C.	.....	.....
	Total .....	.....	.....	.....	.....

DISTRICT NO. 9.—EMBRACING GULF

1903.					
July 16	One-third mile east-northeast of station.	Aransas.....	Str. Angie and Nellie, Brunswick, Ga.	Gustavson.	45
Aug. 10	Three miles west by north of station.	Saluria.....	Slp. Athene, Port Lavaca, Tex.	.....	.....
Aug. 15	One mile north by east of station.	Brazos.....	Str. Manteo, Galveston, Tex.	Peterson..	719
Aug. 21	Four miles northeast of station.	Santa Rosa.....	Catboat Whaleback, Pensacola, Fla.	.....	.....
Sept. 28	One and one-half miles southwest of station.	Galveston.....	Slp. Sappho, Galveston, Tex.	.....	.....
Oct. 12	One and one-quarter miles east of station.	Aransas.....	Bge. Thomas, Galveston, Tex.	Friedrichsen.	167
Oct. 16	One-quarter mile northeast of station.	Brazos.....	Sc. Josephine D., Corpus Christi, Tex.	Sims.....	15
Oct. 18	Two and one-half miles west-northwest of station.	Santa Rosa.....	Skiff, Woolsey, Fla.	.....	.....
Nov. 18	Six miles northeast of station.	Galveston.....	Bge. Monroe, Mobile, Ala.	Marrow....	310
Nov. 19	One and three-quarters miles southeast of station.	Aransas.....	Sc. Lake Austin, Brownsville, Tex.	Ecklund...	56
Nov. 21	Ten miles southwest of station.	Galveston.....	Sc. Mendocino, Galveston, Tex.	Robbins...	50
Nov. 26	One-quarter mile east by north of station.	Brazos.....	Sc. Josephine D., Galveston, Tex.	Wilkinson.	15
Dec. 5	One and one-quarter miles east-southeast of station.	Saluria.....	Sc. Fannie, ^a Lake Charles, La.	Olson.....	40
1904.					
Jan. 2	One mile east of station.	Aransas.....	Str. Ellwood, Chicago, Ill.	Barkeland.	77
Jan. 2	Three-quarters mile northeast of station.	.....do.....	Bge. Am. Salt Co. No. 4, Morgan City, La.	.....	.....
Jan. 4	Four miles south-southeast of station.	.....do.....	Bge. Andrews, New York City.	Wilson....	301
Jan. 25	Six miles south of station.	Saluria.....	Bge. Maryland, ^b New York City.	Olson.....	302
Feb. 11	Three miles north of station.	.....do.....	Slp. y. Very, Port Lavaca, Tex.	.....	.....
Feb. 12	One-half mile northeast of station.	Brazos.....	Yawl belonging to Sc. Ada, Brownsville, Tex.	.....	.....
Feb. 14	One-quarter mile north of station.	Galveston.....	Slp. Ludlow, Galveston, Tex.	.....	.....
Mar. 2	Two miles north-northeast of station.	.....do.....	Sc. Ellen C., Mobile, Ala.	Callaway..	70
Mar. 10	Seven-eighths mile northwest of station.	Brazos.....	Sc. Leman No. 3, Lake Charles, La.	Simonton..	59
Mar. 23	Three miles north-northwest of station.	Galveston.....	Catboat, Galveston, Tex.	.....	.....
Apr. 6	Fifteen miles southwest of station.	Velasco.....	Slp. Columbus, Galveston, Tex.	Howard...	19
Apr. 25	One mile east-northeast of station.	Santa Rosa.....	Sc. Mary L. Harty, Pensacola, Fla.	Giorgetti..	49

^a In distress, requiring assistance.^b Disabled, requiring assistance.

Season of 1903-4—Continued.

SOUTH CAROLINA, GEORGIA, AND EASTERN FLORIDA—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.
Middle River to New River, Fla.	.....	\$400	.....	\$400	\$400	.....	2	2	.....	.....	.....
Pompano to New River, Fla.	Tomatoes.	400	\$800	1,200	780	\$420	4	4	.....	4	4
Pleasure trip.....	.....	100	.....	100	95	5	7	5	2	.....	.....
.....	.....	35,100	800	35,900	35,440	460	41	39	2	4	4

COAST OF THE UNITED STATES.

Galveston to Tarpon, Tex.	.....	\$10,000	.....	\$10,000	\$8,000	\$2,000	8	8	.....	.....	.....
Fishing trip.....	Fish.....	500	\$50	550	550	.....	3	3	.....	.....	.....
Galveston to Brazos Santiago, Tex.	General...	85,000	12,000	97,000	76,000	21,000	22	22	.....	.....	.....
Capsized.....	.....	50	.....	50	50	.....	1	1	.....	.....	.....
.....do.....	.....	75	.....	75	75	.....	2	2	.....	.....	.....
Port Arthur to Corpus Christi, Tex.	Lumber..	15,000	3,400	18,400	18,400	.....	2	2	.....	.....	.....
Corpus Christi to Isabel, Tex.	General...	1,000	1,500	2,500	2,450	50	4	4	.....	3	6
Capsized.....	.....	35	.....	35	35	.....	1	1	.....	.....	.....
Galveston to Sabine Pass, Tex.	.....	6,000	.....	6,000	6,000	.....	2	2	.....	.....	.....
Lake Charles, to Isabel, Tex.	Lumber..	1,900	700	2,600	350	2,250	4	4	.....	3	30
Fishing trip.....	Fish.....	10,000	1,000	11,000	5,000	6,000	13	13	.....	.....	.....
Corpus Christi to Isabel, Tex.	Tile pipe..	550	400	950	400	550	5	5	.....	5	5
Lake Charles, La., to Brazos, Tex.	Lumber..	1,500	800	2,300	2,150	150	2	2	.....	.....	.....
Employed in harbor..	.....	25,000	.....	25,000	25,000	.....	11	11	.....	.....	.....
Port Arthur to Corpus Christi, Tex.	Lumber..	6,000	3,700	9,700	9,700	.....	1	1	.....	.....	.....
Adrift.....	.....do.....	12,000	5,400	17,400	17,400	.....	2	2	.....	.....	.....
Port Arthur to Aransas Pass, Tex.	.....do.....	8,000	9,000	17,000	16,400	600	2	2	.....	.....	.....
Dragged anchor and stranded.	.....	400	.....	400	400	.....	1	1	.....	.....	.....
Capsized.....	.....	25	.....	25	25	.....	2	2	.....	.....	.....
Collided and capsized.	.....	150	.....	150	150	.....	4	4	.....	4	4
Velasco to Galveston, Tex.	Building material.	4,000	1,600	5,600	4,600	1,000	9	9	.....	1	3
Isabel, Tex., to Lake Charles, La.	.....	1,500	.....	1,500	1,500	.....	5	5	.....	.....	.....
Capsized.....	.....	30	.....	30	30	.....	2	2	.....	.....	.....
Velasco to San Bernard River, Tex.	Timber...	400	110	510	460	50	2	2	.....	.....	.....
Fishing trip.....	.....	4,000	.....	4,000	4,000	.....	7	7	.....	.....	.....

Table of casualties

DISTRICT NO. 9.—EMBRACING GULF COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1904.					
Apr. 30	Three miles north-north-west of station.	Galveston.....	Slp. y. Doctor, Galveston, Tex.		
May 2	Three-quarters mile northeast of station.	Brazos.....	Slp. El. Mar, Isabel, Tex.		
May 3	One-half mile west by north of station.	.....do.....	Sc. Leman No. 3, Lake Charles, La.	Simonton..	59
May 14	Three miles west of station.	Santa Rosa.....	Slp. Luce Doodle, Pensacola, Fla.		
June 16	One-seventh mile north-west of station.	.....do.....	Str. Columbia, Pensacola, Fla.	Hansen.....	156
	Total.....	.....	.....	.....	.....

DISTRICT No. 10.—EMBRACING

1903.					
July 1	Eighteen miles west of station.	Charlotte.....	Fish boat, Troutburg, N. Y.		
July 1	Falls of the Ohio.....	Louisville.....	Ga. y. Yankee, Louisville, Ky.		
July 3	One-half mile east of station.	Marblehead.....	Str. John E. Monk, Sandusky, Ohio.	Moore.....	36
July 4	Falls of the Ohio.....	Louisville.....	Ga. Ich. Can't Agree, Louisville, Ky.		
July 10	One-half mile northwest of station.	Charlotte.....	Sailboat, Charlotte, N. Y.		
July 10	One-half mile northeast of station.	.....do.....	Sailboat, Charlotte, N. Y.		
July 15	Falls of the Ohio.....	Louisville.....	Canoe, Louisville, Ky.		
July 21	One mile south of station.	Big Sandy.....	Na. Ich. Ninita, Rochester, N. Y.		
July 22	Two miles northeast of station.	Marblehead.....	Sc. y. Inverness, Sandusky, Ohio.		
July 24	One-half mile south-southwest of station.	Niagara.....	Sc. y. Koko, Hamilton, Ontario.		
July 26	Three-quarters mile east-southeast of station.	.....do.....	Sc. y. Canada, Toronto, Ontario.	Brown.....	15
July 30	One-half mile west of station.	Oswego.....	Skiff, Oswego, N. Y.		
Aug. 2	One-half mile southwest of station.	Niagara.....	Yht. Hiawatha, Port Dalhousie, Ontario.		
Aug. 12	Four miles southeast of station.	Charlotte.....	Sloop, Charlotte, N. Y.		
Aug. 13	Three miles southwest by south of station.	Erie.....	Ywl. Rough, Erie, Pa.		
Aug. 16	One-half mile southwest of station.	Cleveland.....	Catboat, Leotia, Cleveland, Ohio.		
Aug. 20	Ten miles northwest of station.	Fairport.....	Str. Queen of the West, ^a Cleveland, Ohio.	Massey.....	876
Aug. 21	One-quarter mile southwest of station.	Niagara.....	Sailboat, Niagara, Ontario.		
Aug. 30	Indiana Chute, Falls of the Ohio.	Louisville.....	Skiff, Louisville, Ky.		
Sept. 2	Three miles north of station.	Niagara.....	Sailboat, Niagara, Canada.		
Sept. 10	One and one-quarter miles south-southwest of station.	Erie.....	Catboat, Erie, Pa.		
Sept. 17	One mile west of station.	Marblehead.....	Na. Ich. Lakeside, Lakeside, Ohio.		
Sept. 20	Indiana Chute, Falls of the Ohio.	Louisville.....	Skiff, Louisville, Ky.		
Sept. 27	One-quarter mile southwest of station.	Cleveland.....	Rowboat, Cleveland, Ohio.		
Oct. 11	One hundred and fifty yards west of station.	Charlotte.....	Slp. y. Nox, Charlotte, N. Y.		
Oct. 11	One and one-half miles west of station.	Erie.....	Slp. Spray, Erie, Pa.		
Oct. 15	Six miles west of station.	.....do.....	Na. Ich. Kite, Cleveland, Ohio.		

^a Crew taken off by passing steamer.

season of 1903-4—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.
Capsized		\$250		\$250	\$175	\$75	2	2	...	2	2
do.		200		200		200	2	2	...		
Lake Charles, La., to Isabel, Tex.	Lumber	1,200	\$750	1,950	525	1,425	4	4	...		
do.		40		40	40		5	4	1	4	4
Pleasure trip		10,000		10,000	10,000		79	79	...		
.....		204,805	40,410	245,215	209,865	35,350	209	208	1	22	54

LAKES ERIE AND ONTARIO.

Fishing trip		\$75		\$75	\$40	\$35	2	2	...	2	2
Pleasure trip		1,000		1,000	1,000		3	3	...		
Sandusky to Marblehead Ohio.		4,000		4,000	4,000		7	7	...		
Pleasure trip		2,000		2,000	2,000		10	10	...		
do.		50		50	50		3	3	...		
do.		50		50	50		2	2	...		
do.		10		10	10		2	2	...		
Rochester to Thousand Islands, N. Y.		2,200		2,200	2,195	5	3	3	...	3	3
Put in Bay to Sandusky, Ohio.		300		300	290	10	2	2	...		
Charlotte, N. Y., to Hamilton, Ontario.		150		150	150		2	2	...		
Pleasure trip		7,000		7,000	7,000		35	35	...		
Capsized		50		50	50		2	2	...		
Port Dalhousie to Niagara, Ontario.		400		400	400		7	7	...		
Charlotte to Sea Breeze, N. Y.		500		500	500		3	3	...		
Capsized		75		75	75				...		
do.		100		100	100		5	5	...		
Escanaba, Mich., to Erie, Pa.	Iron ore..	20,000	\$4,500	24,500		24,500	15	15	...	3	3
Pleasure trip		60		60	60		2	2	...		
do.		10		10	10		4	4	...		
do.		30		30	30		3	3	...		
Capsized		30		30	30		2	2	...		
Sunk at pier		400		400	350	50			...		
Pleasure trip		50		50	50		2	2	...		
Capsized		50		50	50		1	1	...	1	1
Broke from moorings.		600		600	600				...		
Capsized		30		30	30		2	2	...		
Erie, Pa., to Cleveland, Ohio.		1,000		1,000	1,000		3	3	...		

Table of casualties

DISTRICT NO. 10.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1903.					
Oct. 17	Two-ninths mile west of station.	Erie.....	Na. lch. Geneva, Erie, Pa.	.....	.....
Oct. 18	One-quarter mile south of station.	Buffalo.....	Yht. Wilhelmina, Buffalo, N. Y.	.....	.....
Oct. 19	One-half mile east of station.	Oswego.....	Slp. y. Nautilus, Oswego, N. Y.	.....	.....
Oct. 22	One-quarter mile southwest of station.	Cleveland.....	Na. lch. Resolute, Cleveland, Ohio.	.....	.....
Oct. 31	One and one-half miles southeast of station.	Charlotte.....	Slp. y. Iola, Charlotte, N. Y.	.....	.....
Nov. 3	One-third mile northwest of station.	Oswego.....	Sc. S. and J. Collier, Bowmanville, Ontario.	Polmateer.	149
Nov. 7	Indiana Chute, Falls of the Ohio.	Louisville.....	Skiff, Louisville, Ky.	.....	.....
Nov. 12	Four and one-half miles northeast of station.	Marblehead.....	Sc. Geo. G. Houghton, Toledo, Ohio.	Van Dusen.	332
Nov. 23	Ten miles west-southwest of station.	Fairport.....	Str. Portage, Buffalo, N. Y.	Tyrney.....	1,608
1904.					
Mar. 7	Falls of the Ohio.....	Louisville.....	Bge. Alexandria, Pittsburgh, Pa.	.....	.....
Mar. 8	Five miles south-southeast of station.	Marblehead.....	Flash boat, Sandusky, Ohio.	.....	.....
Mar. 17	Falls of the Ohio.....	Louisville.....	Shanty boat, Louisville, Ky.	.....	.....
Apr. 11	One-fifth mile northwest of station.	Marblehead.....	Na. lch. Max G., a Lakeside, Ohio.	.....	.....
Apr. 13	One-half mile southeast of station.	Niagara.....	Rowboat.....	.....	.....
May 5	Falls of the Ohio.....	Louisville.....	Barge, Louisville, Ky.	.....	.....
May 6	Four and one-half miles from station.	Marblehead.....	Sc. H. P. Baldwin, Cleveland, Ohio.	Crocket.	495
May 21	Falls of the Ohio.....	Louisville.....	Skiff, Louisville, Ky.	.....	.....
May 25	One-half mile west of station.	Niagara.....	Rowboat, Niagara, Ontario.	.....	.....
May 28	Middle Chute, Falls of the Ohio.	Louisville.....	Flat, Louisville, Ky.	.....	.....
May 31	One mile east-northeast of station.	Cleveland.....	Slp. y. Mischief, Cleveland, Ohio.	.....	.....
June 1	One-half mile northwest of station.	Louisville.....	Skiff, Louisville, Ky.	.....	.....
June 3	.....do.....	.....do.....	Scow, Louisville, Ky.	.....	.....
June 7	Two miles east-northeast of station.	Cleveland.....	Catboat, Cleveland, Ohio.	.....	.....
June 8	Middle Chute, Falls of the Ohio.	Louisville.....	Skiff, Pittsburgh, Pa.	.....	.....
June 24	One-half mile northeast of station.	Charlotte.....	Sailboat, Charlotte, N. Y.	.....	.....
June 25	Four miles north-northwest of station.	.....do.....	Ga. lch. Mabel, Charlotte, N. Y.	.....	.....
June 25	One-quarter mile west of station.	Erie.....	Rowboat, Erie, Pa.	.....	.....
June 25	Middle Chute, Falls of the Ohio.	Louisville.....	Flat, Louisville, Ky.	.....	.....
	Total.....	.....	.....	.....	.....

DISTRICT NO. 11.—EMBRACING

1903.					
July 7	One-quarter mile northwest of station.	Duluth.....	Catboat, Duluth, Minn.	.....	.....
July 9	One-half mile east of station.	Portage.....	Sailboat, Misery River, Mich.	.....	.....
July 11	One-half mile southeast of station.	Sturgeon Point...	Yht. Ahneep, Bay City, Mich.	.....	.....
July 12	One and one-half miles south-southeast of station.	Duluth.....	Slp. y. Marguerite, Duluth, Minn.	.....	.....

^a Disabled, requiring the assistance of the life-saving crew.

season of 1903-4—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		\$600		\$600	\$600		3	3			
.....do		150		150	140	\$10	4	4			
Broke from moorings.		500		500	500						
Pleasure trip		1,100		1,100	1,100		5	5			
.....do		200		200	200		2	2			
Charlotte to Oswego, N. Y.		2,000		2,000	1,800	200	5	5			
Pleasure trip		20		20	20		2	2			
Cleveland to Toledo, Ohio.		5,000		5,000	5,000		7	7			
Buffalo, N. Y., to Duluth, Minn.		30,000		30,000		30,000	20	20			
Greenville, Miss., to Cincinnati, Ohio.	Lumber...	8,000	\$12,000	20,000	18,000	2,000					
Adrift in the ice		400		400	390	10					
Louisville, Ky., to St. Louis, Mo.	Household furniture.	500	200	700	700		4	4			
Sandusky to Lakeside, Ohio.		1,500		1,500	1,500		2	2			
Caught in the ice		10		10	10		6	6			
Adrift	Sand	2,500	250	2,750	2,750		1	1			
Cleveland to Kelleys Island, Ohio.		3,000		3,000	3,000		4	4			
Louisville, Ky., to Jeffersonville, Ind.		5		5	5		2	2			
Pleasure trip		25		25	25		3	3			
Jeffersonville, Ind., to Louisville, Ky.		5		5	5		3	3			
Dragged anchors and stranded.		2,500		2,500	2,500		3	3			
Pleasure trip		5		5	5		1	1			
Adrift		1,500		1,500	1,500						
Capsized		150		150	150		2	2			
Pleasure trip		25		25	25		2	2			
.....do		25		25	25		2	2			
Adrift		600		600	600		2	2			
Capsized		10		10	10		3	3			
Fishing trip		5		5	5		4	4			
.....		100,555	16,950	117,505	60,685	56,820	214	214		9	9

LAKES HURON AND SUPERIOR.

Capsized		\$150		\$150	\$145	\$5					
Calumet to Misery River, Mich.	Household goods	100	\$25	125	125		2	2		2	2
Bay City to Sault Ste. Marie, Mich.		2,000		2,000	1,975	25	3	3			
Pleasure trip		450		450	450		3	3			

Table of casualties

DISTRICT NO. 11.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1903.					
July 14	One-half mile southwest of station.	Tawas.....	Pile driver, Tawas Point, Mich.		
July 22	Onemilesouth-southeast of station.	Harbor Beach....	Yawl.....		
July 24	One hundred feet southwest of station.	Duluth.....	Shell, Duluth, Minn.		
July 25	One and one-half miles north of station.	.....do.....	Scow No. 5, Marquette, Mich.	Whitney...	102
July 28	One and one-half miles southeast of station.	Harbor Beach....	Ga. y. Dorothy B., East Tawas, Mich.		
July 28	Two miles west of station.	Tawas.....	Slp. y. Nephawin, Bay City, Mich.		
July 30	One hundred feet south of station.	Duluth.....	Shell, Duluth, Minn.		
Aug. 4 ²	One-half mile west of station.	Port Austin.....	Sloop, Pointe aux Barques, Mich.		
Aug. 6	Four miles northwest of station.	Middle Island....	Str. Colonial, Cleveland, Ohio.	Brown.....	1,501
Aug. 6	.....do.....	.....do.....	Sc. F. A. Georger, Cleveland, Ohio.	Minsky.....	825
Aug. 6	Eight miles east of station.	Vermilion.....	Str. E. M. Peck, Milwaukee, Wis.	Callam.....	1,809
Aug. 7	Two-thirds mile south of station.	Duluth.....	Slp. Dove, Duluth, Minn.		
Aug. 10	Two miles west of station.	Deer Park.....	Rowboat, Deer Park, Mich.		
Aug. 18	Fifteen miles southwest of station.	Thunder Bay Island.	Ga. s. Shasta, Bay City, Mich.		
Aug. 21	One-half mile south of station.	Marquette.....	Scow, a Marquette, Mich.		
Aug. 21	Two-thirds mile north of station.	Duluth.....	Scow Joubert, Duluth, Minn.	Johnson...	136
Aug. 24	Two-sevenths mile north of station.	.....do.....	Sailboat Fritz, Duluth, Minn.		
Aug. 27	Fifteen miles northeast of station.	Portage.....	Str. Thomas Davidson, Milwaukee, Wis.	Oertling...	2,226
Aug. 27	One and one-half miles southeast of station.	Duluth.....	Rowboat, Duluth, Minn.		
Aug. 28	Six miles southeast of station.	Sturgeon Point...	Str. John Duncan, Milwaukee, Wis.	Lagerre...	1,267
Aug. 28	Two-sevenths mile northwest of station.	Duluth.....	Sailboat Betsy Jane, Duluth, Minn.		
Aug. 29	One hundred and ten yards southeast of station.	Harbor Beach....	Slp. y. Averill, Detroit, Mich.		
Aug. 29	Two and one-half miles east of station.	Hammond.....	Sc. Herschel, Port Huron, Mich.	Kunno...	238
Sept. 3	Four miles southwest of station.	Tawas.....	Slp. y ^a Mistake, Alpena, Mich.		
Sept. 3	One mile northwest of station.	Grand Marais....	Skiff, Grand Marais, Mich.		
Sept. 8	Three miles east of station.	Harbor Beach....	Sc. Helvetia, Sandusky, Ohio.	Dandy.....	793
Sept. 8	Two miles north-northeast of station.	Pointe aux Barques.	Sc. Chas. H. Burton, Buffalo, N. Y.	McDermot.	514
Sept. 8	One-eighth mile northwest of station.	Duluth.....	Sailboat Arnetta, Duluth, Minn.		
Sept. 8	.....do.....	.....do.....	Sailboat Audrey, Duluth, Minn.		
Sept. 8	.....do.....	.....do.....	Slp. Margrave, Duluth, Minn.		
Sept. 8	.....do.....	.....do.....	Slp. Nalad, Duluth, Minn.		
Sept. 8	.....do.....	.....do.....	Gasoline launch, Duluth, Minn.		
Sept. 8	.....do.....	.....do.....	Yawl, Duluth, Minn.		
Sept. 8	.....do.....	.....do.....	Canoe, Duluth, Minn.		
Sept. 9	One-quarter mile west by north of station.	Port Austin.....	Sloop, Pointe aux Barques, Mich.		
Sept. 12	One-quarter mile northwest of station.	Duluth.....	Ga. lch. Martha W., Duluth, Minn.		
Sept. 12	.....do.....	.....do.....	Slp. Margrave, Duluth, Minn.		

^a Vessel on fire; life-saving crew saved her from destruction.

season of 1903-4—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.
Adrift.....		\$25		\$25	\$25						
.....do.....		35		35	35						
Capsized.....		375		375	375		2	2			
Lying in harbor.....	Stone.....	1,000	\$100	1,100	1,080	20	3	3			
Detroit to East Tawas, Mich.		800		800	800		2	2			
Bay City to Cheboygan, Mich.		300		300	300		5	5			
Capsized.....		375		375	375		2	2			
Broke from moorings and stranded.		100		100	100						
Ashland, Wis., to Cleveland, Ohio.	Iron ore..	50,000	10,000	60,000	54,000	6,000	16	16			
Ashland, Wis., to Sandusky, Ohio.	.....do.....	6,000	8,000	14,000	13,500	500	7	7			
West Superior, Wis., to Chicago, Ill.	.....do.....	100,000	8,000	108,000	95,240	12,760	19	19			
Capsized.....		75		75	75		5	5		4	4
Pleasure trip.....		25		25	25		2	2			
Alpena to Bay City, Mich.		2,000		2,000	1,700	300	3	3			
On fire at dock.....		10,000		10,000	9,990	10					
Split Rock to West Superior, Wis.	Gravel....	2,000	200	2,200	2,150	50	4	4			
Adrift.....		200		200	200						
Ashland, Wis., to Cleveland, Ohio.	Iron ore..	87,000	12,000	99,000	98,700	300	18	18			
Pleasure trip.....		15		15	15		1	1			
Escanaba, Mich., to Buffalo, N. Y.	Iron ore..	40,000	7,000	47,000	42,000	5,000	15	15			
Adrift.....		100		100	100						
Detroit to East Tawas, Mich.		800		800	800		4	4			
Alpena to Spences Dock, Mich.	Lumber ..	4,000	1,100	5,100	5,100		8	8			
Capsized.....		300		300	300		8	8			
Adrift.....		50		50	50						
Ashland, Wis., to Tonawanda, N. Y.	Lumber ..	7,000	10,000	17,000	17,000		7	7			
Marquette, Mich., to Buffalo, N. Y.		6,000	6,000	12,000	11,005	995	7	7			
Dragged anchor.....		500		500	500						
.....do.....		100		100	100						
Dragged anchor and stranded.		100		100	100						
.....do.....		150		150	150						
Broke from moorings.		500		500	500						
Adrift.....		80		80	80						
Pleasure trip.....		80		80	80		2	2			
Capsized.....		20		20	20		1	1			
Sunk at dock.....		500		500	480	20					
Pounding against dock		100		100	70	30					

DISTRICT NO. 11.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1903.					
Sept. 12	One-quarter mile north-west of station.	Duluth.....	Slp. Stranger, Duluth, Minn.	.....	.....
Sept. 12	.....do.....	.....do.....	Gasoline launch, Duluth,	.....	.....
Sept. 12	One hundred yards northwest of station.	.....do.....	Sailboat Fritz, Duluth, Minn.	.....	.....
Sept. 15	One-half mile southeast of station.	Thunder Bay Island.	Str. Olympia, Sandusky, Ohio.	Philp.....	2,065
Sept. 19	Four miles west of station.	Tawas.....	Sc. L. M. Mason, Milwaukee, Wis.	Gunderson	249
Sept. 19	One-seventh mile from station.	Bois Blanc.....	Slp. y. Dream, St. Ignace, Mich.	.....	.....
Sept. 19	Five miles north of station.	Grand Marais...	Str. A. A. Parker, Sandusky, Ohio.	White.....	1,660
Sept. 19	Two miles north-northwest of station.	Portage.....	Sc. Angus Smith, Sandusky, Ohio.	Nelson....	580
Sept. 27	One-quarter mile east-northeast of station.	Harbor Beach...	Fish boat Comfort, Harbor Beach, Mich.	.....	.....
Sept. 27	Fourteen miles northeast of station.	Tawas.....	Sc. Senator, Detroit, Mich.	Anderson..	332
Oct. 1	One mile south of station.	Harbor Beach...	Scow, Harbor Beach, Mich.	.....	.....
Oct. 3	Two miles northwest of station.	Deer Park.....	Launch, ^a Two Heart River, Mich.	.....	.....
Oct. 10	Two miles northeast of station.	Tawas.....	Fish boat, Tawas, Mich.	.....	.....
Oct. 22	One-half mile east of station.	Grand Marais...	Sc. Saveland, Buffalo, N. Y.	McDermott	689
Oct. 25	One and one-half miles west of station.	Hammond.....	Scow (elevator), Cheboygan, Mich.	.....	.....
Oct. 26	One mile north-northwest of station.	Lake View Beach.	Sc. Grace Whitney, Port Huron, Mich.	Lester.....	289
Nov. 11	One-half mile southeast of station.	Sturgeon Point...	Ga. lch. Margaret, Alpena, Mich.	.....	.....
Nov. 13	One and one-half miles west-northwest of station.	Thunder Bay Island.	Ga. lch. Margaret, Alpena, Mich.	.....	.....
Nov. 21	One mile north-northwest of station.	.....do.....	Slp. Dolphin, Thunder Bay Island, Mich.	.....	.....
Nov. 29	Eight miles north of station.	Sturgeon Point...	Sc. Ishpeming, Cleveland, Ohio.	Ray.....	418
Nov. 30	One-half mile east of station.	Lake View Beach.	Catboat Widow Dunn, Port Huron, Mich.	.....	.....
Nov. 30	Seventeen miles east-northeast of station.	Portage.....	Str. J. T. Hutchinson, Cleveland, Ohio.	Smith.....	3,734
1904.					
May 9	Off station.....	Hammond.....	Sc Waunetta, Cheboygan, Mich.	Amstead...	6
May 12	Two miles west of station	Tawas.....	Sc. A. J. McBrier, Port Huron, Mich.	Trudo.....	111
May 14	Three miles southwest of station.	Thunder Bay Island.	Ga. lch. Lucile, Mackinaw City, Mich.	.....	.....
May 22	One-half mile south of station.	Duluth.....	Rowboat, Duluth, Minn.	.....	.....
May 29	Fifteen miles north of station.	Marquette.....	Rowboat, Marquette, Mich.	.....	.....
June 8	Two hundred yards from station.	Hammond.....	Skiff, Hammond, Mich.	.....	.....
June 12	Two miles southeast of station.	Middle Island....	Sc. Emma L. Nielsen, Milwaukee, Wis.	Ferris.....	90
June 20	One-half mile north of station.	Grand Marais...	Rowboat, Grand Marais Mich.	.....	.....
June 25	One hundred yards south of station.	Middle Island....	St. y. Saxon, Detroit, Mich.	.....	.....
June 25	One and one-half miles west-northwest of station.	Vermilion.....	Sc. Mariposa, Duluth, Minn.	Burr.....	2,831
June 30	One-quarter mile south of station.	Harbor Beach...	Rowboat, Harbor Beach, Mich.	.....	.....
	Total.....	.....	.....	.....	.....

^a Disabled, requiring the assistance of the life-saving crew.

season of 1903-4—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.
Sunk at moorings.....		\$100		\$100	\$100						
do.....		500		500	500						
Broke from moorings.....		200		200	190	\$10					
Sandusky, Ohio, to Milwaukee, Wis.	Coal.....	70,000	\$6,000	76,000	70,500	5,500	17	17			
Detroit to Tawas City, Mich.		2,000		2,000	1,980	20	6	6			
Pleasure trip.....		800		800	800		2	2			
Superior, Wis., to Cleveland, Ohio.	Iron ore..	65,000	10,000	75,000		75,000	17	17		17	34
Washburn, Wis., to Cleveland, Ohio.	Lumber..	10,000	17,000	27,000	24,500	2,500	7	7			
Dragged anchor.....		150		150	150						
Alpena, Mich., to Cleveland, Ohio.	Lumber..	4,000	4,000	8,000	8,000		7	7			
Adrift.....		20		20	20						
Grand Marais to Two Heart River, Mich.	Supplies..	600	50	650	650		2	2			
Broke from moorings.....		125		125	125						
Buffalo, N. Y., to Duluth, Minn.		15,000		15,000		15,000	7	7		7	13
Cheboygan to Oqueoc River, Mich.		1,200		1,200	1,200						
Cleveland, Ohio, to Kincardine, Ontario.	Coal.....	2,500	800	3,300	1,485	1,815	5	5		5	5
Alpena to Sturgeon Point, Mich.		1,000		1,000	1,000		2	2			
Sturgeon Point to Alpena, Mich.	Fish.....	1,000	470	1,470	1,470		2	2		2	2
Misery Point to Thunder Bay Island, Mich.		100		100	100		2	2			
Huron, Ohio, to Alpena, Mich.	Coal.....	6,000	1,600	7,600		7,600	7	7			
Capsized.....		350		350	350						
West Superior, Wis., to Buffalo, N. Y.	Flaxseed..	230,000	190,000	420,000	200,000	220,000	22	22		1	1
Parted chains and stranded.		300		300	300						
Bay City to Tawas, Mich.		2,000		2,000	2,000		6	6			
Bay City to Mackinaw City, Mich.		1,800		1,800	1,800		2	2		2	4
Adrift.....		35		35	35						
do.....		30		30	30						
Capsized.....		10		10	10		5	5			
Thompson Harbor to Saint Clair, Mich.	Cedar posts.	2,000	700	2,700	2,700		4	4			
Adrift.....		20		20	20		2	2			
Employed in harbor.		800		800	800		2	2			
Two Harbors, Minn., to Conneaut, Ohio.	Iron ore..	175,000	13,000	188,000	188,000		20	20			
Adrift.....		20		20	20						
		916,065	306,045	1,222,110	868,650	353,460	295	295		40	65

Table of casualties

DISTRICT NO. 12.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1903.					
July 1	One hundred and twenty yards west of station.	Milwaukee.....	Sc. Black Hawk, Milwaukee, Wis.	Nelson....	172
July 3	One-eighth mile west-southwest of station.	Manistee.....	Scow, Manistee, Mich.		
July 3	Two and one-half miles southeast of station.	Old Chicago.....	Sloop, Chicago, Ill.		
July 3	Abreast of station.....	Milwaukee.....	Skiff, Milwaukee, Wis.		
July 4	One and one-half miles southeast of station.	Pentwater.....	Sc. Olivia, Pentwater, Mich.		
July 4	Two and one-half miles north of station.	Milwaukee.....	Slp. Endower, Milwaukee, Wis.		
July 9	One and one-quarter miles east-southeast of station.	Two Rivers.....	Sc. Coral, Milwaukee, Wis.	Crangle....	105
July 12	One-half mile southeast of station.	Jackson Park.....	Ga. lch. Blanche, Chicago, Ill.		
July 14	One mile south of station.	.....do.....	Ga. lch. Utopia, Chicago, Ill.		
July 17	One hundred and fifty yards east-southeast of station.	Holland.....	Slp. Zeta, Macatawa, Mich.		
July 17	Abreast of station.....	Old Chicago.....	Small boat, Muskegon, Mich.		
July 17	One-quarter mile south of station.	.....do.....	St. y. Vernon, jr., Chicago, Ill.	Seaver....	33
July 17	.....do.....	.....do.....	Sc. y. Glad Tidings, Chicago, Ill.	Thyson....	9
July 17	One-sixth mile west of station.	Sheboygan.....	Sc. Mystery, Grand Haven, Mich.	Fitch.....	37
July 18	One and one-half miles south of station.	Old Chicago.....	Sloop, Chicago, Ill.		
July 18	Two and one-quarter miles north of station.	Milwaukee.....	Sloop, Milwaukee, Wis.		
July 19	Two miles northwest of station.	Grande Pointe au Sable.	Scow, Milwaukee, Wis.		
July 19	Two hundred yards southeast of station.	Saint Joseph.....	Rowboat, Saint Joseph, Mich.		
July 19	One hundred and seventy-five yards southeast of station.	.....do.....	Rowboat, Saint Joseph, Mich.		
July 19	Two and one-half miles northeast of station.	Old Chicago.....	Slp. Saint, Chicago, Ill.		
July 19	Two miles north-northeast of station.	Plum Island.....	Ywl. Toxteth, Chicago, Ill.	Treidrich..	23
July 25	One and one-half miles northeast of station.	Milwaukee.....	Slp. Windward, Milwaukee, Wis.		
July 25	One-half mile northwest of station.	Sturgeon Bay Canal.	Sc. Lydia, Grand Haven, Mich.	Morse.....	83
July 26	One mile south-southwest of station.	Pentwater.....	Str. Third Michigan, Grand Haven, Mich.	Danforth..	42
July 26	One mile southeast of station.	Jackson Park.....	Ga. lch. Grace, Chicago, Ill.		
July 26	Two miles southeast of station.	Evanston.....	Slp. y. Juanita, Evanston, Ill.		
July 28	One mile southeast of station.	.....do.....	Slp. y. Red Bird, Evanston, Ill.		
July 30	One-third mile east-northeast of station.	Old Chicago.....	Skiff, Chicago, Ill.		
Aug. 3	Twelve miles north of station.	Point Betsie.....	Gasoline launch, Grand Rapids, Mich.		
Aug. 4	One-half mile southeast of station.	Kenosha.....	Slp. Jingo, Kenosha, Wis.		
Aug. 4	One mile southeast of station.	Jackson Park.....	Sc. y. Oneida, Chicago, Ill.		
Aug. 5	One mile south of station.	South Manitou Island.	Sc. E. Seoville, Grand Haven, Mich.	Nielsen....	102
Aug. 5	Eleven miles northwest of station.	Manistee.....	Sc. Mary Ludwig, Grand Haven, Mich.	Rappinand	68
Aug. 5	One mile west of station..	Michigan City.....	Rowboat, Michigan City, Ind.		

a Disabled, requiring assistance.

season of 1903-4—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.
Forest Lake, Mich., to Milwaukee, Wis.	Slabs.....	\$1,500	\$700	\$2,200	\$2,200	.....	6	6	.....	.....	.....
Sunk at pier.....	.....	20	.....	20	20	.....	2	2	.....	.....	.....
Capsized.....	.....	75	.....	75	75	.....	1	1	.....	.....	.....
Pleasure trip.....	.....	20	.....	20	20	.....	2	2	.....	.....	.....
.....do.....	.....	350	.....	350	350	.....	4	4	.....	.....	.....
.....do.....	.....	175	.....	175	140	\$35	5	5	.....	.....	.....
Boyne City, Mich., to Milwaukee, Wis.	Slabs.....	600	700	1,300	1,300	.....	4	4	.....	.....	.....
Pleasure trip.....	.....	600	.....	600	600	.....	2	2	.....	.....	.....
.....do.....	.....	1,000	.....	1,000	1,000	.....	3	3	.....	.....	.....
Dragged anchor.....	.....	1,100	.....	1,100	1,100	.....	.....	.....	.....	.....	.....
Adrift.....	.....	800	.....	800	795	5	.....	.....	.....	.....	.....
Dragged anchor.....	.....	30,000	.....	30,000	30,000	.....	4	4	.....	.....	.....
.....do.....	.....	700	.....	700	700	.....	.....	.....	.....	.....	.....
Frankfort, Mich., to Sheboygan, Wis.	Slabs.....	2,000	200	2,200	1,000	1,200	2	2	.....	.....	.....
Adrift.....	.....	120	.....	120	120	.....	.....	.....	.....	.....	.....
Parted cable and stranded.	.....	175	.....	175	125	50	.....	.....	.....	.....	.....
Sturgeon Bay, Wis., to Ludington, Mich.	Stone.....	15,000	500	15,500	15,450	50	.....	.....	.....	.....	.....
Capsized.....	.....	40	.....	40	40	.....	2	2	.....	.....	.....
.....do.....	.....	20	.....	20	15	5	4	4	.....	.....	.....
.....do.....	.....	600	.....	600	600	.....	2	2	.....	.....	.....
Gladstone, Mich., to Detroit Harbor, Wis.	.....	1,200	.....	1,200	1,200	.....	5	5	.....	.....	.....
Capsized.....	.....	150	.....	150	150	.....	3	3	.....	.....	.....
Marinette, Wis., to Muskegon, Mich.	Lumber ..	1,200	720	1,920	1,895	25	4	4	.....	.....	.....
Muskegon to Manistee, Mich.	.....	6,000	.....	6,000	5,950	50	6	6	.....	.....	.....
Pleasure trip.....	.....	400	.....	400	400	.....	3	3	.....	.....	.....
Capsized.....	.....	150	.....	150	150	.....	5	5	.....	.....	.....
.....do.....	.....	200	.....	200	200	.....	2	2	.....	.....	.....
Pleasure trip.....	.....	15	.....	15	15	.....	4	2	2	.....	.....
Charlevoix to Grand Rapids, Mich.	.....	2,000	.....	2,000	2,000	.....	2	2	.....	.....	.....
Racine to Kenosha, Wis.	.....	100	.....	100	90	10	3	3	.....	.....	.....
Adrift.....	.....	600	.....	600	550	50	.....	.....	.....	.....	.....
Glen Arbor, Mich., to Milwaukee, Wis.	Bark.....	2,000	1,200	3,200	3,200	.....	4	4	.....	.....	.....
Glen Haven to Holland, Mich.	Shingles..	1,000	2,000	3,000	2,725	275	5	5	.....	5	20
Fishing trip.....	.....	50	.....	50	50	.....	1	1	.....	.....	.....

Table of casualties

DISTRICT NO. 12.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1903.					
Aug. 5	Two and one-quarter miles north of station.	Milwaukee.....	Slp. y. Wizard, Chicago, Ill.	Hanson....	6
Aug. 5	.....do.....	.....do.....	Slp. y. Widsith, Chicago, Ill.	Burns.....	6
Aug. 5	.....do.....	.....do.....	Slp. Hoosier, Chicago, Ill.		
Aug. 5	.....do.....	.....do.....	Slp. Outlaw, Chicago, Ill.		
Aug. 5	Five miles south of station.	Sheboygan.....	Ga. y. Margaret, Milwaukee, Wis.		
Aug. 8	Two-fifths mile east of station.	.....do.....	Rowboat, Sheboygan, Wis.		
Aug. 9	Two and three-quarters miles north of station.	Milwaukee.....	Ga. Ich. Clipper, Milwaukee, Wis.		
Aug. 11	Three and one-half miles south of station.	Holland.....	Slp. y. Elenor, Chicago, Ill.		
Aug. 17	Abreast of station.....	Ludington.....	Rowboat, Epworth Heights, Mich.		
Aug. 18	Three miles south of station.	Racine.....	Yacht, Racine, Wis.....		
Aug. 19	Twenty miles northeast of station.	Baileys Harbor...	Sc. Cape Horn, Grand Haven, Mich. ^a	Ellen.....	202
Aug. 21	Four miles south of station.	Old Chicago.....	Skiffs (2), Chicago, Ill....		
Aug. 23	One-half mile southeast of station.	Evanston.....	Slp. Wafer, Evanston, Ill.		
Aug. 27	One and one-half miles north of station.	Milwaukee.....	Sloop, Chicago, Ill.....		
Aug. 27	.....do.....	.....do.....	Lch. Monnan, Milwaukee, Wis.		
Aug. 29	Two and one-half miles southeast of station.	Beaver Island....	Str. Badger, St. James, Mich.		
Sept. 1	.....do.....	Sleeping Bear Point.	Skiff, Glen Haven, Mich..		
Sept. 2	One-half mile east of station.	Holland.....	Slp. y. Ruth, Macatawa, Mich.		
Sept. 4	.....do.....	South Chicago....	Naphtha launch, Racine, Wis.		
Sept. 7	Twelve miles south of station.	Sturgeon Bay Can- nal.	Sc. La Petite, Milwaukee, Wis.	Glockner..	172
Sept. 10	Two miles north of station.	Ludington.....	Gasoline launch, Epworth Heights, Mich.		
Sept. 11	One and one-half miles southwest of station.	Baileys Harbor...	Sc. J. M. Harvey, Chicago, Ill.	Brown.....	22
Sept. 12	One hundred and twenty-five yards west of station.	Grand Haven.....	Sc. H. A. Richmond, Chicago, Ill.	Anderson..	208
Sept. 12	Two miles north of station.	Sturgeon Bay Can- nal.	Sc. German, Milwaukee, Wis.	Isabell.....	77
Sept. 13	Three-quarters mile north of station.	Evanston.....	Sloop-yacht, Chicago, Ill.		
Sept. 14	Three-quarters mile northwest of station.	South Manitou Island.	Sc. Mary A. Gregory, Milwaukee, Wis.	Michelson..	87
Sept. 16	Two and one-half miles southwest of station.	Charlevoix.....	Str. Welcome, Milwaukee, Wis.	Weaver....	222
Sept. 17	One mile south of station	Holland.....	Str. Joe, Grand Haven, Mich.	Upham.....	99
Sept. 18	One-third mile southeast of station.	Kewaunee.....	Sc. Dawn, Milwaukee, Wis.	Kirwah....	26
Sept. 22	Two and one-quarter miles north-northeast of station.	Plum Island.....	Str. Erie L. Hackley, Chicago, Ill.	Vorous....	91
Sept. 26	One hundred and twenty-five yards east of station.	Old Chicago.....	Slp. y. Outlaw, Chicago, Ill.	Porter.....	6
Sept. 26	One hundred and sixty-five yards south of station.	Kenosha.....	Sc. Shamrock 4th, Kenosha, Wis.		
Oct. 1	One-half mile northwest of station.	Manistee.....	Rowboat, Manistee, Mich.		
Oct. 3	Two miles northeast of station.	Jackson Park....	Yacht, Chicago, Ill.....		

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

season of 1903-4—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.
Dragged anchors and stranded.		\$3,500		\$3,500	\$3,500		3	3			
do.		2,700		2,700	2,700		2	2			
do.		1,800		1,800	1,800		1	1			
do.		750		750	750						
Broke from moorings.		2,000		2,000	2,000						
Pleasure trip.		50		50	50		2	2			
do.		1,500		1,500	1,500						
South Haven to Macatawa, Mich.		800		800	775	\$25					
Capsized.		25		25	25		3	3			
do.		50		50	50		2	2			
Milwaukee, Wis., to Cedar River, Mich.		1,500		1,500	1,500		7	7			
Adrift.		30		30	30		7	7			
Pleasure trip.		350		350	350		4	4			
Dragged anchor and stranded.		175		175	140	35					
Adrift.		3,500		3,500	3,500						
Fishing trip.		700		700	700		4	4			
Adrift.		10		10	10		1	1			
Capsized.		45		45	45		3	3			
Adrift.		800		800	800		3	3			
Torch Lake, Mich., to Milwaukee, Wis.	Slabs	2,000	\$725	2,725		2,725	5	5		5	10
		350		350	350						
Ludington, Mich., to Baileys Harbor, Wis.	Merchandise.	700	700	1,400	1,400		2	2			
Menominee to Holland, Mich.	Lumber	2,000	4,000	6,000	6,000		6	6			
Parted lines.	Gravel	800	25	825	\$25		5	5			
Chicago to Evanston, Ill.		500		500	500		2	2			
Menominee to Muskegon, Mich.	Lumber	1,200	1,000	2,200	2,200		4	4			
Chicago, Ill., to Charlevoix, Mich.		10,000		10,000		10,000	10	10		5	5
Saugatuck to Holland, Mich.	Fruit	3,500	725	4,225		4,225	5	5			
Milwaukee to Portage Bay, Wis.		250		250		250	2	2		2	6
Sturgeon Bay to Detroit Harbor, Wis.		3,000		3,000	3,000		7	7			
Broke from moorings.		1,000		1,000	1,000						
Capsized.		10		10	10		3	3			
Bear Lake to Manistee, Mich.		25		25	25		2	2			
Capsized.		100		100	100		2	2			

Table of casualties
DISTRICT NO. 12.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1903.					
Oct. 6	One-half mile south of station.	Old Chicago.....	Slp. y. Thor Bjorn, Chicago, Ill.	Amundsen.	8
Oct. 7	do.....	do.....	Slp. y. Mawaja, Chicago, Ill.	Price.....	11
Oct. 16	Two and one-half miles south of station.	Grand Haven....	Sc. Swan, Grand Haven, Mich.	Genthner..	23
Oct. 17	Seven miles north-northeast of station.	Sturgeon Bay Canal.	Str. New Orleans, Buffalo, N. Y.	Coleman....	1,457
Oct. 19	One-quarter mile north of station.	Charlevoix.....	Catboat Sea Gull, Charlevoix, Mich.	.....	.....
Oct. 30	Six miles north of station	Old Chicago.....	Str. Wawatam, Duluth, Minn.	Light.....	1,856
Nov. 1	One-sixth mile southeast of station.	Saint Joseph.....	Rowboat, Saint Joseph, Mich.	.....	.....
Nov. 4	Three miles southwest of station.	South Manitou Island.	Str. Walter L. Frost, Ogdensburg, N. Y.	Gallagher..	1,322
Nov. 4	One and one-half miles southeast of station.	Sleeping Bear Point.	Gasoline launch, Empire, Mich.	.....	.....
Nov. 4	Twelve miles northwest of station.	Ludington.....	Sc. A. T. Bliss, Chicago, Ill.	Cofferin....	437
Nov. 5	One mile north of station	South Manitou Island.	Sc. Robert Howlett, Grand Haven, Mich.	Blake.....	158
Nov. 5	One-quarter mile southeast of station.	Pentwater.....	Str. Helen Taylor, Grand Haven, Mich.	Cary.....	43
Nov. 9	One and one-half miles north of station.	South Manitou Island.	Sc. Alert, Milwaukee, Wis.	Plout.....	18
Nov. 14	Two-sevenths mile west-northwest of station.	Pentwater.....	Sc. Waleska, Grand Haven, Mich.	Ludwig....	71
Nov. 15	One-seventh mile west of station.	Grand Haven....	Sc. Rob Roy, Grand Haven, Mich.	Hansen....	97
Nov. 16	One-half mile west of station.	Beaver Island...	Str. Lillie Chambers, Charlevoix, Mich.	.....	.....
Nov. 16	Two hundred yards northwest of station.	Milwaukee.....	Rowboat, Milwaukee, Wis.	.....	.....
Nov. 16	One-half mile northeast of station.	Sheboygan.....	Sc. Robert Howlett, Grand Haven, Mich.	Blake.....	158
Nov. 17	One mile north of station	North Manitou Island.	Str. Chas. Stewart Parnell, Oswego, N. Y.	Griffin.....	1,739
Nov. 18	Two hundred feet west of station.	Old Chicago.....	Sc. Robert Howlett, Grand Haven, Mich.	Blake.....	158
Nov. 18	Racine Bay.....	Racine and Milwaukee.	Sc. J. V. Taylor, Chicago, Ill.	Ingelson...	199
Nov. 21	Two miles east-southeast of station.	Beaver Island...	Sc. George Sturges, Chicago, Ill.	Godwin....	439
Dec. 2	One-sixth mile south of station.	Sturgeon Bay Canal.	Slp. Diamond, Marinette, Wis.	Sunden.....	.....
1904.					
Jan. 18	One-sixth mile northeast of station.	Sheboygan.....	Str. Lulse M., Milwaukee, Wis.	Muntinga..	18
Mar. 23	Five miles south of station.	Evanston.....	Skiff, Chicago, Ill.	.....	.....
Apr. 7	One and seven-eighths miles east by south of station.	Racine.....	Str. J. C. Evans, Chicago, Ill.	Johnson...	79
Apr. 11	One and one-quarter miles north of station.	Grande Pointe au Sable.	Str. Frank Canfield, Grand Haven, Mich.	Smith.....	48
Apr. 11	One-quarter mile north-east of station.	Milwaukee.....	Skiff, Milwaukee, Wis.	.....	.....
Apr. 16	One-quarter mile south of station.	Old Chicago.....	Str. Leslie, Chicago, Ill.	.....	38
Apr. 22	One-half mile west of station.	Muskegon.....	Pile driver, Muskegon, Mich.	.....	.....
Apr. 29	Three-quarters mile north of station.	Manistee.....	Ga. s. Glen, Manistee, Mich.	.....	.....
May 6	Two and one-half miles southeast of station.	Sleeping Bear Point.	Gasoline launch, Empire, Mich.	.....	.....
May 13	One and one-half miles east of station.	Racine.....	Yawl, Racine, Wis.	.....	.....
May 13	Four miles southeast of station.	Sturgeon Bay Canal.	Str. Ottawa, Chicago, Ill.	Thayer....	94
May 17	Two miles north of station.	Jackson Park....	Sailboat Janet, Chicago, Ill.	.....	.....

^a Disabled, requiring assistance.

season of 1903-4—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.
Broke from moorings.		\$1,900		\$1,900	\$1,865	\$35					
do.		1,800		1,800	1,640	160	1	1			
Charlevoix to Saint Joseph, Mich.	Wood.	1,600	\$250	1,850	1,650	200	2	2		2	14
Buffalo, N. Y., to South Chicago, Ill.	Coal.	50,000	11,000	61,000	45,000	16,000	17	17			
Fishing trip.		400		400	375	25	2	2			
Escanaba, Mich., to South Chicago, Ill.	Iron ore.	150,000	9,000	159,000	146,970	12,030	19	19			
Capsized.		40		40	40		2	2			
Chicago, Ill., to Ogdensburg, N. Y.	Corn and general merchandise.	40,000	30,000	70,000	5,000	65,000	21	21		7	147
Broke from moorings.		1,000		1,000	1,000						
Sturgeon Bay, Wis., to Ludington, Mich.	Stone.	5,000	500	5,500		5,500	2	2			
Torch Lake, Mich., to Chicago, Ill.	Railroad ties.	1,200	1,000	2,200	2,200		5	5			
Sunk at moorings.	Timber.	2,500	1,000	3,500	3,500						
Little Traverse Bay to Frankfort, Mich.		200		200	200		2	2		2	2
Milwaukee, Wis., to Pentwater, Mich.		1,500		1,500	1,500		3	3			
Manistee to South Haven, Mich.	Lumber.	1,000	2,000	3,000	3,000		4	4			
Fishing trip.		600		600	575	25					
Capsized.		20		20	20		2	2		1	1
Torch Lake, Mich., to Chicago, Ill.	Cedar ties.	2,000	2,500	4,500	4,500		5	5			
Milwaukee, Wis., to Erie, Pa.	Wheat and corn.	60,000	50,000	110,000	97,000	13,000	16	16		11	11
Torch Lake, Mich., to Chicago, Ill.	Cedar ties.	1,000	1,400	2,400	2,400		5	5			
Pine Lake, Mich., to Milwaukee, Wis.	Lumber.	2,500	800	3,300	3,300		6	6			
Cheboygan, Mich., to Chicago, Ill.	do.	20,000	6,000	26,000	26,000		7	7			
Pentwater to Menominee, Mich.	Produce.	2,500	650	3,150	3,150		2	2			
Fast in the ice.		2,000		2,000	2,000		4	4			
do.		20		20	20		1	1			
Milwaukee, Wis., to Chicago, Ill.		10,000		10,000	10,000		6	6			
Manistee to Muskegon, Mich.		3,000		3,000		3,000	5	2	3	2	2
Adrift.		20		20	20		1	1			
Broke from moorings.		6,475		6,475	6,475		1	1			
Capsized.		100		100	80	20	4	4			
Fishing trip.		200		200	200		2	2			
Empire to Glen Arbor, Mich.		250		250	250		4	4			
Pleasure trip.		50		50	50		3	3			
Capsized.	Hay, oats, and flour.	15,000	1,300	16,300	14,700	1,600	7	7		7	7
do.		60		60	60		2	2			

Table of casualties

DISTRICT NO. 12.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1904.					
May 25	Four miles northeast of station.	Old Chicago.....	Yacht, Chicago, Ill.....		
May 26	One mile northeast of station.	South Chicago....	Naptha launch, South Chicago, Ill.....		
May 29	Ten miles southwest of station.	Grand Haven.....	Ga. s. Helen C. La Moore, Newaygo, Mich.....		
May 31	One mile east of station..	South Chicago....	Naptha launch, South Chicago, Ill.....		
June 4	Two miles north of station.	Jackson Park.....	Sailboat, Chicago, Ill.....		
June 4	One and one-quarter miles south of station.	Old Chicago.....	Slp. y. Brant, Chicago, Ill.....		
June 8	One-half mile south of station.	Muskegon.....	Sc. Abbie, Grand Haven, Mich.....	Nelson....	87
June 10	One-seventh mile southwest of station.	South Haven.....	Ga. lch. J. Green, Chicago, Ill.....		
June 17	One hundred and twenty-five yards east of station.	.....do.....	Na. lch. Gera, South Haven, Mich.....		
June 17	One and one-half miles east of station.	Old Chicago.....	Rowboat, Chicago, Ill.....		
June 18	One mile southeast of station.	Jackson Park.....	Slp. y. Swea, Chicago, Ill.....		
June 22	One mile north of station.	South Manitou Island.	Sc. Elida, Milwaukee, Wis.....	Ellingsen..	192
June 23	Three-quarters mile southeast of station.	Jackson Park.....	Skiff, Chicago, Ill.....		
June 23	One-third mile southeast of station.	Old Chicago.....	Rowboat, Chicago, Ill.....		
June 24	One mile north of station.	Jackson Park.....	Yht. Aeanna, Chicago, Ill.....		
June 25	One hundred and fifty yards south of station.	Sturgeon Bay Canal.	Str. Effie L., Duluth, Minn.....	Barnard....	41
June 30	Twenty miles north of station.	Frankfort.....	Sc. Minnehaha, Grand Haven, Mich.....	Mickelson..	59
	Total.....				

DISTRICT NO. 13,

1903.					
July 3	Five miles west of station.	Point Adams.....	Fish boat, Astoria, Oreg.....		
July 17	One mile northeast of station.	.....do.....	Sc. David Evans, San Francisco, Cal.....	Holstrom..	821
July 22	One mile southeast of station.	Willapa Bay.....	Fish boat, Bay Center, Wash.....		
Aug. 1	Five-eighths mile southwest of station.	Arena Cove.....	Sc. Abbie, San Francisco, Cal.....	Carlson....	146
Aug. 6	Seven miles north of station.	Point Reyes.....	Ga. s. Copper Queen, Coos Bay, Oreg.....	Burns.....	13
Aug. 27	One mile south $\frac{1}{2}$ east of station.	Humboldt Bay...	Str. South Bay, San Francisco, Cal.....	Jameson...	469
Sept. 4	Two miles south-southeast of station.	Coos Bay.....	Gasoline launch, Coos Bay, Oreg.....		
Sept. 17	One-half mile southwest of station.	Coquille River...	Ga. s. Alta and barge, San Francisco, Cal.....	Burns.....	14
Sept. 19	Two and one-half miles north of station.	Yaquina River...	Str. T. M. Richardson, Yaquina, Oreg.....	Davis.....	36
Sept. 25	Four and one-half miles south of Southside Station.	Southside, Golden Gate, and Fort Point.	Bk. Gifford, Glasgow, Scotland.....	Michie.....	2,245
Oct. 11	One-half mile west of station.	Coquille River...	Skiff, Bandon, Oreg.....		
Oct. 12	One and one-half miles north of station.	Point Adams.....	Scow, Portland, Oreg.....		
Oct. 13	One and one-half miles northeast by north of station.	Coos Bay.....	Sailboat, Coos Bay, Oreg.....		
Oct. 24	Two miles southeast of station.	.....do.....	Small boat, Coos Bay, Oreg.....		

season of 1903-4—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 succored at.
Pleasure trip.....		\$75		\$75	\$75		5	5			
do.....		500		500	500		2	2			
Holland to Muskegon, Mich.		4,000		4,000	3,925	\$75	2	2			
Pleasure trip.....		500		500	500		2	2			
do.....		30		30	30		2	2			
Capsized.....		475		475	475		3	3			
Chicago, Ill., to Ludington, Mich.		2,500		2,500	1,500	1,000	4	4			
Chicago, Ill., to South Haven, Mich.		1,200		1,200	1,200		2	2			
On fire at dock.....		1,000		1,000	950	50	1	1			
Adrift.....		20		20	20		1	1			
Pleasure trip.....		2,500		2,500	2,500		5	5			
Charlevoix, Mich., to Milwaukee, Wis.	Slabs.....	1,500	\$750	2,250	2,250		6	6			
Adrift.....		5		5	5		3	3			
Overloaded and swamped.....		10		10	10		4	3	1		
Capsized.....		15		15	15		2	2			
Towing in harbor.....		5,000		5,000	5,000		8	8			
North Muskegon to Otter Creek, Mich.	Staves.....	1,200	600	1,800	900	900	3	3			
		520,145	131,945	652,090	514,455	137,635	405	399	6	49	225

EMBRACING PACIFIC COAST.

Fishing trip.....		\$250		\$250	\$250		2	2		2	2
Honolulu, Hawaii, to Portland, Oreg.		45,000		45,000	45,000		12	12			
Georgetown to Bay Center, Wash.		200		200	200		1	1			
Point Arena to San Francisco, Cal.	Bark.....	2,300	\$2,640	4,940	4,440	\$500	7	7			
Rogue River, Oreg., to San Francisco, Cal.	Fish.....	5,000	2,000	7,000		7,000	5	5			
Humboldt Bay to San Francisco, Cal.	Lumber...	60,000	10,000	70,000	70,000		16	16			
Adrift.....		750		750	750		2	2			
Coquille River to Rogue River, Oreg.	Merchandise.	1,950	500	2,450	2,450		6	6			
Yaquina to Newport, Oreg.		2,000		2,000	2,000		31	31			
Newcastle, New South Wales, to San Francisco, Cal.	Coal.....	100,000	17,000	117,000		117,000	30	30		20	26
Adrift.....		25		25	25						
do.....	Household furniture.	25	75	100	100						
Capsized.....		60		60	60		1	1		1	1
South Slough to Empire City, Oreg.		40		40	40		1	1			

Table of casualties

DISTRICT NO. 13.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1903.					
Nov. 3	Two hundred yards north of station.	Humboldt Bay...	Str. Peerless, Eureka, Cal.	Barker....	21
Nov. 5	Two and one-quarter miles northeast by east of station.	Grays Harbor....	Small boat, Westport, Wash.	.....	.....
Nov. 8	Four and one-half miles north-north west of station.	.....do.....	Sc. C. A. Thayer, San Francisco, Cal.	Monsen....	452
Nov. 11	One mile east of station.	Coos Bay.....	Boat belonging to sc. Lily, San Francisco, Cal.	.....	.....
Nov. 20	One mile northeast of station.	.....do.....	Ga. s. Comet, Marshfield, Oreg.	Tim mer man.	9
Nov. 24	One-quarter mile north-west of station.	Point Adams.....	Small boat, Fort Stevens, Oreg.	.....	.....
Dec. 8	Peacock Spit.....	Point Adams and Cape Disap-pointment.	Bk. Cavour, Genoa, Italy	Sofianos....	1,429
Dec. 22	Two miles south of station.	Golden Gate.....	Ga. lch. Famiglia Unita, San Francisco, Cal.	.....	.....
Dec. 30	Three-quarters mile southwest of station.	Coquille River...	Sc. Ruby, San Francisco, Cal.	Korts.....	345
1904.					
Jan. 1	Three-quarters mile south of station.	Humboldt Bay...	Rowboat, Eureka, Cal.	.....	.....
Jan. 8	One and one-quarter miles north of station.	Coquille River...	Str. Dispatch, Bandon, Oreg.	White.....	165
Jan. 11	One-quarter mile west of station.	Arena Cove.....	Boat belonging to Str. Alcazar, San Francisco, Cal.	.....	.....
Feb. 10	One-half mile southwest of station.	Coquille River...	Fish boat, Bandon, Oreg.	.....	.....
Feb. 11	Two miles northwest of station.	.....do.....	Str. Favorite, Coos Bay, Oreg.	Momaw....	63
Feb. 14	Four miles northwest of station.	Grays Harbor...	Sc. Alcalde, San Francisco, Cal.	Harris.....	321
Feb. 22	Ten miles south of Ilwaco Beach Station.	Ilwaco Beach and Cape Disap-pointment.	Sc. Frank W. Howe, Port Townsend, Wash.	Keegan....	573
Mar. 5	One-half mile south of station.	Humboldt Bay...	Fish boat, Eureka, Cal.	.....	.....
Mar. 5	.....do.....	.....do.....	Skiff, Eureka, Cal.	.....	.....
Mar. 21	One-half mile southwest of station.	Coquille River...	Skiff.....	.....	.....
Mar. 21	One mile south of station.	Humboldt Bay...	Ga. lch. Eureka, Eureka, Cal.	.....	.....
Apr. 16	Three-quarters mile from station.	Ilwaco Beach.....	Skiff.....	.....	.....
Apr. 21	One and three-quarters miles south-southeast of station.	Cape Disappoint-ment.	Fish boat, Astoria, Oreg.	.....	.....
Apr. 23	Three miles northwest of station.	Point Adams.....	Fish boat, Astoria, Oreg.	.....	.....
May 2	One mile south $\frac{1}{2}$ west of station.	Humboldt Bay...	Bkn. Amelia, Port Townsend, Wash.	Miller.....	397
May 4	One and one-half miles north of station.	Fort Point.....	Ga. lch. Little Tess, San Francisco, Cal.	.....	.....
May 25	Two miles south of station.	Cape Disappoint-ment.	Fish boat, Astoria, Oreg.	.....	.....
June 11	Twenty-one miles north-northwest of station.	Umpqua River...	Sc. Del Norte, Coos Bay, Oreg.	Frenz.....	100
June 16	One and three-quarters miles south-southeast of station.	Cape Disappoint-ment.	Fish boat, Astoria, Oreg.	.....	.....
June 19	Six miles northwest of station.	Point Adams.....	Fish boat, Astoria, Oreg.	.....	.....
June 24	Three-quarters mile north of station.	Cape Disappoint-ment.	Fish boat, Astoria, Oreg.	.....	.....
	Total.....	.....	.....	.....	.....

season of 1903-4—Continued.

PACIFIC COAST—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Persons on board.	Persons saved.	Persons lost.	Persons succored at station.	Days' succor afforded.
Eureka to Crescent City, Cal.		\$5,000		\$5,000	\$1,200	\$3,800	4	4			
Ococta to Westport, Wash.		50		50		50	1	1			
Honolulu, Hawaii, to Hoquiam, Wash.		30,000		30,000	25,000	5,000	8	8			
Capsized.		100		100	100						
Employed in harbor.		1,800		1,800	1,800		5	5		3	3
Parted moorings.		25		25	15	10					
Portland, Oreg., to Pisco, Peru.	Lumber.	15,000	\$10,380	25,380		25,380	16	16			
Capsized.		800		800	600	200	2		2		
San Francisco, Cal., to Coquille River, Oreg.	Merchandise.	25,000	1,200	26,200	26,200		8	8			
Pleasure trip.		75		75	75		3	3			
Coquille City to Bandon, Oreg.	Miscellaneous.	10,000	200	10,200	10,150	50	20	20			
Capsized.		75		75	75		1	1			
Adrift.		50		50	50						
Coquille City to Bandon, Oreg.	Merchandise.	4,000	30	4,030	4,005	25	8	8			
Aberdeen, Wash., to Manila, P. I.	Lumber.	10,000	3,500	13,500		13,500	9	9			
Ballard, Wash., to San Francisco, Cal.	Railroad ties.	30,000	4,000	34,000		34,000	9	7	2	2	2
Eureka to South Bay, Cal.		100		100	100		2	2		2	2
Adrift.		10		10	10						
		25		25	25						
Pleasure trip.		2,000		2,000	1,800	200	4	4			
Adrift.		25		25	25						
Capsized.		500		500	500		2		2		
do.		500		500	500		2	2			
Honolulu, Hawaii, to Fields Landing, Cal.		10,000		10,000	10,000		10	10			
Sausalito to San Francisco, Cal.		1,000		1,000	1,000		2	2			
Fishing trip.		500		500	500		2	2		2	2
Acme, Oreg., to San Francisco, Cal.	Lumber, butter, and hides.	7,000	3,000	10,000	9,000	1,000	5	5			
Fishing trip.		500		500	500		2	2		2	2
do.		350		350	350		2	2			
do.		500		500	500		2	2			
		372,585	54,525	427,110	219,395	207,715	243	237	6	34	40

Table of casualties

RECAPIT-

Districts.	Total number of disas- ters.	Total value of vessels.	Total value of cargoes.
District No. 1.....	43	\$130,725	\$32,425
District No. 2.....	181	492,675	71,195
District No. 3.....	11	24,400	13,600
District No. 4.....	54	186,810	47,970
District No. 5.....	52	1,259,840	734,955
District No. 6.....	63	203,500	175,060
District No. 7.....	31	481,035	151,410
District No. 8.....	12	35,100	800
District No. 9.....	30	204,805	40,410
District No. 10.....	55	100,555	16,950
District No. 11.....	74	916,065	306,045
District No. 12.....	120	520,145	131,945
District No. 13.....	44	372,585	54,525
Aggregate.....	770	4,928,240	1,777,290

season of 1903-4.

ULATION.

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
\$163,150	\$141,615	\$21,535	186	186	-----	25	35	5
563,870	473,120	90,750	682	680	2	81	110	5
38,000	18,350	19,650	53	53	-----	10	20	2
234,780	152,160	82,620	188	174	14	59	121	5
1,994,795	1,920,810	73,985	336	336	-----	66	113	2
378,560	355,890	22,670	282	281	1	149	324	2
632,445	359,645	272,800	194	192	2	81	160	9
35,900	35,440	460	41	39	2	4	-----	-----
245,215	209,865	35,350	209	208	1	29	61	3
117,505	60,685	56,820	214	214	-----	9	9	2
1,222,110	868,650	353,460	295	295	-----	49	74	3
652,090	514,455	137,635	405	399	6	57	234	7
427,110	219,395	207,715	243	237	6	40	46	5
6,706,530	5,330,080	1,375,450	3,328	3,294	34	a 659	a 1,311	50

^a These figures include 145 persons to whom succor was given who were not on the vessels embraced in the tables, and 166 days of such succor, as follows:

District No. 1.... 4 persons 4 days.
 District No. 2.... 25 persons 29 days.
 District No. 3.... 2 persons 2 days.
 District No. 4.... 6 persons 8 days.
 District No. 5.... 27 persons 29 days.
 District No. 6.... 36 persons 48 days.

District No. 7.... 15 persons 15 days.
 District No. 9.... 7 persons 7 days.
 District No. 11.... 9 persons 9 days.
 District No. 12.... 8 persons 9 days.
 District No. 13.... 6 persons 6 days.

Total 145 166

APPROPRIATIONS AND EXPENDITURES.

STATEMENT SHOWING THE APPROPRIATIONS AND EXPENDITURES FOR THE MAINTENANCE OF THE LIFE-SAVING SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1904.

APPROPRIATION—LIFE-SAVING SERVICE, 1904.

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.....	\$2,000.00	
Massachusetts, district No. 2.....	2,000.00	
Rhode Island and Fishers Island, district No. 3.....	1,800.00	
Long Island, district No. 4.....	2,000.00	
New Jersey, district No. 5.....	2,000.00	
Delaware, Maryland, and Virginia, district No. 6.....	2,000.00	
Virginia and North Carolina, district No. 7.....	2,000.00	
South Carolina, Georgia, and Florida, district No. 8.....	1,700.00	
Gulf of Mexico, district No. 9.....	1,800.00	
Lakes Ontario and Erie, district No. 10.....	2,000.00	
Lakes Huron and Superior, district No. 11.....	2,000.00	
Lake Michigan, district No. 12.....	2,000.00	
Washington, Oregon, and California, district No. 13.....	2,000.00	
		\$25,300.00

For salaries of 282 keepers of life-saving and lifeboat stations and of houses of refuge.....	244,200.00
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For pay of crews of surfmen employed at the life-saving and lifeboat stations, including the old Chicago station and at the building to be erected on the grounds of the Louisiana Purchase Exposition at St. Louis, Mo., under authority of section 15 of the act of Congress approved March 3, 1901, as amended by the act of June 28, 1902, for an exhibit of the United States Life-Saving Service, at the uniform rate of \$65 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, including use of additional land where necessary; 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 and purchase of fuel in kind for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service; for carrying out the provisions of sections 7 and 8 of the act approved May 4, 1882; for draft animals and their maintenance; for telephone lines and care of same, and contingent expenses, including freight, storage, rent, repairs to apparatus, labor, medals, stationery, newspapers for statistical purposes, advertising, and all other necessary expenses, not included under any other head of life-saving stations on the coasts of the United States.....	1,532,610.00
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Total.....	1,802,110.00
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EXPENDITURES.

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

District No. 1, July 1, 1903, to June 30, 1904.....	\$2,000.00	
District No. 2, July 1, 1903, to May 31, 1904.....	1,835.20	
District No. 3, July 1, 1903, to June 30, 1904.....	1,800.00	
District No. 4, July 1, 1903, to June 30, 1904.....	2,000.00	
District No. 5, July 1, 1903, to June 30, 1904.....	2,000.00	
District No. 6, July 1, 1903, to June 30, 1904.....	2,000.00	
District No. 7, July 1, 1903, to June 30, 1904.....	2,000.00	
District No. 8, July 1, 1903, to June 30, 1904.....	1,700.00	
District No. 9, July 1, 1903, to June 30, 1904.....	1,800.00	
District No. 10, July 1, 1903, to June 30, 1904.....	2,000.00	
District No. 11, July 1, 1903, to June 30, 1904.....	2,000.00	
District No. 12, July 1, 1903, to June 30, 1904.....	2,000.00	
District No. 13, July 1, 1903, to June 30, 1904.....	2,000.00	
	<hr/>	\$25,135.20
Salaries of 267 keepers, districts Nos. 1 to 13, inclusive, quarter ending September 30, 1903.....	59,408.98	
Salaries of 267 keepers, districts Nos. 1 to 13, inclusive, quarter ending December 31, 1903.....	59,399.20	
Salaries of 267 keepers, districts Nos. 1 to 13, inclusive, quarter ending March 31, 1904.....	59,437.96	
Salaries of 267 keepers, districts Nos. 1 to 13, inclusive, quarter ending June 30, 1904.....	57,031.62	
	<hr/>	235,277.76
Pay of surfmen in district No. 1, from August 1, 1903, to May 31, 1904.....	59,147.90	
Pay of surfmen in district No. 2, from July 1, 1903, to June 30, 1904.....	135,477.05	
Pay of surfmen in district No. 3, from August 1, 1903, to May 31, 1904.....	33,800.00	
Pay of surfmen in district No. 4, from August 1, 1903, to May 31, 1904.....	121,752.08	
Pay of surfmen in district No. 5, from August 1, 1903, to May 31, 1904.....	174,533.60	
Pay of surfmen in district No. 6, from August 1, 1903, to May 31, 1904.....	77,740.00	
Pay of surfmen in district No. 7, from August 1, 1903, to May 31, 1904.....	136,825.00	
Pay of surfmen in district No. 8, from August 1, 1903, to May 31, 1904.....	3,900.00	
Pay of surfmen in district No. 9, from August 1, 1903, to May 31, 1904.....	31,839.10	
Pay of surfmen in district No. 10, from July 1, 1903, to June 30, 1904.....	42,718.92	
Pay of surfmen in district No. 11, from July 1 to December 11, 1903, and from April 25 to June 30, 1904.....	68,707.66	
Pay of surfmen in district No. 12, from July 1 to December 5, 1903, and from April 1 to June 30, 1904.....	112,137.14	
Pay of surfmen in district No. 13, from July 1, 1903, to June 30, 1904.....	96,452.58	
Pay of volunteer surfmen for assistance to the keepers and crews of certain stations at wrecks which occurred during the active season:		
District No. 2.....	\$2.17	
District No. 5.....	6.27	
District No. 7.....	3.00	
District No. 9.....	6.00	
District No. 12.....	37.00	
	<hr/>	54.44

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

District No. 1.....	\$9. 00
District No. 2.....	6. 00
District No. 5.....	34. 50
District No. 6.....	3. 00
District No. 7.....	42. 00
District No. 9.....	15. 00
District No. 10.....	95. 75
District No. 12.....	50. 50

\$255. 75

\$1, 100, 341. 22

Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882..... 5, 111. 69

Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882..... 19, 679. 46

Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882..... 13, 273. 03

38, 064. 18

Apparatus..... 9, 538. 07

Books, charts, stationery, advertising, etc..... 2, 125. 05

Care of stations pending appointment of keepers..... 715. 11

Commutation of quarters and fuel in kind for officers of the Revenue-Cutter Service detailed for duty in the Life-Saving Service..... 6, 668. 45

Compensation for special services, labor, etc..... 37, 934. 22

Draft animals..... 11, 587. 22

Equipments..... 7, 989. 36

Freight, packing, storage, telegraphing, etc..... 4, 930. 99

Fuel and water for stations..... 27, 465. 68

Furniture..... 6, 542. 48

Medals..... 2, 048. 50

Protection of stations from encroachment of the sea..... 657. 00

Rebuilding, repair, and improvement of stations..... 39, 095. 60

Removal of stations..... 221. 00

Rents..... 6, 122. 01

Repairs to apparatus, equipments, and furniture..... 2, 998. 07

Sites for stations..... 1, 616. 55

Subsistence of persons rescued from wrecked vessels..... 157. 70

Supplies..... 19, 051. 09

Telephones, telephone lines, and their maintenance..... 18, 127. 70

Transporting apparatus to and from wrecks, at stations where horses are not kept..... 518. 75

Traveling expenses of officers..... 12, 813. 55

218, 924. 15

Pay of keeper and 10 surfmen at the station on the grounds of the Louisiana Purchase Exposition, at St. Louis, Mo., during the months of April and May, 1904.....

1, 020. 93

Total expenditures from appropriation "Life-Saving Service, 1904"..... 1, 618, 763. 44

Balance of available funds, June 30, 1904..... 183, 346. 56

1, 802, 110. 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, 1903..... \$190, 210. 03

To which repayments have been made amounting to..... 925. 08

Total available funds..... 191, 135. 11

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, 1903," available as above.....	\$191, 135. 11	
Salary of keeper at South Haven Station, Twelfth district, February 1 to 3, 1903.....		7. 50
Pay of volunteer surfmen for assistance to the keepers and crews of certain stations at wrecks which occurred during the active season:		
District No. 7.....	\$53. 00	
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations:		
District No. 1.....	\$128. 00	
District No. 2.....	33. 00	
District No. 5.....	33. 00	
District No. 6.....	21. 00	
District No. 7.....	66. 00	
District No. 9.....	6. 00	
	287. 00	
		340. 00
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882.....	4, 307. 11	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....	19, 220. 39	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882.....	7, 653. 73	
		31, 181. 23
Apparatus.....	20, 141. 05	
Books, charts, stationery, advertising, etc.....	161. 89	
Compensation for special services, labor, etc.....	1, 717. 65	
Draft animals.....	605. 17	
Equipments.....	1, 365. 65	
Freight, packing, storage, telegraphing, etc.....	1, 697. 71	
Fuel and water for stations.....	1, 326. 05	
Furniture.....	180. 82	
Medals.....	6. 00	
Rebuilding, repair, and improvement of stations.....	75, 488. 25	
Rents.....	1, 658. 80	
Repairs to apparatus, equipments, and furniture.....	1, 214. 17	
Sites for stations.....	98. 50	
Subsistence of persons rescued from wrecked vessels.....	73. 15	
Supplies.....	1, 278. 33	
Telephones, telephone lines, and their maintenance.....	2, 573. 75	
Transporting apparatus to and from wrecks, at stations where horses are not kept.....	52. 00	
Traveling expenses of officers.....	951. 51	
		110, 590. 45
Total expenditures from appropriation "Life-Saving Service, 1903" ..	142, 119. 18	
Balance of available funds, June 30, 1904.....	49, 015. 93	
		191, 135. 11

There also remained unexpended at the beginning of the fiscal year, from appropriation of 1902, the following:

"Life-Saving Service, 1902".....	\$49, 861. 03
To which repayments have been made amounting to.....	9. 41
Total available funds.....	49, 870. 44

The expenditures from this balance during the year, made in payment of indebtedness standing over from the fiscal year ending June 30, 1902, were as follows:

"Life-Saving Service, 1902," available as above.....	\$49,870.44
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882	\$21.67
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882.....	870.93
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882.....	192.90
	<u>\$1,085.50</u>
Apparatus.....	485.00
Freight, packing, storage, telegraphing, etc.....	339.32
Rebuilding, repair, and improvement of stations.....	868.71
	<u>1,743.03</u>

Total expenditures from appropriation "Life-Saving Service, 1902".....	2,828.53
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Balance unexpended June 30, 1904.....	47,041.91
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This unexpended balance of \$47,041.91 was carried to the surplus fund June 30, 1904.

Other appropriations for the maintenance of the Life-Saving Service were as follows:

"Life-Saving telephone, cable, or telegraph lines—Green Bay to Rock Island, Wis., 1904:"	
Appropriation (act approved March 3, 1903).....	\$8,000.00
Expended.....	4,456.28

Balance unexpended June 30, 1904.....	3,543.72
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"Rebuilding and improving life-saving stations (proceeds of sales):"	
Balance available July 1, 1903.....	10,931.78
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.....	786.12

Total available funds June 30, 1904.....	11,717.90
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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, 1904, were therefore as follows:

"Life-Saving Service, 1904".....	\$1,618,763.44
"Life-Saving Service, 1903".....	142,119.18
"Life-Saving Service, 1902".....	2,828.53
"Life-saving telephone, cable, or telegraph lines—Green Bay to Rock Island, Wis., 1904".....	4,456.28
	<u>1,768,167.43</u>

Less the following:

Repayments to appropriations:

"Life-Saving Service, 1903".....	\$925.08
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"Life-Saving Service, 1902".....	9.41
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Excess of deposits, appropriation, "Rebuilding and improving life-saving stations (proceeds of sales)".....	786.12
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	<u>1,720.61</u>
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Total net expenditures of the Service.....	1,766,446.82
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There remained standing to the credit of the respective appropriations at the close of the fiscal year ending June 30, 1904, available as heretofore stated, the following balances:

"Life-Saving Service, 1904".....	\$183,346.56
"Life-Saving Service, 1903".....	49,015.93
"Life-saving telephone, cable, or telegraph lines—Green Bay to Rock Island, Wis., 1904".....	3,543.72
"Rebuilding and improving life-saving stations (proceeds of sales)".....	11,717.90

The foregoing statement of the net expenditures for the maintenance of the Life-Saving Service for the fiscal year ending June 30, 1904, differs from the expenditures by warrants in the following particulars:

Net expenditures by warrants.....	\$1,772,904.81
To which should be added the following amounts, as shown on page 318 of the report for 1903:	
In hands of George A. Bartlett, disbursing clerk, June 30, 1903:	
"Life-Saving Service, 1903".....	\$6,615.13
"Life-Saving Service, 1902".....	27.09
	<hr/>
	6,642.22
	<hr/>
	1,779,547.03

Less the following amounts:	
In the hands of the disbursing clerk June 30, 1904:	
"Life-Saving Service, 1904".....	9,148.40
"Life-saving telephone, cable, or telegraph lines—Green Bay to Rock Island, Wis., 1904".....	483.22
Amounts reappropriated and expended by warrants not included in the foregoing statement.....	3,468.59
	<hr/>
	13,100.21
	<hr/>

Net expenditures from appropriations for the year..... 1,766,446.82

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

APPROPRIATION.

'Salaries, office Life-Saving Service, 1904".....	\$45,900.00
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EXPENDITURES.

Compensation of officers and employees in office of Life-Saving Service.....	\$45,715.70
Amount unexpended.....	184.30
	<hr/>
	45,900.00

**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.

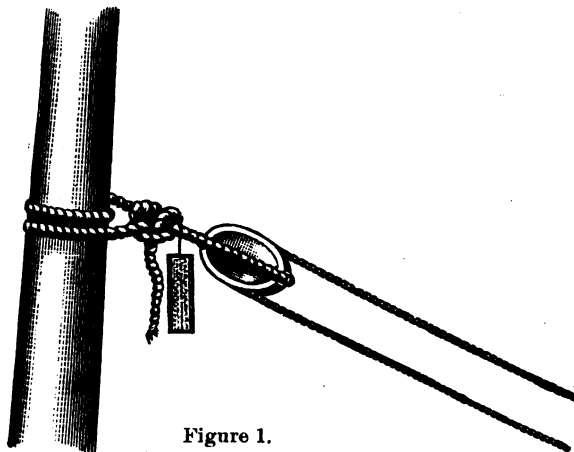


Figure 1.

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 having been obeyed, the result will be as shown in fig. 2.

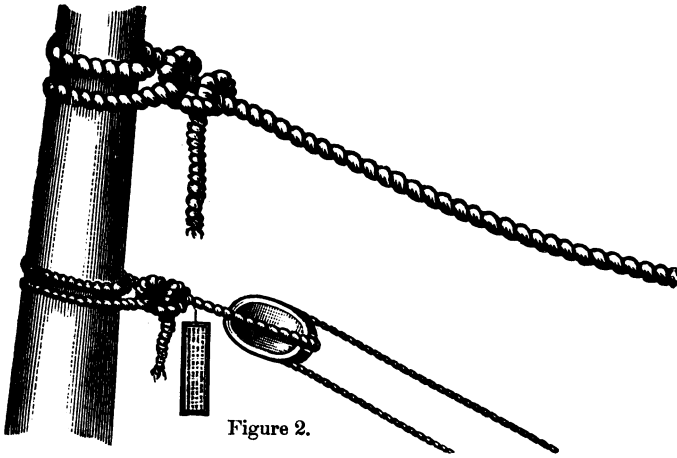


Figure 2.

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.

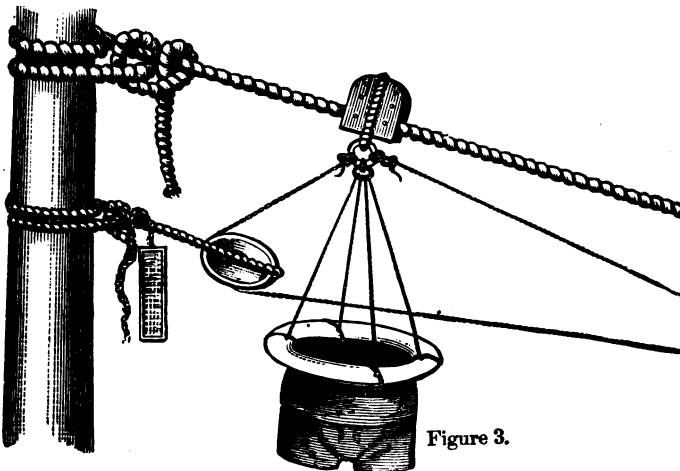


Figure 3.

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.**

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LIFE-SAVING DISTRICTS AND STATIONS.

FIRST DISTRICT.—COASTS OF MAINE AND NEW HAMPSHIRE.

Name of station.	State.	Locality.	Approximate position. ^a	
			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 Islands.....	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
Damiscove Island.....	Me.....	On the west shore of Damiscove 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-fourths 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
Hampton Beach.....	N. H.....	One and one-half miles north of Great Boars Head.....	42 56 20	70 47 40

SECOND DISTRICT.—COAST OF MASSACHUSETTS.

Saliabury Beach.....	Mass.....	Two-thirds of a mile south of State line.....	42 51 40	70 49 00
Newburyport.....	Mass.....	North end of Plum Island, mouth of Merrimac River.....	42 48 30	70 49 00
Plum Island.....	Mass.....	On Plum Island, 2½ miles from south end.....	42 44 00	70 47 15
Straitsmouth ^b	Mass.....	One-half of a mile west of Straitsmouth light.....	42 39 30	70 36 00
Gloucester.....	Mass.....	Old House Cove, westerly side of harbor, 1¼ miles from town.....	43 35 30	70 41 10
Nahant.....	Mass.....	On the neck, close to Nahant.....	42 25 45	70 56 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	70 09 50
High Head.....	Mass.....	Three and one-half miles northwest of Cape Cod light.....	42 03 55	70 06 50
Highland.....	Mass.....	Seven-eighths of a mile north west of Cape Cod light.....	42 02 55	70 04 20
Pamet River.....	Mass.....	Three and one-half miles south of Cap 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-fourth 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 of a mile north of Chatham Inlet.....	41 41 45	69 56 00
Chatham.....	Mass.....	One and one-fourth miles south-southwest of Chatham lights.....	41 39 10	69 57 10
Monomoy.....	Mass.....	Two and one-fourth miles north of Monomoy light.....	41 35 25	69 59 10
Monomoy Point.....	Mass.....	Three-fourths mile southwest of Monomoy light.....	41 33 10	70 00 20
Coskata.....	Mass.....	Two and one-fourth 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
Maddequet.....	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

^a Obtained from latest Coast Survey charts.

^b Formerly Davis Neck.

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

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
Brenton Point	R. I.	On Princes 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

FOURTH DISTRICT.—COAST OF LONG ISLAND.

Montauk Point ^a	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 of a 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 28
Georgica	N. Y.	One mile south of the 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-fourths of a 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 of a 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 of a 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 of a mile east of Jones Inlet	40 35 30	73 31 20
Point Lookout	N. Y.	Two miles west of New Inlet	40 35 10	73 35 40
Long Beach	N. Y.	Near west end of Long Beach	40 35 10	73 40 45
Far Rockaway ^b	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 ^c	N. Y.	Manhattan Beach	40 34 20	73 53 30
Eatons Neck	N. Y.	East side entrance to Huntington Bay, Long Island Sound.	40 57 10	73 24 00
Rocky Point	N. Y.	Near Rocky Point, Long Island Sound, about 4 miles northerly from Greenport.	41 08 20	72 21 10

FIFTH DISTRICT.—COAST OF NEW JERSEY.

Sandy Hook	N. J.	On Bay side, one-half of a 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 08 10

^a In charge of keeper of Ditch Plain station. No crew employed.^b Station destroyed by sudden gale while being moved across the water to new site.^c Not in operation.

FIFTH DISTRICT.—COAST OF NEW JERSEY—Continued.

Name of station.	State.	Locality.	Approximate position.	
			Latitude north.	Longitude west.
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-fourth miles south of Seaside Park	39 53 40	74 05 00
Cedar Creek.....	N. J.....	Five and three-eighths miles north of Barnegat Inlet.	39 51 10	74 05 10
Forked River.....	N. J.....	Two miles north of Barnegat Inlet.....	39 48 10	74 05 40
Barnegat.....	N. J.....	South side of Barnegat Inlet.....	39 45 30	74 06 10
Loveladies Island.....	N. J.....	Two and one-half miles south of Barnegat Inlet.	39 43 50	74 07 20
Harvey Cedars.....	N. J.....	Five and one-half miles south of Barnegat Inlet.	39 41 20	74 08 30
Ship Bottom.....	N. J.....	Midway of Long Beach.....	39 38 10	74 11 00
Long Beach.....	N. J.....	One and five-eighths miles north of Beach Haven.	39 35 00	74 13 20
Bonds.....	N. J.....	Two and one-fourth 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-fourths miles south of Absecon light.	39 20 50	74 27 40
Great Egg.....	N. J.....	Six and three-fourths 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 Corsons 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-fourth 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-fourths 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
Two Mile Beach.....	N. J.....	Four miles northeast of Cape May City.....	38 57 10	74 51 10
Cold Spring.....	N. J.....	One-half of a 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 ^a	N. J.....	Two and one-half miles west of Cape May City.	38 56 40	74 58 10

SIXTH DISTRICT.—COAST BETWEEN DELAWARE AND CHESAPEAKE BAYS.

Lewes.....	Del.....	Two miles west from Cape Henlopen light.....	38 46 50	75 07 10
Cape Henlopen.....	Del.....	Seven-eighths of a mile southerly of 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.....	At 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

^aIn charge of keeper of Cape May station. No crew employed.

SEVENTH DISTRICT.—COAST BETWEEN CHESAPEAKE BAY AND NORTHERN BOUNDARY OF SOUTH CAROLINA.

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
Cape Henry.....	Va.....	Three-fourths of a mile southeast of Cape Henry light.	36 55 10	75 59 50
Virginia Beach.....	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
Pennneys Hill.....	N. C.....	Five and three-fourths miles north of Currituck Beach light.	36 27 30	75 50 40
Currituck Beach.....	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
Caffees Inlet.....	N. C.....	Ten and three-fourths miles south of Currituck Beach light.	36 13 40	75 46 20
Paul Gamiels Hill.....	N. C.....	Five miles north of Kitty Hawk.....	36 08 00	75 43 50
Kitty Hawk.....	N. C.....	On the beach abreast of north end of Kitty Hawk Bay.	36 03 50	75 41 30
Kill Devil Hills.....	N. C.....	Four and one-half miles south of Kitty Hawk.	36 00 10	75 39 40
Nags Head.....	N. C.....	Nine miles north of Oregon Inlet.....	35 56 00	75 36 40
Bodie Island.....	N. C.....	Seven-eighths of a mile northeast of Bodie Island light.	35 49 40	75 33 20
Oregon Inlet.....	N. C.....	One-half of a 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 of a 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-fourths 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
Hatteras Inlet.....	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

EIGHTH DISTRICT.—COASTS OF SOUTH CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Sullivans Island.....	S. C.....	At Moultrieville, Sullivans Island, at north end of harbor jetty.	32 45 30	79 51 05
Bulow ^a	Fla.....	Twenty miles south of Matanzas Inlet.....	29 26 10	81 06 25
Mosquito Lagoon ^a	Fla.....	On beach outside the lagoon.....	28 51 30	80 46 20
Chester Shoal ^a	Fla.....	Eleven miles north of Cape Canaveral.....	28 36 40	80 35 50
Cape Malabar ^b	Fla.....	.....	.....	.....
Bethel Creek ^a	Fla.....	Sixteen miles north of Indian River Inlet.....	27 40 00	80 21 20
Indian River Inlet ^a	Fla.....	South side of inlet.....	27 29 45	80 17 50
Gilberts Bar ^a	Fla.....	At St. Lucie Rocks, 2 miles north of Gilberts Bar Inlet.	27 12 00	80 09 50
Jupiter Inlet ^c	Fla.....	One mile south of inlet.....	26 55 40	80 04 00
Orange Grove ^d	Fla.....	Five and one-half miles south of Lake Worth, 27 miles south of Lake Worth Inlet, and 37 miles south of Jupiter.	26 27 30	80 03 20
Fort Lauderdale ^a	Fla.....	Four miles north of New River Inlet.....	26 08 00	80 06 00
Biscayne Bay ^a	Fla.....	Six miles north of Norris Cut.....	25 54 10	80 08 00

^a House of refuge. No crew employed.
^b Discontinued March 30, 1891.

^c Discontinued January 21, 1899.
^d Discontinued October 1, 1896.

NINTH 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, south of light.....	29 42 27	93 51 10
Galveston	Tex	East end of Galveston Island	29 20 10	94 46 10
San Luis	Tex	West end of Galveston Island	29 07 00	95 04 00
Velasco	Tex	Two and one-fourth 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

TENTH DISTRICT.—LAKES ERIE AND ONTARIO, AND A STATION AT LOUISVILLE, KY.

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

ELEVENTH DISTRICT.—LAKES HURON AND SUPERIOR.

Lake View Beach.....	Mich	Five miles north of Fort Gratiot light.....	.....	.....
Harbor Beach.....	Mich	Inside Harbor Beach Harbor, Lake Huron.....	.....	.....
Pointe aux Barques.....	Mich	Near light, Lake Huron.....	.....	.....
Port Austin	Mich	About 2 miles northeast of Port Austin, and about 2 miles southeast of Port Austin Reef light, Lake Huron.	.....	.....
Tawas	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.....	.....	.....
Hammond	Mich	Hammonds Bay, Lake Huron.....	.....	.....
Bois Blanc	Mich	About midway, east side of island, Lake Huron.	.....	.....
Vermilion	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.	.....	.....
Deer Park	Mich	Near mouth of Sucker River, Lake Superior.....	.....	.....
Grand Marais	Mich	West of harbor entrance .....	.....	.....
Marquette	Mich	Near light, Lake Superior.....	.....	.....
Portage	Mich	Old Portage Lake Ship Canal, three-fourths of a mile from north end, on east bank.	.....	.....
Duluth.....	Minn	On Minnesota Point, Upper Duluth.....	.....	.....

^a Destroyed by fire.

TWELFTH DISTRICT.—LAKE MICHIGAN.

Name of station.	State.	Locality.	* Approximate position.	
			Latitude, north.	Longitude, west.
			O I H	O I H
Beaver Island ^a	Mich	Near light		
Charlevoix	Mich	South side of harbor entrance		
North Manitou Island	Mich	Near Pickard's wharf		
South Manitou Island	Mich	Near light		
Sleeping Bear Point	Mich	Near Glenhaven		
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 Calumet		
South Chicago	Ill	North side entrance of harbor		
Jackson Park	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, adjoining light		
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		

THIRTEENTH DISTRICT.—COASTS OF CALIFORNIA, OREGON, AND WASHINGTON.

Neah Bay ^b	Wash	Just south of Grays Harbor light	46 53 15	124 07 15
Grays Harbor	Wash	Near lighthouse boat landing	46 43 00	124 03 00
Willapa 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-fourths of a mile southeast of Fort Stevens	46 12 00	123 57 00
Point Adams	Oreg			
Yaquina Bay	Oreg	About 1 mile south of harbor entrance	44 35 30	124 03 54
Umpqua River	Oreg	Near entrance of river, north side	43 42 00	124 10 30
Coos Bay	Oreg	Coos Bay, north side	43 22 50	124 18 00
Coquille River	Oreg	In town of Bandon	43 07 00	124 25 00
Humboldt Bay	Cal	Near old light-house tower, north side entrance, Humboldt Bay	40 46 00	124 13 00
Arena Cove	Cal	Three miles southeast from Point Arena light	38 54 50	123 42 30
Point Reyes	Cal	Three and one-half miles north of light	38 02 20	122 59 30
Bollinas Bay ^c	Cal			
Point Bonita	Cal	Near Point Bonita light	37 47 50	122 31 40
Fort Point	Cal	Three-fourths of a mile east of light	37 48 10	122 27 50
Golden Gate	Cal	On beach in Golden Gate Park, San Francisco, three-fourths of a mile south of Point Lobos	37 46 10	122 30 30
Southside	Cal	Three and three-eighths miles south of Golden Gate Life-Saving Station	37 43 18	122 30 18

^a No crew employed.^b Discontinued December 17, 1890.^c 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

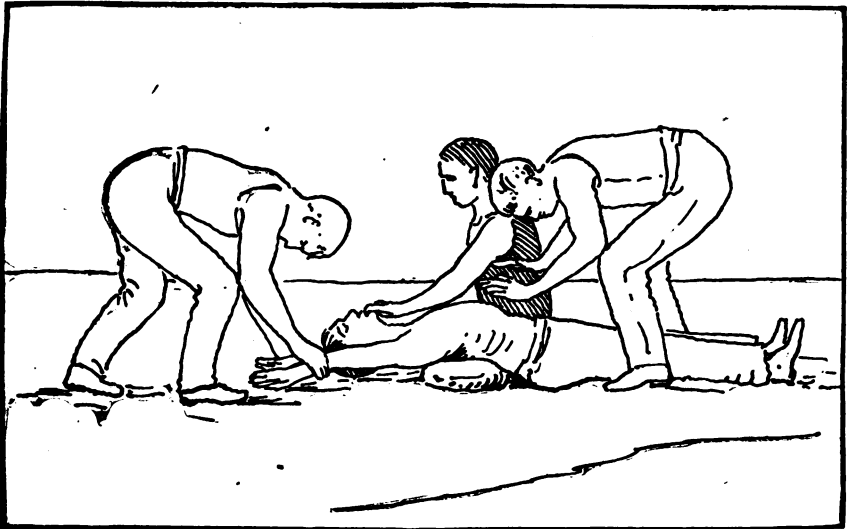


FIG. II.

(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 necessary^a 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

^a 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.^a 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-

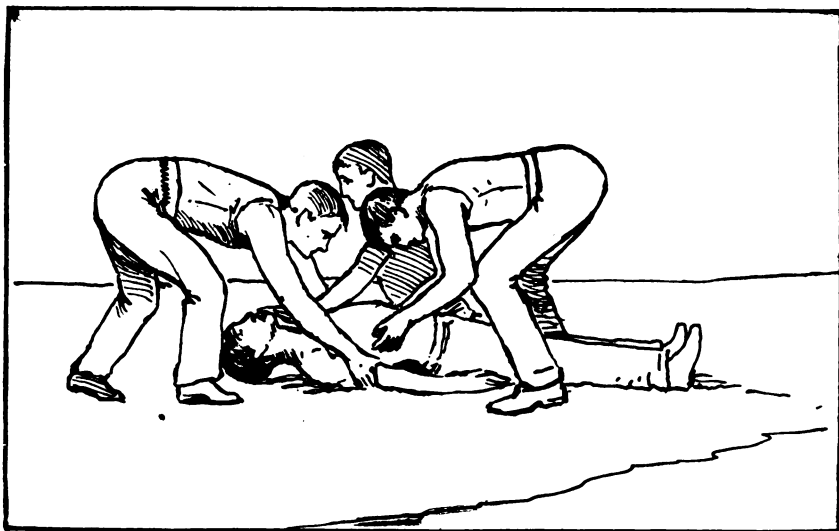


FIG. III.

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 awhile after the appearance of returning life, carefully aid the first short gasps until deepened into full breaths. Continue the drying and rubbing, which should have been unceasingly practiced from the beginning by assistants, taking care not to interfere with the means employed to produce breathing. Thus the limbs of the patient should be rubbed, always in an upward direction toward the body, with firm-grasping pressure and energy, using the bare hands, dry flannels or handkerchiefs, and continuing the friction under the blankets or over the dry clothing. The warmth of the body can also be promoted by the application of hot flannels to the stomach and armpits, bottles or bladders of hot water, heated bricks, etc., to the limbs and soles of the feet.

^a 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

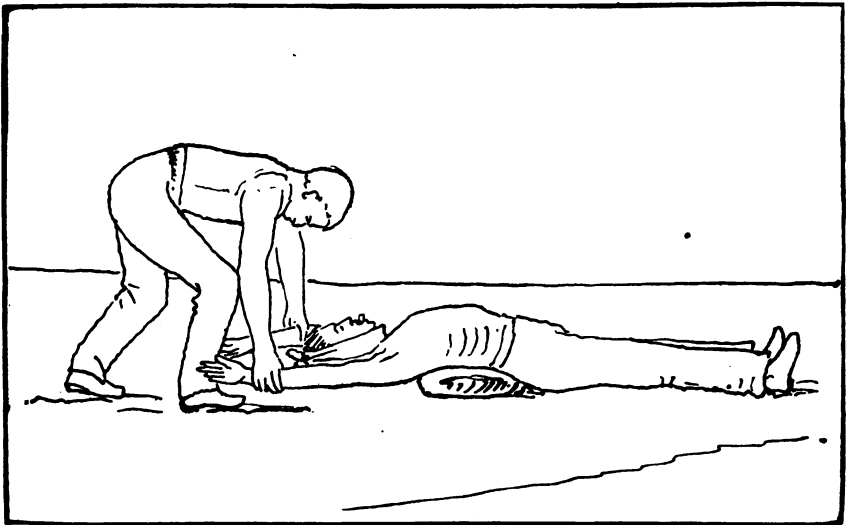


FIG. IV.

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 in front of the chest over the lower ribs, drawing toward the patient's head. (See Fig. V.)

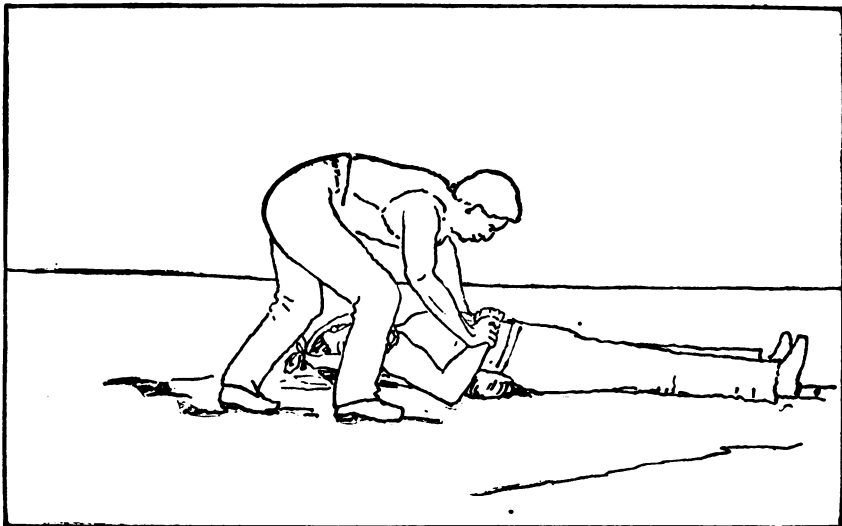


FIG. V.

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, 1904.

REMARKS EXPLANATORY OF THE WRECK STATISTICS FOR THE YEAR
1903-1904.

The following is the thirty-first annual statement of wrecks and casualties 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.

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, and 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:

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

2. *Strandings*.—Embracing disasters resulting from running aground, striking a rock, reef, bar, or other natural object, although the vessel may have foundered as a result of such casualty.

3. *Collisions*.—Embracing all collisions between vessels only.

4. *Other causes*.—Embracing disasters resulting from various causes, as follows:

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, 1903.

Since the publication of the annual statement for the fiscal year ending June 30, 1903, information has been received of the occurrence of disasters during the year to 32 American vessels, on three of which 25 lives were lost; also the loss of 31 lives on 30 vessels suffering no other casualty.

Disasters to vessels, and divisions in which they occurred.

Nature of disaster, etc.	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Foundering:						
Vessels.....	1			1	1	3
Tonnage.....	167			39	386	592
Passengers.....						
Crews.....	1			2	4	7
Lives lost.....						
Strandings:						
Vessels.....	4	1	2		1	8
Tonnage.....	1,507	511	2,943		707	5,668
Passengers.....	15				1	16
Crews.....	69	20	33		11	133
Lives lost.....					1	1
Collisions:						
Vessels.....	2		2	2		6
Tonnage.....	763		2,963	388		4,114
Passengers.....				15		15
Crews.....	42		41	7		90
Lives lost.....						
Other causes:						
Vessels.....	6	1		5	3	15
Tonnage.....	488	180		565	4,694	5,927
Passengers.....					189	189
Crews.....	9	13		40	107	169
Lives lost.....	1				23	24

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.....	13	2	4	8	5	32
Tonnage.....	2,925	691	5,906	992	5,787	16,301
Passengers.....	15			15	190	220
Crews.....	121	33	74	49	122	399
Lives lost.....	1				24	25
Vessels totally lost:						
Vessels.....	7			1	3	11
Tonnage.....	551			39	2,011	2,601
Passengers.....					1	1
Crews.....	11			2	26	39
Lives lost.....					23	23
Vessels damaged:						
Vessels.....	6	2	4	7	2	21
Tonnage.....	2,374	691	5,906	953	3,776	13,700
Passengers.....	15			15	189	219
Crews.....	110	33	74	47	96	360
Lives lost.....	1				1	2
Vessels not damaged:						
Vessels.....	3	7	2	18		30
Tonnage.....	317	1,632	4,125	4,992		11,066
Passengers.....	1	53		823		877
Crews.....	7	102	16	328		453
Lives lost.....	3	8	2	18		31
Aggregate:						
Vessels.....	16	9	6	26	5	62
Tonnage.....	3,242	2,323	10,031	5,984	5,787	27,367
Passengers.....	16	53		838	190	1,097
Crews.....	128	135	90	377	122	852
Lives lost.....	4	8	2	18	24	56

Of the lives lost, reported above, 23 were lost from the ship *Helen Brewer*, of Boston, Massachusetts, which sailed from Soerabaya, Java, on March 7, 1903, since which time she has not been heard from; 1 died from injuries received by the explosion of the gasoline yacht *Vagabond*, of New York, in New York Harbor, on May 16, 1903; 1 was lost by the stranding of the schooner *Carrie Dove*, of San Francisco, California, 12 miles north of Shaweishan, China Sea, on June 30, 1903; 2 were lost from small boats which collided with steamers; 21 fell overboard; 1 received a fracture of the skull through being caught between the side of the ship and a loading boat, and died from injuries received; 1 was killed by a falling truck; 1, while jumping from vessel to dock, fell overboard; 1, while carrying a heavy load, slipped and fell, and died from injuries received; 1 fell overboard and was fatally crushed between vessels; 1, while carrying a bale of hay, ran into another man on gangway and was knocked overboard; 1 fell overboard while trying to jump ashore before the steamer was made fast; and 1 was lost at night while attempting to pull a skiff around the stern of the steamer to which he belonged.

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, 1903.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
<i>Foundering.</i>						
Number of vessels.....	47	.....	13	15	13	88
Tonnage of vessels totally lost.....	7,015	.....	6,011	323	7,661	21,010
Tonnage of vessels partially damaged.....	3,523	.....	282	1,412	11	5,228
Value of vessels.....dollars..	185,550	.....	208,400	80,150	293,900	768,000
Value of cargoes.....do.	106,870	.....	107,250	2,650	105,385	322,125
Loss to vessels.....do.	128,925	.....	190,400	40,300	293,500	653,125
Loss to cargoes.....do.	84,970	.....	107,120	2,650	105,385	300,125
Insurance on vessels.....do.	95,200	.....	16,500	12,500	19,350	143,550
Insurance on cargoes.....do.	64,065	.....	8,650	.....	40,845	113,560
Laden.....	30	.....	9	3	11	53
Ballast.....	17	.....	4	12	2	35
Unknown whether laden or not.....	.....	.....	.....	.....	.....	.....
Wrecks involving total loss.....	27	.....	10	8	12	57
Casualties involving partial and unknown damage.....	20	.....	3	7	1	31
Number of passengers.....	7	.....	.....	44	.....	51
Number in crews.....	169	.....	99	80	94	442
Total on board.....	176	.....	99	124	94	493
Number of lives lost.....	13	.....	49	19	5	86
<i>Strandings.</i>						
Number of vessels.....	154	33	71	13	30	301
Tonnage of vessels totally lost.....	26,570	3,651	5,268	788	4,800	41,077
Tonnage of vessels partially damaged.....	48,482	15,128	86,541	3,210	9,344	162,705
Value of vessels.....dollars..	4,752,520	1,270,050	4,759,250	322,835	487,700	11,592,355
Value of cargoes.....do.	1,220,440	154,850	1,063,325	16,850	95,170	2,550,635
Loss to vessels.....do.	1,148,465	304,250	417,675	35,750	230,000	2,136,140
Loss to cargoes.....do.	293,275	20,745	72,520	2,830	46,250	435,620
Insurance on vessels.....do.	1,737,225	870,750	2,022,385	125,500	124,700	4,900,560
Insurance on cargoes.....do.	285,475	82,800	231,650	.....	38,600	638,525
Laden.....	100	20	57	6	19	202
Ballast.....	54	13	14	7	11	99
Unknown whether laden or not.....	.....	.....	.....	.....	.....	.....
Wrecks involving total loss.....	94	13	15	5	16	143
Casualties involving partial and unknown damage.....	60	20	56	8	14	158
Number of passengers.....	1,612	305	92	485	1	2,495
Number in crews.....	1,615	466	1,023	205	336	3,645
Total on board.....	3,227	771	1,115	690	337	6,140
Number of lives lost.....	23	26	4	1	18	72
<i>Collisions.</i>						
Number of vessels.....	230	36	95	40	26	427
Tonnage of vessels totally lost.....	9,280	.....	5,527	129	1,254	16,190
Tonnage of vessels partially damaged.....	190,928	40,085	138,927	33,707	33,263	436,910
Value of vessels.....dollars..	14,913,640	2,624,500	7,394,815	1,641,105	1,786,000	28,360,060
Value of cargoes.....do.	3,276,195	425,270	1,242,065	447,930	509,225	5,900,685
Loss to vessels.....do.	918,440	71,810	350,910	65,500	135,200	1,541,860
Loss to cargoes.....do.	216,100	400	36,050	21,000	53,000	326,550
Insurance on vessels.....do.	7,650,225	799,500	3,747,465	277,800	1,353,575	13,828,565
Insurance on cargoes.....do.	1,875,300	104,000	532,015	187,000	85,970	2,784,285
Laden.....	103	18	51	17	13	202
Ballast.....	86	12	30	17	8	153
Unknown whether laden or not.....	41	6	14	6	5	72
Wrecks involving total loss.....	19	.....	5	3	2	29
Casualties involving partial and unknown damage.....	211	36	90	37	24	398
Number of passengers.....	4,254	354	401	647	162	5,818
Number in crews.....	3,129	678	1,302	555	386	6,050
Total on board.....	7,383	1,032	1,703	1,202	548	11,868
Number of lives lost.....	42	.....	8	5	3	58
<i>Other causes.</i>						
Number of vessels.....	109	34	68	92	85	388
Tonnage of vessels totally lost.....	2,124	2,572	4,966	6,968	15,404	32,034
Tonnage of vessels partially damaged.....	46,618	19,772	42,062	13,568	74,527	196,547
Value of vessels.....dollars..	4,354,000	2,172,100	2,828,350	1,397,535	5,947,200	16,699,185
Value of cargoes.....do.	877,315	346,850	774,285	215,305	1,158,940	3,372,695
Loss to vessels.....do.	450,660	310,700	356,180	616,850	946,260	2,680,650
Loss to cargoes.....do.	66,140	69,905	115,305	126,960	281,605	659,915

Summary of disasters to vessels which occurred on and near the coasts, etc.—Continued.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
<i>Other causes—Continued.</i>						
Insurance on vessels.....dollars..	2,438,580	1,465,000	2,055,995	528,535	3,101,725	9,589,835
Insurance on cargoes.....do.....	614,050	260,500	303,850	168,040	271,335	1,617,775
Laden.....	46	19	37	39	71	212
Ballast.....	63	15	31	53	14	176
Unknown whether laden or not.....	26	5	13	33	26	103
Wrecks involving total loss.....						
Casualties involving partial and unknown damage.....	83	29	55	59	59	285
Number of passengers.....	2,470	206	1,152	415	609	4,852
Number in crews.....	1,164	570	955	1,312	1,652	5,653
Total on board.....	3,634	776	2,107	1,727	2,261	10,505
Number of lives lost.....	9	6	1	10	134	160
<i>Recapitulation.</i>						
Number of vessels.....	540	103	247	160	154	1,204
Tonnage of vessels totally lost.....	44,989	6,223	21,772	8,208	29,119	110,311
Tonnage of vessels partially damaged.....	289,551	74,985	267,812	51,897	117,145	801,390
Aggregate tonnage.....	334,540	81,208	289,584	60,105	146,264	911,701
Laden.....	279	57	154	65	114	669
Ballast.....	220	40	79	89	35	463
Unknown whether laden or not.....	41	6	14	6	5	72
Wrecks involving total loss.....	166	18	43	49	56	332
Casualties involving partial and unknown damage.....	374	85	204	111	98	872
Number of passengers.....	8,343	865	1,645	1,591	772	13,216
Number in crews.....	6,077	1,714	3,379	2,152	2,468	15,790
Total on board.....	14,420	2,579	5,024	3,743	3,240	29,066
Number of lives lost.....	87	32	62	35	160	a 376
Total value of vessels....dollars..	24,205,710	6,066,650	15,190,815	3,441,625	8,514,800	57,419,600
Total value of cargoes.....do.....	5,480,820	926,970	3,186,925	682,735	1,868,720	12,146,170
Aggregate.....do.....	29,686,530	6,993,620	18,377,740	4,124,360	10,383,520	69,565,770
Total losses to vessels.....do.....	2,646,490	686,760	1,315,165	758,400	1,604,960	7,011,775
Total losses to cargoes.....do.....	660,485	91,050	330,995	153,440	486,240	1,722,210
Aggregate.....do.....	3,306,975	777,810	1,646,160	911,840	2,091,200	8,733,985
Total insurance on vessels....do.....	11,941,230	3,135,250	7,842,345	944,335	4,599,350	28,462,510
Total insurance on cargoes....do.....	2,838,890	447,300	1,076,165	355,040	436,750	5,154,145
Aggregate.....do.....	14,780,120	3,582,550	8,918,510	1,299,375	5,036,100	33,616,655

a In addition to the number of lives lost here reported, 277 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 653.

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 1902-3 and 1903-4, with the percentage of increase or decrease of the latter compared with the former:

	1902-3.	1903-4.	Increase (+), decrease (-)
Number of vessels involved:			
Atlantic and Gulf coasts.....	527	536	+ 1.71
Pacific coast.....	101	102	+ .10
Great Lakes.....	243	233	- 4.12
Rivers.....	152	145	- 4.61
At sea and in foreign waters.....	149	166	+ 11.43
Aggregate.....	1,172	1,182	+ .85

Comparative statement—Continued.

	1902-3.	1903-4.	Increase (+), decrease (-).
Value of vessels and cargoes:			
Atlantic and Gulf coasts.....	\$29,220,480	\$27,289,495	- 6.61
Pacific coast.....	6,963,620	5,711,315	- 17.98
Great Lakes.....	17,718,240	22,074,070	+ 24.58
Rivers.....	4,046,560	3,116,485	- 22.98
At sea and in foreign waters.....	9,701,520	19,694,015	+102.79
Aggregate.....	67,650,420	77,885,380	+ 15.13
Losses to vessels and cargoes:			
Atlantic and Gulf coasts.....	\$3,213,150	\$3,466,625	+ 7.89
Pacific coast.....	776,110	1,035,980	+ 33.48
Great Lakes.....	1,630,660	2,089,125	+ 28.12
Rivers.....	901,340	903,740	+ .27
At sea and in foreign waters.....	1,901,050	1,768,400	- 6.98
Aggregate.....	8,422,310	9,263,870	+ 9.99
Tonnage of vessels involved:			
Atlantic and Gulf coasts.....	331,705	351,338	+ 5.91
Pacific coast.....	80,517	68,220	- 15.27
Great Lakes.....	283,678	316,149	+ 11.45
Rivers.....	59,113	42,270	- 28.49
At sea and in foreign waters.....	140,477	229,342	+ 63.25
Aggregate.....	895,490	1,007,319	+ 12.49
Tonnage of vessels totally lost:			
Atlantic and Gulf coasts.....	44,528	47,210	+ 6.02
Pacific coast.....	6,223	16,508	+165.27
Great Lakes.....	21,772	25,357	+ 16.47
Rivers.....	8,169	10,923	+ 33.71
At sea and in foreign waters.....	27,108	26,127	- 3.62
Aggregate.....	107,800	126,125	+ 16.91

On the 30th of June, 1904, the total number of registered, enrolled, and licensed vessels, exclusive of canal boats, belonging to the United States, was 23,866, with a total tonnage of 6,213,952. Of this number 1,145 vessels, having a total tonnage of 881,643, met with casualties during the year, being 4.80 per cent of the total number.

The following exhibit shows the number of steam and sailing vessels and barges, registered, enrolled, and licensed, belonging to the United States on June 30, 1904, 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 be- longing to the United States.	Number of casual- ties to vessels.	Ratio of casualties to number of vessels.
Steam vessels.....	8,463	616	1 to 13.74
Sailing vessels.....	12,486	450	1 to 27.75
Barges.....	2,917	79	1 to 36.92
Total.....	23,866	1,145	1 to 20.84

During the year 389 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.

Twenty-nine foreign vessels, having an aggregate tonnage of 93,543, 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 eight others collided with American vessels at sea, involving a tonnage of 32,133.

In addition to the lives lost in the disasters to vessels which are embraced in the tables, 210 persons perished by drowning or by accident on board out of crews employed on 192 different vessels. In these cases neither vessels nor cargoes suffered damage, the persons drowned having been lost overboard or having perished by the capsizing of small boats in which they had left their vessels to attend fishing trawls or for other purposes. In some instances lives were lost by falling to the deck from aloft and by being struck by spars, tackling, etc., falling or swinging, owing to the giving way of rigging. These vessels are not included in any of the tables except 64 and 65.

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

Fiscal year.	Number of casualties.	Number of persons on board.	Number of lives lost. ^a	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
1900-1901.....	1,265	32,300	437	1 to 73.91	1 to 2.89
1901-1902.....	1,306	29,937	526	1 to 56.10	1 to 2.49
1902-1903.....	1,172	28,387	351	1 to 80.87	1 to 3.34
1903-1904.....	1,182	33,577	1,454	1 to 23.08	1 to .81

^a 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. ^a	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
1900-1901.....	1,077	25,419	274	1 to 92.77	1 to 3.93
1901-1902.....	1,129	25,569	335	1 to 76.32	1 to 3.37
1902-1903.....	1,023	25,459	215	1 to 118.41	1 to 4.76
1903-1904.....	1,016	27,120	1,281	1 to 21.17	1 to .79

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

STATISTICAL TABLES FOR THE FISCAL YEAR ENDING JUNE 30, 1904.

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, 1904, showing the number and value of vessels and cargoes and amount of loss to same where known.*

Month.	Number and value of vessels.		Vessels, value unknown.	Number and value of cargoes.		Cargoes, value unknown.	Unknown whether laden or not.
	Number.	Amount.		Number.	Amount.		
July.....	28	\$1,006,400	1	9	\$174,170	1	.....
August.....	46	2,813,050	2	20	139,255	2	2
September.....	82	3,209,300	3	29	471,055	2	4
October.....	48	1,621,595	5	24	172,765	1	5
November.....	27	1,315,700	2	13	544,300	2	2
December.....	44	1,879,800	1	21	251,620	1	.....
January.....	64	2,661,060	4	42	1,009,820	2	4
February.....	43	2,392,010	4	22	908,175	1	4
March.....	38	2,880,450	4	17	422,210	4	4
April.....	31	1,184,545	5	18	329,150	.....	5
May.....	24	464,700	1	10	90,915	.....	2
June.....	26	1,213,180	3	15	134,270	2	2
Total.....	501	22,641,790	35	240	4,647,705	18	34

Month.	Loss to vessels.		Vessels totally lost, amount unknown.	Vessels damaged, amount unknown.	Loss to cargoes.		Cargoes totally lost, amount unknown.	Cargoes not damaged, or damage unknown.
	Number.	Amount.			Number.	Amount.		
July.....	27	\$33,015	.....	2	2	\$1,600	.....	8
August.....	45	237,335	.....	3	14	49,395	.....	10
September.....	78	670,520	.....	7	19	88,195	.....	16
October.....	45	218,660	.....	8	13	43,190	.....	17
November.....	26	47,240	.....	3	9	3,790	.....	8
December.....	41	414,705	.....	4	14	168,400	.....	8
January.....	56	252,890	.....	12	24	52,175	.....	24
February.....	41	335,415	.....	6	10	93,990	.....	17
March.....	37	177,015	.....	5	9	7,825	.....	16
April.....	30	113,000	.....	6	10	73,070	.....	13
May.....	23	196,150	.....	2	4	9,260	.....	8
June.....	27	171,255	.....	2	7	8,535	.....	12
Total.....	476	2,867,200	.....	60	135	599,425	.....	157

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.

TABLE 2.—*Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1904, 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.	Number of lives lost.
July.....	4	23	1	1	29	141	13,216	1,014	305	.....
August.....	13	32	2	1	48	6,288	26,053	2,416	701	13
September.....	39	39	3	4	85	9,061	53,680	1,478	677	76
October.....	15	30	5	3	53	6,321	19,562	190	345	2
November.....	6	20	2	1	29	183	15,407	509	307	1
December.....	18	23	1	3	45	4,786	15,185	547	418	8
January.....	28	28	4	8	68	7,138	44,151	276	664	15
February.....	9	32	4	2	47	6,935	32,548	356	525	8
March.....	11	26	4	1	42	936	31,301	109	587	.....
April.....	4	26	5	1	36	651	28,322	79	415	1
May.....	11	12	2	.....	25	2,598	9,101	300	167	.....
June.....	5	22	2	.....	29	2,172	15,602	1,784	350	1,023
Total.....	163	313	35	25	536	47,210	304,128	9,058	5,461	1,147

TABLE 3.—*Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1904, 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 balance.
	Number.	Amount.	Number.	Amount.		Vessels.	Cargoes.	Vessels.	Cargoes.	
July.....	18	\$540,250	4	\$112,400	\$652,650	8	2	3	4	19
August.....	25	1,206,200	7	44,260	1,250,460	15	6	8	11	24
September.....	23	741,200	7	243,800	985,000	49	13	13	15	50
October.....	20	397,900	6	51,840	449,740	24	9	9	15	23
November.....	9	537,500	1	600	538,100	15	8	5	8	12
December.....	25	1,262,700	10	144,650	1,407,350	17	8	3	4	23
January.....	24	1,441,960	14	391,315	1,833,275	33	7	11	27	20
February.....	25	1,395,160	8	460,000	1,855,160	16	7	6	12	20
March.....	20	1,531,350	7	46,730	1,578,080	9	4	13	14	17
April.....	14	527,140	10	34,700	561,840	13	3	9	10	13
May.....	7	91,800	5	59,615	151,415	15	4	3	3	13
June.....	12	556,500	4	91,150	647,650	13	8	4	7	10
Total.....	222	10,229,660	83	1,681,060	11,910,720	227	79	87	130	244

TABLE 4.—*Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1904, distinguishing the nature of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered.....	1	7	15	4	4	3	9	.....	5	.....	.....	3	51
Stranded.....	7	6	27	14	9	14	19	10	7	13	6	5	137
Collided.....	12	22	30	28	12	17	33	24	20	18	8	14	238
Capsized.....	1	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Damage to hull, masts, rigging, etc.....	3	1	.....	2	.....	1	.....	.....	1	.....	.....	1	9
Damage to machinery.....	2	4	1	2	1	1	2	.....	.....	.....	1	1	16
Explosion of gasoline, gases, etc.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	1	3
Fire.....	3	5	3	3	1	6	2	4	3	2	9	2	43
Ice.....	.....	.....	.....	.....	.....	.....	2	6	1	.....	.....	.....	9
Sprung a leak.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....	1	3
Struck bridge, dock, obstruction, etc.....	1	1	8	.....	2	2	2	.....	4	3	1	1	25
Total.....	29	48	85	53	29	45	68	47	42	36	25	29	536

TABLE 5.—Abstract of returns of disasters (excluding collisions) to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1904, 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:					
Calms, currents, and tides.....		7	2		9
Darkness.....		2			2
Fog.....		25			25
Gales, hurricanes, etc.....	25	43	17		85
Heavy seas.....	6	4			10
Snowstorms.....		11			11
Total.....	31	92	19		142
Class 2.—Causes connected with vessels, equipments, or stowage:					
Defective chart.....		1			1
Error in chronometer.....		1			1
Error in compass.....		1			1
Total.....		3			3
Class 3.—Causes connected with navigation and seaman- ship:					
Error of masters, officers, and crews.....		15			15
Error of pilots.....		2			2
Total.....		17			17
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery.....			12		12
Class 5.—Other causes:					
Absence of lights or buoys.....		2			2
Capsized.....	1				1
Explosion of gases.....			3		3
Fire.....			42		42
Ice.....		1	9		10
Missed stays.....		3			3
Spontaneous combustion.....			1		1
Sprung a leak.....	17	5	2		24
Struck bridge, rock, etc.....		4	20		24
Water-logged.....		1			1
Miscellaneous.....	1	7	2		10
Unknown.....	1	2			3
Total.....	20	25	79		124
Aggregate.....	51	137	110		298

TABLE 6.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1904, 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	2	4	6	5	2	6		5	2		37
Bad management.....		5		2		1	1						9
Darkness.....							1					1	1
Error of pilots.....							2						2
Error in judgment.....								1	1				1
"Fault of other vessel".....	7	7	6	11	1	3	9	1	2	2	2	4	55
Fog.....			4				5	6	8	6	2	6	37
High, baffling winds.....			8	2		2			1				13
Ice.....							4	4					8
Misunderstanding signals.....			5	4	2	2	3	2	2	2		2	24
Snowstorms.....						2							2
Tides and currents.....			2				2						4
Unavoidable.....	4						1			1	1		7
Want of proper lights.....							1		2				3
Unknown.....	1	5	3	5	3	2	3	5	4	2	1	1	35
Total.....	12	22	30	28	12	17	33	24	20	18	8	14	238

TABLE 7.—*Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1904, showing the number of vessels and distinguishing their description.*

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges.....	2	5	6	9	3	5	15	5	7	1	3	2	63
Barks.....												1	1
Barkentines.....		1	1			1	2	1	1				7
Canal boats.....	1			1									2
Ferryboats.....	1	1	4	4	2	3	2	3	2	1		1	24
Schooners.....	11	11	26	17	9	7	26	16	15	21	11	13	183
Scows.....		2		3	1	3	2		1	2	1		15
Ships.....	1							1					1
Sloops.....	1	1	12	3	2	4	1		2		1	2	29
Steamers.....	13	19	26	15	12	22	18	20	14	11	9	9	188
Steam canal boats.....		1		1			1						3
Steam yachts.....		3	2				1	1					7
Yachts.....	1	3	8									1	13
Total.....	29	48	85	53	29	45	68	47	42	36	25	29	536

TABLE 8.—*Abstract of returns of disasters to foreign vessels on the Atlantic and Gulf coasts during the year ending June 30, 1904, showing nationality and description, and distinguishing those totally lost and those partially damaged.*

Nationality and rig.	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.
British barks.....														
British barkentines.....														
British schooners.....							1				1			
British steamers.....														3
British steam yachts.....														
German steamers.....					2									
Italian barkentines.....														
Norwegian steamers.....														
Total.....					2		1				2		1	3
Aggregate.....					2		1				2			4

Nationality and rig.	February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British barks.....									1		1		1
British barkentines.....										1			3
British schooners.....													8
British steamers.....	1				3		1						1
British steam yachts.....	1										1		2
German steamers.....													1
Italian barkentines.....			1								1		1
Norwegian steamers.....	1												1
Total.....	3		1		3		1		1		4	14	18
Aggregate.....	3		1		3		1		1		18		

TABLE 9.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1904, 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 100 tons.....	4	7	5	7	25	14	2	12	6	9	13	8	11	6
Over 100 and not exceeding 200 tons.....	5	5	5	6	5	6	5	6	3	3	1	4	4	3
Over 200 and not exceeding 300 tons.....	3	1	2	3	3	1	2	2	2	1	1	7	4	4
Over 300 and not exceeding 500 tons.....	2	2	3	2	5	3	2	2	2	2	4	3	4	4
Over 500 and not exceeding 700 tons.....	3	1	3	2	1	5	1	5	1	1	1	1	2	2
Over 700 and not exceeding 1,000 tons.....	1	2	2	4	2	1	1	1	2	2	4	1	9	9
Over 1,000 and not exceeding 1,500 tons.....	1	2	4	1	6	1	1	3	3	3	3	2	3	3
Over 1,500 and not exceeding 2,000 tons.....	1	1	4	2	2	3	1	3	1	1	2	2	2	2
Over 2,000 and not exceeding 2,500 tons.....	1	1	1	1	1	1	2	2	2	1	2	3	3	3
Over 2,500 and not exceeding 3,000 tons.....	1	1	1	1	4	1	1	1	1	1	2	3	3	2
Over 3,000 and not exceeding 3,500 tons.....	1	1	1	1	4	1	1	1	1	1	1	1	1	1
Over 3,500 and not exceeding 4,000 tons.....	1	1	1	1	4	1	1	1	1	1	1	1	1	1
Over 4,000 and not exceeding 4,500 tons.....	1	1	1	1	4	1	1	1	1	1	1	1	1	1
Over 4,500 and not exceeding 5,000 tons.....	1	1	1	1	4	1	1	1	1	1	1	1	1	1
Over 5,000 and not exceeding 6,000 tons.....	1	1	1	1	4	1	1	1	1	1	1	1	1	1
Over 6,000 tons.....	1	1	1	1	4	1	1	1	1	1	1	1	1	1
Unknown.....	1	1	1	1	4	1	1	1	1	1	1	1	1	1
Total.....	4	25	13	35	39	46	15	38	6	23	18	27	28	40
Aggregate.....	29	48	85	53	29	45	68							

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 100 tons.....	3	10	7	5	2	8	6	4	2	3	86	93	179
Over 100 and not exceeding 200 tons.....	1	4	2	1	1	1	1	3	1	5	24	43	67
Over 200 and not exceeding 300 tons.....	3	3	3	3	5	1	2	1	2	10	29	39	56
Over 300 and not exceeding 500 tons.....	1	5	4	1	4	2	3	4	4	16	40	56	36
Over 500 and not exceeding 700 tons.....	2	5	3	5	5	1	3	6	3	28	38	36	36
Over 700 and not exceeding 1,000 tons.....	2	2	2	2	2	1	1	8	2	20	22	22	22
Over 1,000 and not exceeding 1,500 tons.....	2	4	4	1	1	1	1	8	2	11	12	12	12
Over 1,500 and not exceeding 2,000 tons.....	3	4	4	1	1	1	1	2	2	18	20	20	20
Over 2,000 and not exceeding 2,500 tons.....	1	1	4	1	1	1	1	1	1	1	1	1	1
Over 2,500 and not exceeding 3,000 tons.....	1	1	2	1	1	1	1	2	2	5	5	5	5
Over 3,000 and not exceeding 3,500 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 3,500 and not exceeding 4,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 4,000 and not exceeding 4,500 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 4,500 and not exceeding 5,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 5,000 and not exceeding 6,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 6,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Unknown.....	2	4	4	2	2	1	1	1	1	1	17	17	17
Total.....	9	38	11	31	4	32	11	14	5	24	163	373	536
Aggregate.....	47	42	36	25	29	536							

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, 1904, showing the number of vessels and distinguishing age.*

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	2	5	22	10	5	7	17	10	6	8	5	9	106
Over 5 and not exceeding 10 years.....	6	4	10	7	3	8	11	8	3	4	2	3	69
Over 10 and not exceeding 15 years.....	4	10	11	2	7	8	13	5	6	5	3	6	80
Over 15 and not exceeding 20 years.....	1	6	12	8	2	4	6	7	5	3	3	1	58
Over 20 and not exceeding 25 years.....	4	9	13	7	2	6	8	5	4	3	5	2	68
Over 25 and not exceeding 30 years.....	4	4	4	8	6	4	3	2	8	2	3	2	50
Over 30 and not exceeding 35 years.....	3	2	7	3	1	4	5	2	1	6	2	3	39
Over 35 and not exceeding 40 years.....	2	4	4	4	1	2	3	3	2	2	1	2	30
Over 40 and not exceeding 45 years.....	2	1	2	.....	.....	1	1	1	1	1	.....	.....	4
Over 45 and not exceeding 50 years.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	1	.....	2
Over 50 years.....	1	2	.....	4	1	1	1	1	6	2	.....	1	20
Unknown.....	1	2	.....	4	1	1	1	2	6	2	.....	1	20
Total.....	29	48	85	53	29	45	68	47	42	36	25	29	536

TABLE 11.—*Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1904, showing the number of vessels and distinguishing their cargoes.*

Cargo.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	19	24	50	23	12	23	20	20	17	13	13	10	244
Cement, plaster, sand, etc.....	.....	2	2	1	1	.....	1	.....	.....	.....	.....	.....	6
Coal.....	2	8	9	10	1	2	16	4	6	6	1	6	71
Copper.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Cotton, cotton seed, etc.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Explosives.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Fertilizers.....	1	1	1	1	1	1	2	2	.....	.....	.....	.....	7
Fish, oysters, etc.....	1	1	3	4	2	2	5	2	2	1	1	.....	22
Fruit, coffee, nuts, etc.....	.....	.....	1	.....	.....	.....	1	1	1	1	.....	.....	5
Grain.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Ice.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	2
Lead.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Lime.....	1	1	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	3
Lumber.....	1	1	4	3	3	5	6	4	4	5	5	2	43
Merchandise (general).....	2	6	4	1	3	4	5	5	5	1	1	1	38
Naval stores.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Petroleum.....	.....	1	2	2	1	.....	1	1	.....	.....	.....	1	9
Provisions.....	.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
Salt.....	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Stone, brick, etc.....	1	2	2	.....	1	1	2	.....	.....	1	1	3	14
Sugar.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	2
Wood.....	.....	.....	1	.....	.....	.....	1	1	.....	1	.....	.....	5
Miscellaneous.....	1	.....	3	2	2	2	.....	2	3	1	1	3	20
Unknown.....	.....	2	4	5	2	.....	4	4	4	5	2	2	34
Total.....	29	48	85	53	29	45	68	47	42	36	25	29	536

TABLE 12.—*Summary, Atlantic and Gulf coasts.*

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage. ^a	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering.....	51	9,465	850	10,315	33	18	.....	41	10	16	208	224	61
Strandings.....	137	23,213	38,831	62,044	89	48	.....	87	50	382	1,093	1,475	36
Vessels collided.....	238	8,715	205,135	213,850	90	114	34	14	224	5,680	2,684	8,364	13
Other causes.....	110	5,817	59,312	65,129	46	64	.....	21	89	2,980	1,476	4,456	1,037
Total.....	536	47,210	304,128	351,338	258	244	34	163	373	9,058	5,461	14,519	1,147

^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, 1904, showing the number and value of vessels and cargoes and amount of loss to the same where known.

Month.	Number and value of vessels.		Vessels, value unknown.	Number and value of cargoes.		Cargoes, value unknown.	Unknown whether laden or not.
	Number.	Amount.		Number.	Amount.		
July.....	4	\$91,000	.....	3	\$271,910	.....	.....
August.....	5	23,500	.....	3	5,325	.....	.....
September.....	4	245,500	.....	4	24,635	.....	.....
October.....	19	693,000	.....	11	129,750	1	.....
November.....	15	890,750	.....	10	92,950	.....	.....
December.....	10	347,500	.....	6	29,130	.....	.....
January.....	12	660,750	.....	8	37,310	.....	.....
February.....	9	246,700	.....	5	21,410	1	.....
March.....	6	327,000	2	2	6,950	.....	2
April.....	3	55,400	.....	2	4,100	.....	.....
May.....	8	161,000	.....	7	94,245	.....	.....
June.....	5	752,000	.....	3	469,500	.....	1
Total.....	100	4,524,100	2	64	1,187,215	2	3

Month.	Loss to vessels.		Vessels totally lost, amount unknown.	Vessels damaged, amount unknown. ^a	Loss to cargoes.		Cargoes totally lost, amount unknown.	Cargoes not damaged, or damage unknown.
	Number.	Amount.			Number.	Amount.		
July.....	4	\$60,900	.....	.....	2	\$7,210	.....	1
August.....	5	12,500	.....	.....	3	2,625	.....	.....
September.....	4	131,500	.....	.....	3	23,635	.....	1
October.....	19	66,550	.....	.....	7	29,800	.....	5
November.....	14	181,815	.....	1	5	10,750	.....	5
December.....	10	29,900	.....	.....	4	12,130	.....	2
January.....	11	131,455	.....	1	2	3,960	.....	6
February.....	8	85,940	.....	.....	1	18,300	1	1
March.....	6	14,280	.....	2	1	3,200	.....	3
April.....	2	900	.....	1	.....	.....	.....	2
May.....	8	93,800	.....	.....	5	36,330	.....	2
June.....	4	78,500	.....	1	.....	.....	.....	4
Total.....	95	888,040	.....	7	36	147,940	1	32

^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 14.

TABLE 14.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1904, 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.	Number of lives lost.
July.....	2	2	.....	.....	4	1,040	477	108	66	.....
August.....	2	3	.....	.....	5	48	248	.....	20	.....
September.....	2	2	.....	.....	4	2,346	1,259	71	95	.....
October.....	2	17	.....	.....	19	1,088	12,527	1,733	330	19
November.....	7	7	.....	1	15	2,804	5,734	93	215	11
December.....	3	7	.....	.....	10	5,087	2,381	45	132	1
January.....	4	7	.....	1	12	719	5,736	205	232	51
February.....	5	3	1	.....	9	1,208	3,117	11	107	3
March.....	1	5	2	.....	8	205	6,054	502	60	.....
April.....	1	1	.....	1	3	13	338	12	23	.....
May.....	2	6	.....	.....	8	1,950	1,746	75	95	.....
June.....	.....	4	1	.....	5	.....	12,095	.....	99	.....
Total.....	31	64	4	3	102	16,508	51,712	2,855	1,474	85

TABLE 15.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1904, 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	4	\$52,500			\$52,500		2		1	1
August	1	4,000			4,000	4	3			2
September	3	123,500	1	\$8,000	131,500		2	1	1	7
October	8	173,050	1	3,000	176,050	10	7	1	4	5
November	6	319,000	1	18,000	337,000	6	5	3	4	4
December	9	268,900	1	10,000	278,900		3	1	2	4
January	4	400,000			400,000	7	3	1	5	4
February	5	179,000	2	103,000	282,000	2	3	2	1	3
March	3	176,250			176,250	2	2	3	2	4
April	1	20,000			20,000	2	1		1	1
May	3	21,100	3	70,440	91,540	4	3	1	1	1
June	1	175,000			175,000	1		3	4	1
Total	48	1,912,300	9	212,440	2,124,740	38	34	16	26	33

TABLE 16.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1904, 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	1		1				1		5
Stranded	1	3	3	7	9	3	5	7	2	1	4		47
Collided				6	2		4		6	2		2	27
Damage to hull, masts, rigging, etc.						1							1
Damage to machinery	1			3			2	1					7
Explosion of boiler					1								1
Explosion of gases													1
Fire	1	1	1	1	1	1					1	1	8
Sprung a leak	1												1
Struck wharf								1			1		2
Miscellaneous				1	1								2
Total	4	5	4	19	15	10	12	9	8	3	8	5	102

TABLE 17.—Abstract of returns of disasters (excluding collisions) to vessels on the Pacific coast during the year ending June 30, 1904, distinguishing the cause of each disaster.

Class and cause of disaster.	Found-erings.	Strand-ings.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Calms, currents, and tides			5		5
Darkness			1		1
Fog			8	1	9
Gales, hurricanes, etc.		3	10	3	16
Heavy seas		1	6		7
Snowstorms			1		1
Total	4	31	4		39
Class 2.—Causes connected with vessels, equipments, or stowage:					
Error in compass		1			1
Class 3.—Causes connected with navigation and seamanship:					
Error of masters, officers, and crews		3			3
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery		1	6		7
Explosion of boilers			1		1
Total		1	7		8

TABLE 17.—*Abstract of returns of disasters (excluding collisions) to vessels on the Pacific coast during the year ending June 30, 1904, etc.—Continued.*

Class and cause of disaster.	Found- derings.	Strand- ings.	Other causes.	Missing vessels.	Total.
Class 5.—Other causes:					
Absence of lights or buoys.....		1			1
Explosion of gases.....			1		1
Fire.....		1	8		9
Sprung a leak.....	1	1	1		3
Struck log, rock, etc.....		2	1		3
Miscellaneous.....		6	1		7
Total.....	1	11	12		24
Aggregate.....	5	47	23		75

TABLE 18.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1904, showing the number of vessels collided, and distinguishing the cause of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental.....							2			2			4
Darkness.....						1							1
"Fault of other vessel".....							2					1	3
Fog.....				4	1	3							8
High, baffling winds.....				2					4				6
Misunderstanding signals.....					1								1
Tides, currents, etc.....									2			1	3
Unavoidable.....						1							1
Total.....				6	2	5	4		6	2		2	27

TABLE 19.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1904, showing the number of vessels and distinguishing their description.*

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barks.....			1		1	1	1		1				5
Barkentines.....					1				1		1	1	3
Brigs.....					1								1
Schooners.....		3	1	4	3	1	1	6	3	1	1	1	25
Ships.....													1
Scows.....					1		1		1				3
Sloops.....					1		1						2
Steamers.....	4	2	2	14	9	8	8	3	2	2	5	3	62
Total.....	4	5	4	19	15	10	12	9	8	3	8	5	102

TABLE 20.—*Abstract of returns of disasters to foreign vessels on the Pacific coast during the year ending June 30, 1904, showing nationality and description, and distinguishing those totally lost and those partially damaged.*

Nationality and rig.	Septem- ber.		Novem- ber.		Decem- ber.		March.		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.	
British barks.....	1										1		1
British steamers.....									1		1		1
French barks.....			1				1				1		2
Italian barks.....					1						1		1
Total.....	1		1		1		1		1		3		5
Aggregate.....	1		1		1		1		1		5		.....

TABLE 21.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1904, 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 100 tons.....			2	2			3		5	2	1		3	1
Over 100 and not exceeding 200 tons.....		1		1		1		1			1			1
Over 200 and not exceeding 300 tons.....		1				1		3						
Over 300 and not exceeding 500 tons.....	1					1		1	1	2		5		
Over 500 and not exceeding 700 tons.....	1							1					1	3
Over 700 and not exceeding 1,000 tons.....						1	1	3		1				2
Over 1,000 and not exceeding 1,500 tons.....								1		2				
Over 1,500 and not exceeding 2,000 tons.....							3			1				
Over 2,000 and not exceeding 2,500 tons.....							1		1					1
Over 2,500 and not exceeding 3,000 tons.....														
Over 3,000 and not exceeding 3,500 tons.....														
Over 3,500 and not exceeding 4,000 tons.....											1			
Over 4,000 and not exceeding 4,500 tons.....														
Over 4,500 and not exceeding 5,000 tons.....														
Over 5,000 and not exceeding 6,000 tons.....			*											
Over 6,000 tons.....														
Unknown.....														
Total.....	2	2	2	3	2	2	2	17	7	8	3	7	4	8
Aggregate.....	4		5		4		19		15		10		12	

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 100 tons.....	1	1		1	1		1		1	13	12		25
Over 100 and not exceeding 200 tons.....	2				1		1			5	7		12
Over 200 and not exceeding 300 tons.....	1		1	1		1	2			4	9		13
Over 300 and not exceeding 500 tons.....		2					1			2	12		14
Over 500 and not exceeding 700 tons.....	1						1			3	5		8
Over 700 and not exceeding 1,000 tons.....				1					1	1	9		10
Over 1,000 and not exceeding 1,500 tons.....				1							4		4
Over 1,500 and not exceeding 2,000 tons.....				1			1			1	5		6
Over 2,000 and not exceeding 2,500 tons.....		1		1						1	4		5
Over 2,500 and not exceeding 3,000 tons.....													
Over 3,000 and not exceeding 3,500 tons.....									1		1		1
Over 3,500 and not exceeding 4,000 tons.....													
Over 4,000 and not exceeding 4,500 tons.....										1			1
Over 4,500 and not exceeding 5,000 tons.....													
Over 5,000 and not exceeding 6,000 tons.....													
Over 6,000 tons.....									1		1		1
Unknown.....				1					1		2		2
Total.....	5	4	1	7	1	2	2	6	5	31	71		102
Aggregate.....	9		8		3		8		5		102		

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 disaster to vessels on the Pacific coast during the year ending June 30, 1904, 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	2	1	7	4	1	5	1	1	2	2	1	29
Over 5 and not exceeding 10 years.....	1	1	1	1	5	2	2	1	1	1	1	1	16
Over 10 and not exceeding 15 years.....	1	1	1	3	3	3	3	2	3	1	2	1	20
Over 15 and not exceeding 20 years.....	1	1	3	1	2	1	2	1	1	1	1	1	13
Over 20 and not exceeding 25 years.....	1	1	2	1	1	1	4	1	1	1	1	1	8
Over 25 and not exceeding 30 years.....	1	1	2	2	2	2	1	1	1	1	1	1	6
Over 30 and not exceeding 35 years.....	1	1	2	1	1	1	1	1	1	1	1	1	4
Over 35 and not exceeding 40 years.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Over 45 and not exceeding 50 years.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Unknown.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Total.....	4	5	4	19	15	10	12	9	8	3	8	5	102

TABLE 23.—*Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1904, 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	2	1	7	5	4	4	3	4	1	1	1	33
Coal.....	1	1	1	1	1	1	1	1	1	1	1	1	5
Fish.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Gold ore.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Grain.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Lumber.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Merchandise (general).....	1	1	1	1	1	1	1	1	1	1	1	1	1
Petroleum.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Provisions.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Stone, brick, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Wood.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Miscellaneous.....	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.....	4	5	4	19	15	10	12	9	8	3	8	5	102

TABLE 24.—*Summary, Pacific coast.*

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage. ^a	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering.....	5	724	132	856	5	14	14	3	2	57	44	101	53
Strandings.....	47	14,804	17,577	32,381	33	14	14	23	24	379	628	1,007	31
Vessels collided.....	27	147	18,762	18,909	13	11	3	1	26	2,069	297	2,366	1
Other causes.....	23	833	15,241	16,074	15	8	8	4	19	350	505	855	....
Total.....	102	16,508	51,712	68,220	66	33	3	31	71	2,855	1,474	4,329	85

^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 14.

GREAT LAKES.

TABLE 25.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1904, showing the number and value of vessels and cargoes and amount of loss to same, where known.

Month.	Number and value of vessels.		Vessels, value unknown.	Number and value of cargoes.		Cargoes, value unknown.	Unknown whether laden or not.
	Number.	Amount.		Number.	Amount.		
July.....	41	\$3,579,900	1	24	\$255,395	.....	1
August.....	24	1,214,200	.....	16	77,215	1	.....
September.....	22	1,213,850	.....	17	196,750	.....	.....
October.....	33	1,933,150	1	21	274,150	1	1
November.....	35	3,303,500	1	26	2,599,430	.....	1
December.....	8	642,000	.....	8	148,500	.....	.....
January.....	6	461,000	.....	2	18,400	.....	.....
February.....	9	1,708,000	.....	4	74,840	.....	.....
March.....	6	1,559,000	.....	6	120,000	.....	.....
April.....	6	59,500	.....	1	50	.....	.....
May.....	12	109,200	.....	6	8,900	1	.....
June.....	26	2,250,700	2	19	266,440	.....	2
Total.....	228	18,034,000	5	150	4,040,070	3	5

Month.	Loss to vessels.		Vessels totally lost, amount unknown.	Vessels damaged, amount unknown. ^a	Loss to cargoes.		Cargoes totally lost, amount unknown.	Cargoes not damaged, or damage unknown.
	Number.	Amount.			Number.	Amount.		
July.....	36	\$156,815	.....	6	5	\$10,315	.....	20
August.....	23	94,325	.....	1	8	9,080	.....	9
September.....	20	129,450	.....	2	11	26,325	.....	6
October.....	32	348,825	.....	2	13	102,540	.....	10
November.....	34	434,390	.....	2	15	225,225	.....	12
December.....	8	104,600	.....	.....	5	38,900	1	2
January.....	6	31,705	.....	.....	.....	.....	.....	2
February.....	9	67,775	.....	.....	.....	.....	.....	4
March.....	6	162,700	.....	.....	1	23,000	.....	5
April.....	6	13,500	.....	.....	1	50	.....	.....
May.....	11	30,000	.....	1	5	1,780	.....	2
June.....	22	74,060	.....	6	6	3,765	.....	15
Total.....	213	1,648,145	.....	20	70	440,980	1	87

^aIn 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, 1904, showing the number of vessels totally lost, the number damaged and their tonnage, the number of persons on board, and the number of lives lost.

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.	Number of lives lost.
July.....	5	31	1	5	42	2,034	60,104	866	667	.....
August.....	4	19	.....	1	24	1,160	23,245	129	336	1
September.....	9	11	.....	2	22	3,464	21,962	408	334	.....
October.....	10	22	1	1	34	8,004	33,864	42	446	13
November.....	9	25	1	1	36	6,738	61,019	.....	540	.....
December.....	1	7	.....	.....	8	12,117	12,117	2	127	.....
January.....	.....	6	.....	.....	6	.....	11,516	15	37	.....
February.....	.....	9	.....	.....	9	.....	13,458	152	216	.....
March.....	1	5	.....	.....	6	1,941	11,678	14	227	1
April.....	2	4	.....	.....	6	77	768	.....	20	3
May.....	5	6	.....	1	12	427	1,843	9	69	1
June.....	2	20	2	4	28	1,512	39,218	136	416	.....
Total.....	48	165	5	15	233	25,357	290,792	1,773	3,435	19

TABLE 27.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1904, 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.
	Number.	Amount.	Number.	Amount.		Vessels.	Cargoes.	Vessels.	Cargoes.	
July.....	22	\$1,984,200	10	\$139,000	\$2,123,200	14	6	6	9	17
August.....	13	579,000	8	47,395	626,395	10	7	1	2	7
September.....	14	940,000	9	86,000	1,026,000	8	6	.....	2	5
October.....	22	1,474,500	9	162,750	1,637,250	9	5	3	9	11
November.....	18	2,122,390	15	573,350	2,695,740	13	4	5	8	9
December.....	6	533,000	2	35,400	568,400	2	3	.....	3	.....
January.....	3	315,000	2	18,400	333,400	3	.....	.....	.....	4
February.....	6	1,378,000	4	73,500	1,451,500	3	.....	.....	.....	5
March.....	4	1,125,000	3	75,000	1,200,000	1	2	1	1	.....
April.....	2	16,000	.....	.....	16,000	2	1	2	.....	5
May.....	4	60,000	.....	.....	60,000	8	5	.....	2	5
June.....	13	1,380,150	7	189,000	1,569,150	11	9	4	5	7
Total....	127	11,907,240	69	1,399,795	13,307,035	84	48	22	41	75

TABLE 28.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1904, distinguishing the nature of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered.....	2	5	3	4	1	.....	.....	.....	1	3	.....	19
Stranded.....	7	6	8	11	15	4	.....	1	.....	2	1	9
Collided.....	20	8	4	8	8	.....	3	2	.....	.....	2	14
Bursting of steam pipes.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
Damage to hull, masts, rigging, etc.....	3	.....	3	1	.....	.....	.....	.....	.....	.....	.....	7
Damage to machinery.....	3	.....	2	2	1	.....	5	3	.....	.....	2	18
Fire.....	3	1	1	5	2	2	1	.....	1	2	4	1
Ice.....	.....	.....	.....	1	1	1	1	1	1	.....	.....	5
Sprung a leak.....	.....	3	.....	.....	.....	.....	.....	.....	.....	1	.....	4
Struck bridge, rock, etc.....	3	1	2	1	5	1	1	.....	1	1	1	17
Water-logged.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Miscellaneous.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	1	3
Total.....	42	24	22	34	36	8	6	9	6	6	12	28	233

TABLE 29.—*Abstract of returns of disasters (excluding collisions) to vessels on the Great Lakes during the year ending June 30, 1904, 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:					
Calms, currents, and tides.....	.....	3	.....	.....	3
Fog.....	.....	15	.....	.....	15
Gales, hurricanes, etc.....	9	11	3	.....	23
Heavy seas.....	2	.....	5	.....	7
Snowstorms.....	.....	6	.....	.....	6
Total.....	11	35	8	.....	54
Class 2.—Causes connected with vessels, equipments, or stowage:					
Error in compass.....	.....	2	.....	.....	2
Defective chart.....	.....	1	.....	.....	1
Total.....	.....	3	.....	.....	3
Class 3.—Causes connected with navigation and seaman- ship:					
Error of masters, officers, and crews.....	.....	3	.....	.....	3
Error of pilots.....	.....	4	.....	.....	4
Total.....	.....	7	.....	.....	7

TABLE 29.—*Abstract of returns of disasters (excluding collisions) to vessels on the Great Lakes during the year ending June 30, 1904, etc.—Continued.*

Class and cause of disaster.	Foundering.	Strandings.	Other causes.	Missing vessels.	Total.
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery.....			11		11
Bursting of steam pipes.....			2		2
Total.....			13		13
Class 5.—Other causes:					
Absence of lights or buoys.....		1			1
Fire.....			23		23
Ice.....			12		12
Lightning.....			2		2
Sprung aleak.....	8	1	3		12
Struck pier, rock, obstruction, etc.....		6	18		24
Water-logged.....		1	1		2
Miscellaneous.....		10	1		11
Total.....	8	19	60		87
Aggregate.....	19	64	81		164

TABLE 30.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1904, 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.....	14	4	...	...	2	...	...	...	...	...	...	8	28
"Fault of other vessel".....	3	...	1	3	3	...	...	...	...	...	...	1	11
Fog.....	...	2	...	...	...	...	...	...	...	...	...	4	4
High, baffling winds.....	...	...	...	...	...	...	...	...	...	...	...	2	2
Ice.....	...	...	...	...	...	...	...	2	...	...	...	...	2
Misunderstanding signals.....	1	...	...	2	...	...	...	...	...	...	...	...	5
Tides and currents.....	2	...	1	1	1	...	2	...	...	...	2	...	7
Unavoidable.....	...	2	1	1	1	...	...	...	...	...	...	...	5
Miscellaneous.....	...	...	...	...	...	...	1	...	...	...	...	1	1
Unknown.....	...	...	1	1	1	...	...	...	...	...	...	1	4
Total.....	20	8	4	8	8	...	3	2	...	...	2	14	69

TABLE 31.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1904, 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	6
Ferryboats.....	7	7	9	6	6	1	...	2	...	...	...	7	9
Schooners.....	...	...	...	...	...	...	...	...	...	1	2	...	39
Steamers.....	32	17	12	26	28	7	6	7	6	5	10	20	176
Steam barges.....	...	...	1	1	1	...	...	...	...	...	...	...	3
Total.....	42	24	22	34	36	8	6	9	6	6	12	28	233

TABLE 32.—Abstract of returns of disasters to foreign vessels on the Great Lakes during the year ending June 30, 1904, showing nationality and description, and distinguishing those totally lost and those partially damaged.

Nationality and rig.	July.		October.		November.		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
British steamships.....	1		1		1		1		4		4
Total.....	1		1		1		1		4		5
Aggregate.....	1		2		1		1		5		.....

TABLE 33.—Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1904, 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 100 tons.....	2	4	2	2	3		2	4		1				2
Over 100 and not exceeding 200 tons.....			1	1			1		2					
Over 200 and not exceeding 300 tons.....		3		3	2			1	1					
Over 300 and not exceeding 500 tons.....	1	4		1		1	1	3	4	1	1	1		
Over 500 and not exceeding 700 tons.....	1	4				4	1	1		2		2		
Over 700 and not exceeding 1,000 tons.....		3	1	3	1	2	1	2	2	3				1
Over 1,000 and not exceeding 1,500 tons.....	1	1		4		3	3	2	1	1				
Over 1,500 and not exceeding 2,000 tons.....		6		3	1		6	1	1			2		1
Over 2,000 and not exceeding 2,500 tons.....		5				1	1	1	5		1			
Over 2,500 and not exceeding 3,000 tons.....		1		1			1		1					
Over 3,000 and not exceeding 3,500 tons.....		1		1			1		2					
Over 3,500 and not exceeding 4,000 tons.....		1			1		1		4					1
Over 4,000 and not exceeding 4,500 tons.....		2			1		1		4					
Over 4,500 and not exceeding 5,000 tons.....				1	1						1			1
Over 5,000 and not exceeding 6,000 tons.....		2					1							
Over 6,000 tons.....														
Unknown.....														
Total.....	5	37	4	20	9	13	10	24	9	27	1	7		6
Aggregate.....	42		24		22		34		36		8		6	

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 26.

TABLE 33.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1904, showing the tonnage and distinguishing the number of those totally lost and those partially damaged*—Continued.

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 100 tons.....	3	.....	1	2	1	4	2	.....	4	15	24	39
Over 100 and not exceeding 200 tons.....	2	.....	1	.....	.....	4	4	6	10
Over 200 and not exceeding 300 tons.....	1	4	4	8	12
Over 300 and not exceeding 500 tons.....	1	.....	.....	1	1	4	.....	3	8	20	28	28
Over 500 and not exceeding 700 tons.....	2	2	15	17	17
Over 700 and not exceeding 1,000 tons.....	3	5	17	22	22
Over 1,000 and not exceeding 1,500 tons.....	1	.....	6	12	18	18
Over 1,500 and not exceeding 2,000 tons.....	1	.....	.....	.....	.....	.....	.....	2	2	23	24	24
Over 2,000 and not exceeding 2,500 tons.....	2	1	15	16	16
Over 2,500 and not exceeding 3,000 tons.....	4	1	4	.....	.....	.....	.....	2	1	14	15	15
Over 3,000 and not exceeding 3,500 tons.....	5	5	5
Over 3,500 and not exceeding 4,000 tons.....	2	.....	10	10	10
Over 4,000 and not exceeding 4,500 tons.....	7	7	7
Over 4,500 and not exceeding 5,000 tons.....	4	4	4
Over 5,000 and not exceeding 6,000 tons.....	2	.....	5	5	5
Over 6,000 tons.....
Unknown.....	1	.....	1	.....	1
Total.....	9	1	5	2	4	5	7	2	26	48	185	233
Aggregate.....	9	6	6	12	28	233	.....	.....	.....	.....	.....	.....

TABLE 34.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1904, 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.....	10	.....	4	4	8	2	1	4	4	.....	2	7	46
Over 5 and not exceeding 10 years.....	7	5	2	2	4	.....	.....	2	1	.....	.....	1	24
Over 10 and not exceeding 15 years.....	7	7	5	8	9	3	4	3	1	.....	3	5	55
Over 15 and not exceeding 20 years.....	3	3	2	4	3	.....	.....	.....	.....	.....	2	5	22
Over 20 and not exceeding 25 years.....	5	4	4	5	3	2	1	.....	.....	1	2	4	31
Over 25 and not exceeding 30 years.....	5	4	1	5	4	.....	.....	.....	2	.....	.....	.....	21
Over 30 and not exceeding 35 years.....	2	.....	2	4	4	1	.....	.....	1	3	4	.....	21
Over 35 and not exceeding 40 years.....	1	.....	1	2	1	.....	.....	.....	1	.....	1	.....	7
Over 40 and not exceeding 45 years.....	2	1	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	4
Over 45 and not exceeding 50 years.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Over 50 years.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Unknown.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total.....	42	24	22	34	36	8	6	9	6	6	12	28	233

TABLE 35.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1904, showing the number of vessels and distinguishing their cargoes.*

Cargo.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	17	7	5	11	9	....	4	5	....	5	5	7	75
Cement, plaster, sand, etc.....	....	1	....	....	....	....	....	....	....	1	2	....	4
Coal.....	10	....	4	4	7	2	....	1	....	....	....	6	34
Fish.....	....	....	1	....	....	....	....	....	1	....	....	....	1
Fruit.....	....	....	....	....	....	....	....	....	....	....	....	....	1
Grain.....	1	....	....	2	5	2	....	....	....	....	....	....	10
Iron, iron ore, etc.....	5	9	3	6	5	....	1	....	....	....	....	2	31
Lime.....	....	....	....	1	....	....	....	....	....	....	....	....	1
Lumber.....	3	3	7	2	5	3	....	....	....	....	2	5	30
Machinery.....	....	....	....	....	....	1	....	....	....	....	....	....	1
Merchandise (general).....	3	1	1	2	1	....	....	1	....	....	....	4	13
Petroleum.....	....	....	....	....	....	....	....	....	....	....	....	1	1
Provisions.....	....	....	....	2	....	....	....	....	....	....	....	....	2
Salt.....	....	1	....	....	....	....	....	....	....	....	1	....	2
Stone.....	1	1	....	....	1	....	....	....	....	....	....	....	3
Sugar.....	....	....	....	....	....	....	1	....	....	....	....	....	1
Wood.....	1	1	1	1	....	....	....	....	....	....	1	....	5
Miscellaneous.....	....	....	....	2	....	....	....	2	5	....	1	1	13
Unknown.....	1	....	....	1	1	....	....	....	....	....	....	2	5
Total.....	42	24	22	34	36	8	6	9	6	6	12	28	233

TABLE 36.—*Abstract of returns of disasters to vessels on the Great Lakes during the year ending June 30, 1904, showing the number of vessels and distinguishing the lakes and connecting rivers on which they occurred.*

Locality.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Lake Erie.....	8	5	5	7	7	2	5	....	2	....	3	3	47
Lake Huron.....	6	4	3	2	4	....	....	....	....	1	3	4	26
Lake Michigan.....	12	7	9	11	9	3	1	7	4	5	5	11	84
Lake Ontario.....	....	....	....	2	....	....	....	....	....	....	....	....	2
Lake Superior.....	5	4	5	7	4	1	....	....	....	....	....	4	30
Lake Saint Clair.....	3	....	....	2	....	1	....	1	....	....	....	....	7
Detroit River.....	1	3	....	....	5	1	....	1	....	....	....	....	11
Saint Clair River.....	6	....	....	1	5	....	....	....	....	....	2	2	16
Saint Marys River.....	1	1	....	2	1	....	....	....	....	....	....	2	7
Straits of Mackinac.....	....	....	....	....	1	....	....	....	....	....	....	....	3
Total.....	42	24	22	34	36	8	6	9	6	6	12	28	233

TABLE 37.—*Summary—Great Lakes.*

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage. ^a	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering.....	19	8,873	1,528	10,401	18	1	....	16	3	12	153	165	15
Strandings.....	64	7,774	96,177	103,951	52	12	....	16	48	110	999	1,109	3
Vessels collided.....	69	3,011	119,769	122,780	41	23	5	3	66	25	949	974	....
Other causes.....	81	5,699	73,318	79,017	42	39	....	13	68	1,626	1,334	2,960	1
Total.....	233	25,357	290,792	316,149	153	75	5	48	185	1,773	3,435	5,208	19

^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 26.

RIVERS.

TABLE 38.—*Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1904, showing the number and value of vessels and cargoes and amount of loss to same, where known.*

Month.	Number and value of vessels.		Vessels, value unknown.	Number and value of cargoes.		Cargoes, value unknown.	Unknown whether laden or not.
	Number.	Amount.		Number.	Amount.		
July.....	9	\$279,800		5	\$27,165	1	
August.....	10	78,300		2	2,645		
September.....	18	262,000	1	6	85,700	2	1
October.....	17	523,100	1	9	66,350	1	1
November.....	12	221,500		6	8,160		
December.....	21	521,550		9	59,835	1	
January.....	13	253,500		6	173,800		
February.....	4	27,400		3	1,000		
March.....	15	185,400	2	8	14,495	3	2
April.....	9	141,500		3	2,310		
May.....	5	93,800		2	21,000		
June.....	8	64,700		3	1,475		
Total.....	141	2,652,550	4	62	463,935	8	4

Month.	Loss to vessels.		Vessels totally lost, amount unknown.	Vessels damaged, amount unknown. ^a	Loss to cargoes.		Cargoes totally lost, amount unknown.	Cargoes not damaged, or damage unknown.
	Number.	Amount.			Number.	Amount.		
July.....	9	\$19,550			2	\$6,165		4
August.....	10	50,800			1	145		1
September.....	17	55,860		2	4	44,215		5
October.....	12	104,180		1	3	2,775		5
November.....	12	130,550			6	3,860		3
December.....	17	111,550		4	5	2,675		5
January.....	13	82,200			4	11,800		2
February.....	4	23,100			3	3,900		
March.....	15	73,500		2	5	4,465	2	6
April.....	9	89,600			1	150		2
May.....	5	39,800			2	8,500		
June.....	8	33,950			2	450		1
Total.....	136	814,640		9	38	89,100	2	34

^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 39.

TABLE 39.—*Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1904, 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.	Number of lives lost.
July.....	1	8			9	17	3,754	118	225	2
August.....	6	4			10	259	515	9	52	1
September.....	7	10	1	1	19	1,026	4,439	21	257	2
October.....	5	12	1		18	2,355	7,875	115	251	1
November.....	3	9			12	1,212	1,766	45	182	2
December.....	7	10		4	21	1,056	4,197	116	345	7
January.....	4	9			13	936	3,326	64	198	
February.....	3	1			4	1,269	418	10	37	
March.....	8	7	2		17	1,114	1,585	57	285	3
April.....	2	7			9	835	1,555	13	108	
May.....	1	4			5	523	882	300	112	11
June.....	3	5			8	321	1,035	87	57	1
Total.....	50	86	4	5	145	10,923	31,347	955	2,109	30

TABLE 40.—*Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1904, 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.....	4	\$28,200			\$28,200	5	4		2	3
August.....	5	34,000			34,000	5	2			8
September.....	6	58,600	2	\$47,000	105,600	11	2	2	5	10
October.....	11	240,000	2	26,000	266,000	6	5	1	4	7
November.....	4	90,000	1	2,000	92,000	7	4	1	1	6
December.....	11	82,200	2	16,050	98,250	8	5	2	3	11
January.....	5	93,000	1	3,000	96,000	7	3	1	2	7
February.....			2	7,000	7,000	4	1			1
March.....	8	90,000	1	2,000	92,000	6	6	3	6	4
April.....	5	109,000			109,000	3	2	1	1	6
May.....	2	20,000			20,000	3	1		1	3
June.....	5	28,500			28,500	3	3			5
Total.....	66	873,500	11	103,050	976,550	68	38	11	25	71

TABLE 41.—*Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1904, distinguishing the nature of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered.....			3	3					2			1	9
Stranded.....			2	2	2	1	1		1	1	2	1	13
Collided.....	4		6	4	2	6			4				26
Capsized.....		1							4	1			2
Damage to hull, masts, rigging, etc.....											1		1
Damage to machinery.....	2		1						1				4
Explosion of boilers and bursting of steam pipes.....					1	1					1		3
Fire.....	2	7	5	4	3	4	3		5	4		3	40
Ice.....						4	6	3					13
Sprung a leak.....		1											1
Struck bridge, snag, etc.....	1	1	2	5	4	4	3	1	3	3	1	1	29
Miscellaneous.....						1			1			2	4
Total.....	9	10	19	18	12	21	13	4	17	9	5	8	145

TABLE 42.—*Abstract of returns of disasters (excluding collisions) to vessels on the rivers of the United States during the year ending June 30, 1904, distinguishing the cause of each disaster.*

Class and cause of disaster.	Found-erings.	Strand-ings.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Darkness.....		1			1
Gales, hurricanes, etc.....	1	1	1		3
Total.....	1	2	1		4
Class 3.—Causes connected with navigation and seamanship:					
Error of masters, officers, and crews.....		1			1
Error of pilots.....		1			1
Total.....		2			2
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery.....			4		4
Explosion of boilers and bursting of steam pipes.....			3		3
Total.....			7		7

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

TABLE 42.—Abstract of returns of disasters (excluding collisions) to vessels on the rivers of the United States during the year ending June 30, 1904, distinguishing the cause of each disaster—Continued.

Class and cause of disaster.	Found- derings.	Strand- ings.	Other causes.	Missing vessels.	Total.
Class 5.—Other causes					
Fire.....			41		41
Ice.....		2	13		15
Sprung a leak.....	8		1		9
Struck bridge, rock, snag, etc.....		6	28		34
Miscellaneous.....		1	6		7
Total.....	8	9	89		106
Aggregate.....	9	13	97		119

TABLE 43.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1904, showing the number of vessels collided, and distinguishing the cause of each disaster.

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental.....			2			3							5
Darkness.....			1										1
"Fault of other vessel".....	2		1	1		1			1				6
Fog.....						2							2
Misunderstanding signals.....	2					2							4
Tides, currents, etc.....				2									2
Unavoidable.....					2				2				4
Unknown.....			1	1					1				3
Total.....	4		6	4	2	6			4				26

TABLE 44.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1904, showing the number of vessels and distinguishing their description.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges.....			2	1			1		3				7
Barks.....								1					1
Ferryboats.....						1					1		2
Schooners.....			2	3		1	1	2	1	1		1	14
Sloops.....	1				1			1					3
Steamers.....	8	10	13	13	9	18	11		13	8	4	7	114
Steam barges.....			2										2
Steam yachts.....				1		1							2
Total.....	9	10	19	18	12	21	13	4	17	9	5	8	145

TABLE 45.—Abstract of returns of disasters to foreign vessels on the rivers of the United States during the year ending June 30, 1904, showing nationality and description, and distinguishing those totally lost and those partially damaged.

Nationality and rig.	October.		Total.		Aggre- gate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	
German steamship.....		1		1	1
Total.....		1		1	1
Aggregate.....	1		1		

TABLE 46.—*Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1904, 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.		Jan-uary	
	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 100 tons.....	1	1	6	1	4	1	4	4	3	3	4	5	3	3
Over 100 and not exceeding 200 tons.....	1	1	3	2	3	3	1	1	1	3	2	2	2	1
Over 200 and not exceeding 300 tons.....	1	1	1	2	2	2	2	1	1	3	3	1	1	1
Over 300 and not exceeding 500 tons.....	2	2	1	1	3	3	1	1	1	1	4	1	1	2
Over 500 and not exceeding 700 tons.....	1	1	1	1	1	1	2	1	1	1	1	1	1	1
Over 700 and not exceeding 1,000 tons.....	2	2	1	1	1	1	1	1	1	1	1	1	1	1
Over 1,000 and not exceeding 1,500 tons.....	1	1	1	1	1	1	2	1	1	1	1	1	1	1
Over 1,500 and not exceeding 2,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 2,000 and not exceeding 2,500 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 2,500 and not exceeding 3,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 3,000 and not exceeding 3,500 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 3,500 and not exceeding 4,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 4,000 and not exceeding 4,500 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 4,500 and not exceeding 5,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 5,000 and not exceeding 6,000 tons.....	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Over 6,000 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.....	1	8	6	4	7	12	5	13	3	9	7	14	4	9
Aggregate.....	9	10	19	18	12	21	13							

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 100 tons.....	1	5	3	1	4	1	2	2	28	28	56		
Over 100 and not exceeding 200 tons.....	1	1	2	1	1	1	2	2	8	17	25		
Over 200 and not exceeding 300 tons.....	1	1	1	1	1	3	1	1	4	13	17		
Over 300 and not exceeding 500 tons.....	2	1	1	1	1	1	1	1	4	15	19		
Over 500 and not exceeding 700 tons.....	1	1	1	1	1	1	1	1	3	5	8		
Over 700 and not exceeding 1,000 tons.....	1	1	1	1	1	1	1	1	2	7	9		
Over 1 000 and not exceeding 1 500 tons.....	1	1	1	1	1	1	1	1	1	6	6		
Over 1,500 and not exceeding 2,000 tons.....	1	1	1	1	1	1	1	1	1	1	1		
Over 2,000 and not exceeding 2,500 tons.....	1	1	1	1	1	1	1	1	1	1	1		
Over 2,500 and not exceeding 3,000 tons.....	1	1	1	1	1	1	1	1	1	1	1		
Over 3,000 and not exceeding 3,500 tons.....	1	1	1	1	1	1	1	1	1	1	1		
Over 3,500 and not exceeding 4,000 tons.....	1	1	1	1	1	1	1	1	1	1	1		
Over 4,000 and not exceeding 4,500 tons.....	1	1	1	1	1	1	1	1	1	1	1		
Over 4,500 and not exceeding 5,000 tons.....	1	1	1	1	1	1	1	1	1	1	1		
Over 5,000 and not exceeding 6,000 tons.....	1	1	1	1	1	1	1	1	1	1	1		
Over 6,000 tons.....	1	1	1	1	1	1	1	1	1	1	1		
Unknown.....	1	2	2	2	2	2	2	2	3	3	3		
Total.....	3	1	8	9	2	7	1	4	3	5	50	95	145
Aggregate.....	4	17	9	5	8	145							

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, 1904, showing the number of vessels and distinguishing age.*

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	1	2	4	7	1	4	2	...	5	...	2	3	31
Over 5 and not exceeding 10 years.....	1	3	3	3	1	5	3	1	4	4	2	...	30
Over 10 and not exceeding 15 years.....	3	1	6	3	5	3	1	...	2	3	1	...	27
Over 15 and not exceeding 20 years.....	...	...	4	3	1	5	2	...	...	...	...	2	17
Over 20 and not exceeding 25 years.....	2	4	...	...	3	1	3	2	3	1	...	...	19
Over 25 and not exceeding 30 years.....	...	...	1	1	...	...	1	...	...	1	...	...	4
Over 30 and not exceeding 35 years.....	1	...	...	1	...	1	...	1	1	1	...	3	9
Over 35 and not exceeding 40 years.....	...	...	...	...	1	1	1	...	...	...	...	...	3
Over 40 and not exceeding 45 years.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Over 45 and not exceeding 50 years.....	...	...	1	...	...	1	...	...	...	...	...	...	2
Over 50 years.....	1	...	...	...	...	...	...	...	...	...	...	...	1
Unknown.....	...	...	...	...	...	...	...	...	2	...	...	...	2
Total.....	9	10	19	18	12	21	13	4	17	9	5	8	145

TABLE 48.—*Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1904, showing the number of vessels and distinguishing their cargoes.*

Cargo.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	3	8	10	7	6	11	7	1	4	6	3	5	71
Coal.....	...	1	...	1	...	1	...	2	1	...	...	...	5
Cotton, cotton seed, etc.....	...	...	...	1	...	...	...	...	...	...	...	...	2
Fertilizers.....	...	...	...	...	1	...	...	...	...	1	...	...	1
Grain.....	1	...	...	1	1	...	...	...	...	...	...	...	3
Ice.....	...	...	1	1	1	...	...	...	...	...	...	...	3
Lime.....	...	...	...	...	1	1	...	...	...	...	...	1	1
Lumber.....	...	...	...	1	1	1	1	...	1	...	...	1	6
Merchandise (general).....	3	...	...	1	1	3	3	...	1	1	1	...	14
Petroleum.....	...	...	...	1	...	1	1	...	1	...	...	...	2
Provisions.....	...	...	...	...	...	1	...	...	...	...	1	...	2
Railroad iron.....	...	...	...	...	...	1	...	...	...	...	...	...	1
Stone, brick, etc.....	1	...	...	...	...	...	...	...	...	...	...	...	1
Tar, etc.....	...	1	1	...	...	...	1	...	...	...	...	...	3
Wood.....	...	...	...	...	...	...	...	...	1	1	...	...	2
Miscellaneous.....	1	...	6	4	1	2	...	1	7	...	1	1	24
Unknown.....	...	...	1	1	...	...	...	2	...	...	...	...	4
Total.....	9	10	19	18	12	21	13	4	17	9	5	8	145

TABLE 49.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1904, distinguishing the rivers on which they occurred.

	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Apalachicola, Florida.....			1										1
Arkansas.....	1												1
Allegheny.....			1		1								2
Ashepoo, South Carolina.....					1								1
Appomattox, Virginia.....					1								1
Blackwater.....									1				1
Bayou du Lac.....										1			1
Chattahoochee.....									1				1
Clearwater, Washington.....					1								1
Choptank, Maryland.....								1					1
Columbia.....		1			1								2
Connecticut.....		1											1
Cumberland.....						1							1
Delaware.....	1	1	5	6		2	2	2		1		1	21
Escambia, Alabama.....										1			1
Flint, Georgia.....				1									1
Hudson.....	3	1	3	1	1	2							11
James.....										1			1
Kanawha, Great.....									1				2
Kanawha, Little.....									2				2
Kennebec.....					2								2
Kentucky.....						1							1
Mississippi.....		1	1	4		4	1		4	2	1	1	19
Missouri.....			1			1							2
Mobile.....							1						1
Monongahela.....			1										1
Muskingum.....							1						1
Nanticoke, Maryland.....												1	1
Ohio.....	2	1	2	3	4	2	7		8		2	2	33
Ocmulgee, Georgia.....			1										1
Pascagoula, Mississippi.....							1						1
Passaic, New Jersey.....						1						1	2
Potomac.....						2							2
Red, Louisiana.....			1		1								2
Sacramento, California.....										1			1
San Joaquin, California.....	2												2
Savannah.....								1					1
Saint Croix.....			1						1				2
Santee, South Carolina.....				1									1
Saint Johns, Florida.....						1						1	2
St. Lawrence.....	2		1										3
Tennessee.....											1		1
White, Arkansas.....		1				1							2
Williamette, Oregon.....				1		3							4
Wolf, Mississippi.....		1											1
York, Virginia.....									1				1
Yukon, Alaska.....			1										1
Total.....	9	10	19	18	12	21	13	4	17	9	5	8	145

TABLE 50.—Summary—Rivers of the United States.

Nature of casualty.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage. ^a	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering.....	9	886	892	1,778	3	6	.....	4	5	24	61	85	2
Strandings.....	13	757	5,321	6,078	11	2	.....	3	10	58	249	307	...
Vessels collided.....	26	109	12,508	12,617	18	4	4	4	22	188	366	554	2
Other causes.....	97	9,171	12,626	21,797	38	59	.....	39	58	685	1,433	2,118	26
Total.....	145	10,923	31,347	42,270	70	71	4	50	95	955	2,109	3,064	30

^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 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, 1904, showing the number and value of vessels and cargoes and amount of loss to same where known.*

Month.	Number and value of vessels.		Vessels, value un-known.	Number and value of cargoes.		Cargoes, value un-known.	Un-known whether laden or not.
	Number.	Amount.		Number.	Amount.		
July.....	11	\$112,600	1	9	\$53,100	1	1
August.....	8	170,500	.....	6	27,885	1	.....
September.....	17	760,250	.....	11	720,350	.....	.....
October.....	29	897,500	2	18	156,385	1	2
November.....	16	1,723,650	1	10	1,015,645	.....	1
December.....	19	2,752,250	1	14	577,200	1	1
January.....	8	544,500	.....	4	411,600	.....	.....
February.....	15	1,981,000	.....	9	235,240	3	.....
March.....	13	5,172,900	2	9	261,590	3	2
April.....	9	559,500	.....	7	292,750	1	.....
May.....	6	1,062,500	1	5	102,020	1	1
June.....	5	73,000	2	5	30,100	.....	2
Total.....	156	15,810,150	10	107	3,883,865	12	10

Month.	Loss to vessels.		Vessels totally lost, amount un-known.	Vessels damaged, amount un-known. ^a	Loss to cargoes.		Cargoes totally lost, amount un-known.	Cargoes not damaged, or damaged un-known.
	Number.	Amount.			Number.	Amount.		
July.....	11	\$55,500	.....	1	8	\$35,815	.....	3
August.....	8	103,875	.....	.....	3	12,500	.....	4
September.....	16	39,750	.....	1	4	13,100	.....	7
October.....	29	236,050	.....	2	14	55,955	1	6
November.....	15	127,600	.....	2	5	44,500	.....	6
December.....	19	170,510	.....	1	7	39,200	.....	9
January.....	8	56,500	.....	.....	4	36,600	.....	.....
February.....	15	135,770	.....	.....	7	32,500	.....	5
March.....	13	181,250	.....	2	3	34,000	1	10
April.....	9	236,125	.....	.....	6	41,600	1	1
May.....	5	37,500	.....	2	3	5,500	.....	4
June.....	5	30,800	.....	2	3	5,900	.....	4
Total.....	153	1,411,230	.....	13	67	357,170	3	59

^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 52.

TABLE 52.—*Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1904, 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.	Number of lives lost.
July.....	5	6	1	.....	12	1,960	3,120	7	144	3
August.....	5	3	.....	.....	8	2,185	2,193	4	68	21
September.....	1	15	.....	1	17	623	11,176	84	299	.....
October.....	10	19	2	.....	31	6,430	18,592	30	413	45
November.....	5	10	1	1	17	595	22,953	260	386	54
December.....	9	10	1	.....	20	2,918	21,992	827	480	4
January.....	4	4	.....	.....	8	1,305	7,911	140	127	10
February.....	6	9	.....	.....	15	2,426	24,103	497	700	22
March.....	2	11	2	.....	15	807	52,526	269	1,030	14
April.....	5	4	.....	.....	9	5,115	4,292	69	182	.....
May.....	3	2	1	1	7	395	15,857	145	251	.....
June.....	2	3	.....	.....	7	1,368	18,500	.....	45	.....
Total.....	57	96	10	3	166	26,127	203,215	2,332	4,125	173

TABLE 53.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1904, 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.		in vessels ballast.
	Num-ber.	Amount.	Num-ber.	Amount.		Ves-sels.	Car-goes.	Ves-sels.	Car-goes.	
July.....	6	\$52,800	3	\$42,750	\$95,550	5	3	1	5	1
August.....	4	45,500	3	10,355	55,855	4	—	—	4	1
September.....	7	248,000	5	73,000	321,000	7	1	—	8	6
October.....	19	534,300	6	63,055	597,355	7	2	5	13	10
November.....	9	728,225	2	202,000	930,225	5	1	3	8	6
December.....	10	235,670	6	48,550	284,220	7	5	3	12	4
January.....	3	361,300	1	9,500	364,800	3	—	2	5	3
February.....	10	1,336,645	3	9,800	1,346,445	2	1	3	5	3
March.....	10	2,294,050	3	47,480	2,341,530	1	3	4	5	1
April.....	6	531,800	2	33,380	565,180	1	1	2	3	1
May.....	1	550,000	—	—	550,000	4	3	2	7	—
June.....	1	4,500	1	5,000	9,500	4	3	2	7	—
Total....	86	6,922,790	35	538,870	7,461,660	50	23	30	71	37

TABLE 54.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1904, 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	1	2	1	1	—	2	—	1	1	1	13
Stranded.....	4	2	2	3	2	7	2	2	4	3	1	1	33
Collisions.....	2	—	2	6	3	2	—	2	4	—	4	4	29
Abandoned.....	1	—	—	3	1	1	1	—	—	1	—	—	8
Cap-sized.....	—	—	—	—	1	—	—	—	1	—	—	—	2
Damage to hull, masts, rigging, etc.....	4	2	9	13	6	5	2	5	5	1	—	—	52
Damage to machinery.....	—	—	3	—	—	1	—	1	1	1	1	—	8
Fire.....	—	1	—	—	1	2	1	1	—	—	—	—	7
Ice.....	—	—	—	—	—	—	—	—	1	—	—	—	1
Never heard from.....	—	1	—	1	1	—	1	—	—	—	—	—	4
Sprung a leak.....	—	—	—	1	—	1	—	—	—	—	—	1	3
Water-logged.....	—	—	—	—	1	—	—	2	—	—	—	—	3
Miscellaneous.....	—	—	—	2	—	—	1	—	—	—	—	—	3
Total.....	12	8	17	31	17	20	8	15	15	9	7	7	166

TABLE 55.—Abstract of returns of disasters (excluding collisions) to American vessels at sea and in foreign waters during the year ending June 30, 1904, distinguishing the cause of each disaster.

Class and cause of disaster.	Found-erings.	Strand-ings.	Other causes.	Missing vessels.	Total.
Class 1.—Causes connected with the weather:					
Calms, currents, and tides.....	—	4	5	—	9
Darkness.....	—	2	—	—	2
Fog.....	—	4	—	—	4
Gales, hurricanes, etc.....	9	10	49	—	68
Heavy seas.....	—	—	5	—	5
Snowstorms.....	—	2	—	—	2
Stress of weather.....	—	—	3	—	3
Total.....	9	22	62	—	93
Class 2.—Causes connected with vessels, equipments, or stowage:					
Defective charts.....	—	2	—	—	2
Defective rigging.....	—	—	1	—	1
Error in chronometer.....	—	1	—	—	1
Error in compass.....	—	2	—	—	2
Total.....	—	5	1	—	6

TABLE 55.—Abstract of returns of disasters (excluding collisions) to American vessels at sea and in foreign waters during the year ending June 30, 1904, etc.—Continued.

Class and cause of disaster.	Found- derings.	Strand- ings.	Other causes.	Missing vessels.	Total.
Class 3.—Causes connected with navigation and seaman- ship:					
Error of masters, officers, and crews.....		1			1
Error of pilot.....		1			1
Total.....		2			2
Class 4.—Causes connected with machinery or boilers:					
Damage to machinery.....			8		8
Class 5.—Other causes:					
Absence of lights, buoys, etc.....		1			1
Capsized.....	1				1
Fire.....			5		5
Ice.....		1		1	2
Spontaneous combustion.....			2		2
Sprung a leak.....	2		1		3
Water-logged.....	1		6		7
Miscellaneous.....		2			2
Unknown.....			1	4	5
Total.....	4	4	16	4	28
Aggregate.....	13	33	87	4	137

TABLE 56.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1904, showing the number of vessels collided and distinguishing the cause of each disaster.

Cause of disaster.	July	August	September	October	November	December	January	February	March	April	May	June	Total.
Accidental.....			1						2				3
Bad management.....				1									1
"Fault of other vessel".....	1		1	1	2							1	6
Fog.....											4	2	6
High, baffling winds.....				4									4
Misunderstanding signals.....								2					2
Tides, currents, etc.....						2							2
Unavoidable.....					1								1
Want of proper lights.....												1	1
Unknown.....	1											1	2
Total.....	2		2	6	3	2		2	4		4	4	29

TABLE 57.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1904, 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						2				1	4
Barks.....	3	1		3	3	1		2	1		1		15
Barkentines.....			1	1	1	1							4
Brigs.....			1	1									2
Brigantines.....		1											1
Schooners.....	6	3	9	18	6	10	5	4	4	7	3	3	78
Ships.....	1			2	1	1	1		1				7
Sloops.....					1	1		1					3
Steamers.....	2	1	6	5	5	5	1	6	9	2	3	2	47
Steam yachts.....				1									1
Yachts.....						1	1						2
Total.....	12	8	17	31	17	20	8	15	15	9	7	7	166

TABLE 58.—Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1904, 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 100 tons.....	2	2	...	...	2	1	1	1	2	1	3	...	...	1
Over 100 and not exceeding 200 tons.....	1	1	1	...	1	2	1	2	2	3	2	2	2	...
Over 200 and not exceeding 300 tons.....	1	...	3	1	3	...	2	6	1	2	2	1	...	...
Over 300 and not exceeding 500 tons.....	...	...	...	...	3	3	3	3	...	1	2	2	1	...
Over 500 and not exceeding 700 tons.....	2	2	1	2	1	2	2	1	...	1	2	...	...	...
Over 700 and not exceeding 1,000 tons.....	...	...	...	...	3	2	2	2	3	3	...	...	...	...
Over 1,000 and not exceeding 1,500 tons.....	...	1	...	...	1	1	...	3	2	1	1	...	...	...
Over 1,500 and not exceeding 2,000 tons.....	...	...	...	...	1	1	3	...	1	1	...	...	...	2
Over 2,000 and not exceeding 2,500 tons.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Over 2,500 and not exceeding 3,000 tons.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Over 3,000 and not exceeding 3,500 tons.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Over 3,500 and not exceeding 4,000 tons.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Over 4,000 and not exceeding 4,500 tons.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Over 4,500 and not exceeding 5,000 tons.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Over 5,000 and not exceeding 6,000 tons.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Over 6,000 tons.....	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Unknown.....	...	1	...	...	...	...	1	...	...	...	...	...	...	...
Total.....	5	7	5	3	1	16	10	21	5	12	9	11	4	4
Aggregate.....	12		8		17		31		17		20		8	

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 100 tons.....	...	...	1	1	1	1	1	...	1	...	12	9	21
Over 100 and not exceeding 200 tons.....	1	1	...	...	...	1	2	...	1	...	13	8	21
Over 200 and not exceeding 300 tons.....	1	1	...	...	...	...	...	...	...	...	5	5	10
Over 300 and not exceeding 500 tons.....	2	1	...	...	1	...	...	...	...	...	7	13	20
Over 500 and not exceeding 700 tons.....	1	...	...	...	...	...	...	...	2	6	6	11	17
Over 700 and not exceeding 1,000 tons.....	1	...	1	3	1	...	...	...	1	8	12	20	20
Over 1,000 and not exceeding 1,500 tons.....	2	2	1	1	1	...	...	1	...	4	12	16	16
Over 1,500 and not exceeding 2,000 tons.....	1	...	1	...	...	...	...	...	1	6	7	7	7
Over 2,000 and not exceeding 2,500 tons.....	...	...	1	...	...	...	...	...	...	9	9	9	9
Over 2,500 and not exceeding 3,000 tons.....	2	...	2	...	1	...	1	...	...	6	6	6	6
Over 3,000 and not exceeding 3,500 tons.....	1	...	...	...	...	...	...	...	...	1	1	1	1
Over 3,500 and not exceeding 4,000 tons.....	...	...	...	...	...	...	2	...	...	4	4	4	4
Over 4,000 and not exceeding 4,500 tons.....	...	...	1	...	...	...	...	...	...	1	1	1	1
Over 4,500 and not exceeding 5,000 tons.....	...	...	...	...	...	...	...	...	...	3	3	3	3
Over 5,000 and not exceeding 6,000 tons.....	...	...	...	...	...	...	...	...	...	...	...	...	...
Over 6,000 tons.....	1	...	3	1	...	...	1	...	1	1	7	8	8
Unknown.....	...	...	...	...	...	...	...	...	...	...	2	2	2
Total.....	6	9	2	13	5	4	3	4	2	5	57	109	166
Aggregate.....	15		15		9		7		7		166		...

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, 1904, showing the number of vessels and distinguishing age.*

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 5 years.....	2	3	3	6	8	8	1	1	5	1	3	1	42
Over 5 and not exceeding 10 years.....	2	3	3	3	2	3	1	1	1	1	1	1	12
Over 10 and not exceeding 15 years.....	1	1	1	4	2	3	3	3	3	4	1	1	20
Over 15 and not exceeding 20 years.....	1	1	1	5	1	4	3	4	3	2	1	2	26
Over 20 and not exceeding 25 years.....	1	1	4	6	1	1	3	2	2	2	1	1	23
Over 25 and not exceeding 30 years.....	2	3	5	4	1	1	1	2	2	2	2	2	22
Over 30 and not exceeding 35 years.....	1	1	1	1	1	1	1	1	1	1	1	1	6
Over 35 and not exceeding 40 years.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Over 40 and not exceeding 45 years.....	1	1	1	3	1	1	1	1	1	1	1	1	5
Over 45 and not exceeding 50 years.....	1	1	1	1	1	1	1	1	1	1	1	1	4
Over 50 years.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Unknown.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Total.....	12	8	17	31	17	20	8	15	15	9	7	7	166

TABLE 60.—*Abstract of returns of disasters to American vessels at sea and in foreign waters during the year ending June 30, 1904, showing the number of vessels and distinguishing their cargoes.*

Cargo.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast.....	1	1	6	10	6	4	4	3	1	1	1	1	37
Cement, sand, plaster, etc.....	1	3	1	4	2	2	1	3	1	1	2	1	4
Coal.....	1	1	1	1	1	1	1	1	1	1	1	1	20
Cotton, cotton seed, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Fertilizers.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Fish, oysters, etc.....	2	1	1	1	1	2	1	1	1	2	1	1	13
Fruit, coffee, nuts, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Ice.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Lumber.....	3	2	1	10	3	2	1	3	4	2	2	2	33
Mahogany.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Merchandise (general).....	1	1	4	2	3	2	2	2	4	2	2	1	23
Petroleum.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Provisions.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Salt.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Sperm oil.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Sugar, molasses, etc.....	1	1	1	1	1	1	1	1	1	1	1	1	2
Tin ore.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Wood.....	1	1	1	1	1	1	1	1	1	1	1	1	1
Miscellaneous.....	1	1	1	1	1	1	1	1	1	1	1	1	3
Unknown.....	1	1	1	2	1	1	1	1	2	1	1	2	10
Total.....	12	8	17	31	17	20	9	14	15	9	7	7	166

TABLE 61.—*Summary—At sea and in foreign waters.*

Nature of casualty.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage. ^a	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Foundering.....	13	7,135	.....	7,135	13	.....	.....	13	.....	6	73	79	13
Strandings.....	33	8,629	29,586	38,215	22	11	.....	23	10	371	955	1,326	27
Vessels collided.....	29	182	69,259	69,441	13	6	10	2	27	122	960	1,082	.....
Other causes.....	91	10,181	104,370	114,551	71	20	.....	19	72	1,833	2,137	3,970	133
Total.....	166	26,127	203,215	229,342	119	37	10	57	109	2,332	4,125	6,457	173

^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 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, 1904.*

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	Total.
Number of vessels.....	18	5	5	1	29
Tonnage of vessels totally lost.....	861	9,448	375	.....	10,684
Tonnage of vessels damaged.....	63,628	9,872	6,586	2,773	82,859
Aggregate tonnage.....	64,489	19,320	6,961	2,773	93,543
Laden.....	5	4	2	.....	11
Ballast.....	2	.....	.....	.....	2
Unknown whether laden or not.....	11	1	3	1	16
Wrecks involving total loss.....	4	3	1	.....	8
Casualties involving partial and unknown damage.....	14	2	4	1	21
Number of passengers.....	2	.....	.....	.....	2
Number in crews.....	97	70	24	.....	191
Total on board.....	99	70	24	.....	193
Number of lives lost.....	.....	11	.....	.....	11
Total value of vessels involved.....dollars..	475,000	730,000	156,000	.....	1,361,000
Total value of cargoes involved.....do....	235,625	494,880	9,765	.....	740,270
Aggregate.....do....	710,625	1,224,880	165,765	.....	2,101,270
Total losses to vessels.....do....	59,500	280,000	6,000	.....	345,500
Total losses to cargoes.....do....	13,525	34,880	690	.....	49,095
Aggregate.....do....	73,025	314,880	6,690	.....	394,595
Total insurance on vessels.....do....	88,000	93,000	.....	.....	181,000
Total insurance on cargoes.....do....	.....	18,000	.....	.....	18,000
Aggregate.....do....	88,000	111,000	.....	.....	199,000

NOTE.—Besides the foreign vessels above reported 8 others collided with American vessels at sea, involving a tonnage of 32,133.

TABLE 63.—GENERAL SUMMARY.

Nature of casualty.	Vessels.	Tonnage of vessels.		Value of—		Losses to—	
		Totally lost.	Damaged.	Vessels.	Cargoes.	Vessels.	Cargoes.
Foundering:							
Atlantic and Gulf coasts.....	51	9,465	850	\$361,100	\$52,630	\$310,835	\$48,995
Pacific coast.....	5	724	132	113,200	4,230	110,200	4,215
Great Lakes.....	19	8,873	1,528	307,800	53,340	277,800	53,145
Rivers.....	9	886	892	62,400	2,540	23,000	1,540
At sea and in foreign waters.....	13	7,135	.....	167,800	47,560	167,800	47,560
Total.....	97	27,083	3,402	1,012,300	160,300	889,635	155,455
Strandings:							
Atlantic and Gulf coasts.....	137	23,213	38,831	3,475,900	1,040,015	919,325	201,130
Pacific coast.....	47	14,804	17,577	1,938,400	725,490	602,195	111,240
Great Lakes.....	64	7,774	96,177	5,669,050	831,435	685,105	230,405
Rivers.....	13	757	5,321	431,000	253,300	120,950	62,500
At sea and in foreign waters.....	33	8,629	29,586	4,154,500	135,300	566,360	102,165
Total.....	294	55,177	187,492	15,668,850	2,985,540	2,891,935	707,440
Vessels collided:							
Atlantic and Gulf coasts.....	238	8,715	205,135	13,378,990	1,567,720	837,340	211,260
Pacific coast.....	27	147	18,762	1,311,500	93,050	21,805	250
Great Lakes.....	69	3,011	119,769	6,066,500	674,140	192,625	71,830
Rivers.....	26	109	12,508	738,450	42,150	15,240	1,490
At sea and in foreign waters.....	29	182	69,259	3,495,500	405,050	72,920	3,350
Total.....	389	12,164	425,433	24,990,940	2,782,110	1,139,930	288,170
Other causes:							
Atlantic and Gulf coasts.....	110	5,817	59,312	5,425,800	1,987,340	799,700	138,040
Pacific coast.....	23	833	15,241	1,161,000	364,445	153,840	32,225
Great Lakes.....	81	5,069	73,318	5,990,650	2,481,155	494,615	85,900
Rivers.....	97	9,171	12,626	1,420,700	165,045	655,450	23,580
At sea and in foreign waters.....	10	181	104,370	7,992,350	3,295,955	604,150	204,095
Total.....	402	31,701	264,867	21,990,500	8,294,840	2,707,755	483,550
Grand total.....	1,182	126,125	881,194	63,662,590	14,222,790	7,629,255	1,634,615

TABLE 63.—General summary—Continued.

Nature of casualty.	Insurance on—		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.
	Vessels.	Cargoes.									
Foundering:											
Atlantic and Gulf coasts...	\$119,000	\$17,820	33	18	.....	41	10	16	208	224	61
Pacific coast.....	.....	.....	5	.....	.....	3	2	57	44	101	53
Great Lakes.....	209,000	45,800	18	1	.....	16	3	12	153	165	15
Rivers.....	17,500	.....	3	6	.....	4	5	24	61	85	2
At sea and in foreign waters	71,000	7,300	13	.....	.....	13	.....	6	73	79	13
Total.....	416,500	70,920	72	25	.....	77	20	115	539	654	144
Strandings:											
Atlantic and Gulf coasts...	1,451,690	205,840	89	48	.....	87	50	382	1,093	1,475	36
Pacific coast.....	694,400	196,440	33	14	.....	23	24	379	628	1,007	31
Great Lakes.....	4,326,150	533,320	52	12	.....	16	48	110	999	1,109	3
Rivers.....	225,000	53,000	11	2	.....	3	10	58	249	307	.....
At sea and in foreign waters	2,100,040	106,700	22	11	.....	23	10	371	955	1,326	27
Total.....	8,797,280	1,095,300	207	87	.....	152	142	1,300	3,924	5,224	97
Vessels collided:											
Atlantic and Gulf coasts...	5,532,720	774,380	90	114	34	14	224	5,680	2,684	8,364	13
Pacific coast.....	572,400	.....	13	11	3	1	26	2,069	297	2,366	1
Great Lakes.....	3,098,000	480,750	41	23	5	3	66	25	949	974	.....
Rivers.....	72,200	.....	18	4	4	4	22	188	366	554	2
At sea and in foreign waters	1,191,500	.....	13	6	10	2	27	122	960	1,082	.....
Total.....	10,466,820	1,255,130	175	158	56	24	365	8,084	5,256	13,340	16
Other causes:											
Atlantic and Gulf coasts...	3,126,250	683,020	46	64	.....	21	89	2,980	1,476	4,456	1,037
Pacific coast.....	645,500	16,000	15	8	.....	4	19	350	505	855	.....
Great Lakes.....	4,274,090	339,925	42	39	.....	13	68	1,626	1,334	2,960	1
Rivers.....	558,800	50,050	38	59	.....	39	58	685	1,433	2,118	26
At sea and in foreign waters	3,560,250	424,870	71	20	.....	19	72	1,833	2,137	3,970	133
Total.....	12,164,890	1,513,865	212	190	.....	96	306	7,474	6,885	14,359	1,197
Grand total.....	31,845,490	3,935,215	666	460	56	349	833	16,973	16,604	33,577	1,454

RECAPITULATION (GENERAL SUMMARY).

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Number of vessels.....	536	102	233	145	166	1,182
Tonnage of vessels totally lost.....	47,210	16,508	25,357	10,923	26,127	126,125
Tonnage of vessels damaged.....	304,128	51,712	290,792	31,347	203,215	881,194
Aggregate tonnage.....	351,338	68,220	316,149	42,270	229,342	1,007,319
Laden.....	258	66	153	70	119	666
Ballast.....	244	33	75	71	37	460
Unknown whether laden or not.....	34	3	5	4	10	56
Wrecks involving total loss.....	163	31	48	50	57	349
Casualties involving partial and unknown damage.....	373	71	185	95	109	833
Number of passengers.....	9,058	2,855	1,773	955	2,332	16,973
Number in crews.....	5,461	1,474	3,435	2,109	4,125	16,604
Total on board.....	14,519	4,329	5,208	3,064	6,457	33,577
Number of lives lost ^a	1,147	85	19	30	173	1,454
Total value vessels involved.....	\$22,641,790	\$4,524,100	\$18,034,000	\$2,652,550	\$15,810,150	\$63,662,590
Total value cargoes involved.....	\$4,647,705	\$1,187,215	\$4,040,070	\$463,935	\$3,883,865	\$14,222,790
Aggregate.....	\$27,289,495	\$5,711,315	\$22,074,070	\$3,116,485	\$19,694,015	\$77,885,380
Total losses to vessels.....	\$2,867,200	\$888,040	\$1,648,145	\$814,640	\$1,411,230	\$7,629,255
Total losses to cargoes.....	\$599,425	\$147,940	\$440,980	\$89,100	\$357,170	\$1,634,615
Aggregate.....	\$3,466,625	\$1,035,980	\$2,089,125	\$903,740	\$1,768,400	\$9,263,870
Total insurance on vessels ^b	\$10,229,660	\$1,912,300	\$11,907,240	\$873,500	\$6,922,790	\$31,845,490
Total insurance on cargoes ^b	\$1,681,060	\$212,440	\$1,399,795	\$103,050	\$538,870	\$3,935,215
Aggregate.....	\$11,910,720	\$2,124,740	\$13,307,035	\$976,550	\$7,461,660	\$35,780,705

^a In addition to the number of lives lost here reported, 210 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 1,664.

^b Amount of insurance is on 549 vessels and 208 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, 1904, in four divisions, viz: (1) founderings, (2) strandings, (3) collisions, and (4) casualties from other causes, showing in each case, when known, the description of the vessel and the cargo, the number of lives lost, and the date and place of disaster, etc.*

(1) FOUNDERINGS.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crews.	Lives lost.	Place of disaster.
1903.											
July 10	Amelia Lyons	American schooner.	37	Fishing trip.	.....	Total.	Fish.	.....	8	3	At sea.
Aug. 2	Tennie and Laura	do.	56	Muskegon, Mich.	Milwaukee, Wis.	do.	Lumber.	.....	2	1	Lake Michigan.
Aug. 4	Florrie	do.	968	Newport News, Va.	Providence, R. I.	do.	Coal.	3	2	2	At sea.
Sept. 15	Beatrice	American steamer.	159	Lewes, Del.	Cape Charles, Va.	do.	Fish.	.....	28	28	Near Chincoteague, Va.
Sept. 16	Spartan	do.	358	Salem, Mass.	Philadelphia, Pa.	do.	Ballast.	15	3	3	Delaware Bay.
Sept. 16	Red Dragon	American sloop.	8	Atlantic City, N. J.	Fishing banks	do.	do.	5	5	5	Off Little Egg Harbor Inlet, N. J.
Sept. 16	Edith J. Peterson	American schooner.	106	New York City	Fishing trip.	do.	do.	.....	20	20	Five Fathom Bank.
Oct. 3	Erle L. Hackley	American steamer.	91	Menominee, Mich.	Egg Harbor, Wis.	do.	General.	12	7	11	Green Bay, Lake Michigan.
Oct. 9	Oracle	American schooner.	1,133	Baltimore, Md.	Providence, R. I.	do.	Coal.	1	4	4	At sea.
Oct. 9	Admiral	do.	26	San Francisco, Cal.	Millbrae, Cal.	Partial.	Miscellaneous.	.....	3	2	San Francisco Bay, Cal.
Oct. 26	William F. Sauber	American steamer.	2,053	Ashland, Wis.	Ashtabula, Ohio	Total.	Iron ore.	17	4	2	Lake Superior.
Dec. —	Alta	American schooner.	10	Coos Bay, Oreg.	Gold Beach, Oreg.	do.	General.	.....	4	4	At sea.
1904.											
Jan. 9	Challam	American steamer.	672	Port Townsend, Wash.	Victoria, B. C.	do.	do.	56	32	51	Washington Sound.
Jan. 12	G. M. Brainerd	American schooner.	242	New London, Conn.	New York City	do.	Paving blocks.	5	5	5	Long Island Sound.
Mar. 17	M. B. Goble	American steamer.	49	Ashland, Ky.	Catlettsburg, Ky.	do.	Coal.	12	2	2	Ohio River.
May 9	Annie F. Morse	American schooner.	32	Whitehall, Mich.	South Haven, Mich.	do.	Wood.	3	1	1	Lake Michigan.

Totals: Vessels, 16; tonnage, 6,000; total losses, 15; partial losses, 1; number of passengers, 72; number in crews, 169; number of lives lost, 144.

(2) STRANDINGS.

1903.											
Sept. 16	Hattie A. Marsh	American schooner.	436	Long Cove, Me.	Philadelphia, Pa.	Total.	Stone.	.....	7	5	Delaware Breakwater.
Sept. 17	George F. Edmunds	do.	149	Gloucester, Mass.	Boothbay, Me.	do.	Ballast.	16	14	14	Pemaquid Point, Me.
Sept. 17	Sadie and Lillie	do.	60	Boston, Mass.	Bangor, Me.	do.	do.	3	3	1	Do.
Oct. 9	Joseph Manta	do.	116	Fayal, Azores.	Whaling voyage	do.	do.	23	23	23	Island of Pico, Azores.
Oct. 10	Ocean Belle	American barge.	1,593	Newport News, Va.	Beverly, Mass.	do.	Coal.	5	2	2	Virginia Beach, Va.

Oct. 19	South Portland.....	American steamer..	909	Astoria, Oreg.....	San Francisco, Cal.	do.	do.	Grain.....	24	17	Cape Blanco, Oreg.
Nov. 20	François Coppee....	French bark.....	2,289	Newcastle, N e w South Wales.	do.	do.	do.	Coal.....	24	11	Tomales Point, Cal.
1904.											
Jan. 22	Augustus Hunt.....	American schooner..	1,200	Norfolk, Va.....	Boston, Mass.....	do.	do.	do.	10	8	Quogue, Long Island.
Feb. 12	Fulton.....	American steamer..	380	Astoria, Oreg.....	San Francisco, Cal.	Partial.	Lumber.....	18	1	Port Orford, Oreg.	
Feb. 22	Benjamin C. Crom- well.....	American schooner..	616	Charleston, S. C.....	Fall River, Mass...	Total.....	do.	do.	8	6	Fire Island Beach, N. Y.
Feb. 22	Frank W. Howe.....	do.	573	Ballard, Wash.....	San Pedro, Cal.....	do.	do.	do.	9	2	Ocean Beach, Wash.
Mar. 6	Herald of the Morn- ing.....	do.	71	Port Praia, Cape Verde Islands.	Goree-Dakar, Afri- ca.	do.	Salt, fruit, and ani- mals.	27	9	4	Cape Verde, Africa.
Apr. 11	Frank Canfield.....	American steamer..	48	Maristee, Mich.....	Muskegon, Mich.....	do.	do.	Ballast.....	5	3	Grande Pointe au Sable, Mich.

Totals: Vessels, 13; tonnage, 8,440; total losses, 12; partial losses, 40; number of passengers, 1; number in crews, 161; number of lives lost, 97.

(3) COLLISIONS.

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a Collision with steamer Dorchester.

b Collision with steamer Falcon.

Collision with steamer Darius Cole.

Totals: Vessels 18, tonnage 2248, tons

STATION: 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 8

9 Collision with barge James Mowatt.

h Collision with steamer City of Denver.

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in crews 81: number of lives lost 98

in crews, 81; number of lives lost, 23.

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.	Crew.	Lives lost.	Place of disaster.	Nature of casualty.
1903.												
July 2	New Jersey	Am. str.	478	New York City	Cruising.	No damage.	Ballast.		16	1	At sea.	While hoisting yawl with steam winch, rope and wire was caught and killed.
July 2	Columbia	Am. yht.	145			do.	do.			1	Block Island Sound	Wrecked overboard from bowsprit.
July 4	Pere Marquette No. 3	Am. str.	924	Ludington, Mich.	Manistee, Mich.	do.	Unknown.	200	32	1	Lake Michigan	Fell overboard.
July 8	Lucile Nowland	do.	472	Memphis, Tenn.	Pine Bluff, Ark.	Partial.	General.	7	35	1	Arkansas River	Vessel struck snag.
July 9	Rebecca	do.	159	Lying in harbor.		No damage.	Ballast.	12		1	Ohio River	Fell overboard from vessel's yawl.
July 11	Prowess	Am. sc.	46	Dimers Creek, Md.	Fishing trip.	do.	do.		18	1	Windmill Point	Fell overboard.
July 11	Thetis	Am. str.	61	Willapa Harbor, Wash.		do.	Unknown.		10	1	Suwanee River, Fla.	Do.
July 16	Alumna	Am. sc.	696	Willapa Harbor, Wash.	San Francisco, Cal.	do.	do.			1	At sea.	Do.
July 16	Joseph B. Williams	Am. str.	801	Louisville, Ky.	New Orleans, La.	do.	do.		50	1	Mississippi River	Do.
July 17	Sunshine	do.	535	Cincinnati, Ohio.	Madison, Ind.	do.	Miscellaneous.	25	50	1	Ohio River	Do.
July 17	Stephen Decatur	do.	75	Employed in harbor.		do.	Ballast.		10	1	Providence Harbor, R. I.	Fell overboard from scow in tow.
July 17	Ben Hur	do.	284	Wheeling, W. Va.	Parkersburg, W. Va.	do.	Unknown.	17	35	1	Ohio River	While carrying iron pipe, fell and was killed by pipe falling on him.
July 18	Darius Cole	do.	538	Crystal Beach, Ontario.	Buffalo, N. Y.	do.	do.		30	1	Buffalo Harbor, N. Y.	Fell overboard.
July 19	S. E. Davis	Am. sc.	144	Plymouth, Mass.	Boston, Mass.	do.	Gravel.		5	1	Boston Bay	Master knocked overboard by mainboom.
July 21	Susquehanna	Am. sp.	2,744	Baltimore, Md.	San Francisco, Cal.	do.	Unknown.		28	1	At sea.	Fell from forecastle head to main deck.
July 22	Lizzie B. Adams	Am. sc.	61	Galveston, Tex.	Fishing banks.	do.	do.		8	1	do.	Do.
July 23	J. B. Merrill	Am. str.	32	Duluth, Minn.	Superior, Wis.	do.	Ballast.			1	Duluth, Minn.	Do.
July 27	Henry M. Stanley	do.	243	Baltimore, Md.	Salisbury, Md.	do.	Unknown.			1	Cincinnati, Ohio.	Do.
July 29	Virginia	do.	868	Sailing in Norfolk Harbor.		do.	do.	65	27	1	Chesapeake Bay	Do.
July 31	Volunteer	do.	79			do.	Ballast.	7	5	1	Norfolk Harbor, Va.	Do.

July 31	Arthur Orr.....	do.....	2,475	Depot Harbor, Ontario.	Chicago, Ill.	do.....	Unknown.....	20	1	Chicago, Ill.	Jumped overboard while intoxicated.
Aug. 1	Caroline.....	Am. sc.....	511	San Francisco, Cal.	San Pedro, Cal.	do.....	do.....	9	1	At sea	Fell from aloft to deck.
Aug. 2	Cadet.....	Am. str.....	122	Pittsburg, Pa.	Monongahela, Pa.	do.....	do.....	13	1	Monongahela River.	While drawing water, fell overboard.
Aug. 2	Frank E. Kirby.....	do.....	532	Put-in-Bay, Ohio.	Detroit, Mich.	do.....	Lumber.....	30	1	Detroit River.....	Fell overboard while unloading vessel.
Aug. 5	America.....	do.....	36	Wilmington, N. C.	Shallotte, N. C.	do.....	General.....	6	1	Near Shallotte Inlet, N. C.	Fell overboard.
Aug. 8	Dana B. Wotkyns.....	do.....	17	Albany, N. Y.	Troy, N. Y.	Total.....	Ballast.....	3	1	Hudson River.....	Vessel destroyed by fire.
Aug. 9	Defiance.....	do.....	154	Norfolk, Va.	New York City	No damage.....	Unknown.....	10	1	Chesapeake Bay.....	Fell overboard.
Aug. 9	Georgia.....	do.....	895	Chicago, Ill.	Mackinac Island, Mich.	do.....	General.....	120	77	Milwaukee, Wis.....	Killed by machinery.
Aug. 15	City of Fayetteville.....	do.....	194	Wilmington, N. C.	Fayetteville, N. C.	do.....	Merchandise.....	25	16	Cape Fear River.....	Lost overboard.
Aug. 16	J. O. Watson.....	do.....	54	Pittsburg, Pa.	Donora, Pa.	do.....	Unknown.....	3	1	Monongahela River	Do.
Aug. 18	Oracete.....	do.....	421	Elizabeth City, N. C.	Newbern, N. C.	do.....	Merchandise.....	35	17	Albemarle Sound.....	Do.
Aug. 19	Menard Bros.....	Am. sc.....	121	New Orleans, La.	Ponchatoula, La.	do.....	Unknown.....	1	1	Lake Pontchartrain, La.	Fell overboard.
Aug. 20	Arthur Sewall.....	Am. sp.....	3,209	Honolulu, Hawaii.	Delaware Breakwater.	do.....	Sugar.....	33	1	At sea.....	Fell overboard from aloft.
Aug. 22	Carrollton.....	Am. bk.....	1,450	Port Townsend, Wash.	Sydney, New South Wales.	do.....	Unknown.....	16	1	do.....	Lost overboard.
Aug. 22	G. A. Flegg.....	Am. str.....	3,092	Ashtabula, Wis.	Ashtabula, Ohio.	do.....	Iron ore.....	6	21	Ashland, Wis.....	Fell into hold.
Aug. 23	Frontenac.....	do.....	2,003	Ashtabula, Ohio.	Marquette, Mich.	do.....	Ballast.....	6	10	Lake Huron.....	Jumped overboard.
Aug. 24	Willie L. Newton.....	Am. sc.....	383	New London, Conn.	New York City	Partial.....	do.....	7	7	Long Island Sound.	Vessel capsized.
Aug. 25	Volunteer.....	Am. str.....	34	Depere, Wis.	Appleton, Wis.	No damage.....	Unknown.....	6	1	Fox River, Wis.....	Fell overboard.
Aug. 26	City of South Haven.....	do.....	1,719	Lying at dock.		do.....	do.....	65	1	Chicago, Ill.....	Do.
Aug. 29	Jacinto.....	do.....	235	Sacramento, Cal.		do.....	do.....	34	1	Sacramento River.....	Stumbled and fell overboard.
Aug. 29	Vigilant.....	do.....	50	Kasaan, Alaska.	Dora Bay, Alaska.	do.....	Ballast.....	7	1	Pup Island, Alaska.	Fatally scalded by bursting of steam-pipe.
Aug. 29	Charon.....	do.....	97			do.....	Unknown.....		2	Ohio River.....	Fell overboard while fighting.
Aug. 30	Georgetown.....	do.....	1,358			do.....	do.....		1	Georgetown, S. C.....	While standing on rail, fell overboard.
Aug. 30	Maurice W. Costen.....	Am. sc.....	9	Magothy River.	Baltimore, Md.	do.....	do.....	3	1	Baltimore Harbor, Md.	Slipped and fell overboard.
Aug. —	George W. Kelly.....	Am. str.....	483	Bluefields, Nicaragua.	New Orleans, La.	Total.....	Fruit, gold dust, and rubber.....	1	18	At sea.....	Never heard from.
Sept 2	W. I. Babcock.....	do.....	63	Lying in harbor.		No damage.....	Ballast.....	4	1	Buffalo, N. Y.....	Fatally scalded by bursting of steam-pipe.
Sept. 2	W. J. Bethae.....	do.....	242	Mobile, Ala.	Tombigbee River.	do.....	Unknown.....	40	38	Tombigbee River.....	Fell overboard.
Sept. 3	Isaac M. Mason.....	do.....	114	Brownsville, Pa.	Morgantown, W. Va.	do.....	Ballast.....	189	17	Monongahela River.	Do.
Sept. 5	Tolchester.....	do.....	671	Lying at wharf.		do.....	Unknown.....	16	1	New York Harbor.	Do.

TABLE 64.—*Wrecks and casualties on and near the coasts and on the rivers of the United States, etc.—Continued.*

(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Passengers.	Crew.	Lives lost.	Place of disaster.	Nature of casualty.
1903.												
Sept. 7	Kennedy	Am. str.	140	St. Louis, Mo.	Giles Landing, Mo.	No damage.	Grain, stock, etc.	4	20	1	Missouri River.	Forced overboard by a cow in was taking a vessel.
Sept. 9	Mattamuskeet	do.	30	Lying in harbor.	do.	do.	Unknown.		4	1	Newborn, N. C.	Master fell overboard.
Sept. 11	Seneca	do.	2,669	Buffalo, N. Y.	Chicago, Ill.	do.	Flour, feed, etc.	24	24	1	Chicago, Ill.	Fell from starting while scrubbing vessel.
Sept. 11	Marion Chilcott.	Am. sp.	1,737	San Francisco, Cal.	Honolulu, Hawaii.	do.	Unknown.		17	3	At sea.	Fell overboard in gale.
Sept. 11	Atlas	Am. str.	1,942	Galveston, Tex.	New York City.	do.	do.		22	1	do.	Washed overboard in heavy sea.
Sept. 12	Park Bluff	do.	96	Keokuk, Iowa.	Stillwater, Minn.	Partial.	Ballast.		6	1	St. Croix River.	Vessel struck snag and sunk.
Sept. 14	R. Mason.	Am. sc.	50	Lying at wharf.	do.	No damage.	Unknown.		4	1	Georgetown, D. C.	Fell overboard.
Sept. 15	Valkyrie	do.	139	Buren, New Found-land.	Grand banks.	do.	Ballast.		18	1	At sea.	Fell overboard from main boom.
Sept. 15	Agnes K.	Am. str.	15	Jacksonville, Fla.	Mayport, Fla.	do.	do.	15	5	1	St. Johns River, Fla.	Slipped overboard.
Sept. 16	M. A. Baston.	Am. sc.	47	New York City.	Fishing trip.	do.	do.		10	2	Five Fathom Bank, N. J.	Capsize of vessel.
Sept. 16	City of Bangor.	Am. str.	1,661	Boston, Mass.	Portland, Me.	do.	Unknown.			1	Boston Harbor, Mass.	Fell overboard.
Sept. 18	Bessie.	do.	16	Palatka, Fla.	Colee, Fla.	do.	General.	10	3	1	St. Johns River, Fla.	Fell overboard while intoxicated.
Sept. 21	Advance.	Am. sc.	265	San Francisco, Cal.	Coquille River, Fla.	do.	do.		8	1	At sea.	Fell overboard.
Sept. 22	Harvest Queen.	Am. str.	275	Coeymans, N. Y.	New York City.	do.	If a y and straw.		3	1	New York Harbor.	Do.
Sept. 22	Nyanza.	do.	1,888	Buffalo, N. Y.	Chicago, Ill.	do.	Coal.		17	1	Buffalo, N. Y.	Fell overboard while intoxicated.
Sept. 23	John Plankinton.	do.	1,821	Chicago, Ill.	Buffalo, N. Y.	do.	Corn.		17	1	Lake Michigan.	Washed overboard by heavy sea.
Sept. 23	Biwabik.	Am. sc.	1,401	Buffalo, N. Y.	Milwaukee, Wis.	do.	Unknown.		7	1	Lake Huron.	Stunned by striking side of vessel and fell overboard.
Sept. 24	Eagle Hill.	do.	911	Philadelphia, Pa.	Bangor, Me.	do.	do.			1	At sea.	Fell overboard.
Sept. 25	I. C. Woodward.	Am. str.	282	Pittsburg, Pa.	Morgantown, W. Va.	do.	do.		35	1	Monongahela River, Pa.	Lost overboard.
Sept. 27	Jacob Richtman.	do.	466	Nauvoo, Ill.	Keltsburg, Ill.	do.	Ballast.	312	14	1	Mississippi River.	Fell overboard from landing stage.

Sept. 23	Ke Au Hou	do.	263	Lying at wharf.	do.	Unknown.	1	Honolulu, Hawaii.	Fell from aloft to deck.
Sept. 28	Lizzie Bay	do.	198	Cincinnati, Ohio.	do.	Miscellaneous.	34	Ohio River.	Fell overboard while intoxicated.
Sept. 30	Protector	do.	35	Employed in harbor	do.	Ballast.	4	New York Harbor.	Fell overboard.
Oct. 4	J. and C. Heinley	Am. sc.	43	Babylon, N. Y.	do.	Unknown.	2	Long Island Sound.	Lost overboard.
Oct. 5	J. D. Ingraham	do.	153	Boston, Mass.	do.	do.	5	Penobscot Bay.	Knocked overboard while jibing mainsail.
Oct. 5	Argo	do.	114	Bay of Bulls, Newfoundland.	do.	Ballast.	18	At sea.	Capizing of dory while attending trawls.
Oct. 8	Bohemian	do.	124	do.	do.	do.	18	do.	Thrown against side of vessel by heavy sea and instantly killed.
Oct. 10	Jefferson	Am. str.	3,127	Norfolk, Va.	do.	Unknown.	62	do.	Do.
Oct. 10	Red Wing	do.	19	Jacksonville, Fla.	do.	Ballast.	4	St. Johns River, Fla.	Fell overboard from lighter in tow.
Oct. 12	Triumph	do.	55	Towing in harbor	do.	do.	4	Coquille River Bar.	Washed overboard.
Oct. 17	James E. English	Am. bge	285	Rhinebeck, N. Y.	do.	Unknown.	2	Hudson River.	Fell overboard.
Oct. 17	Clarence	Am. sc.	10	Cambridge, Md.	do.	Ballast.	6	Near Hog Island, Va.	Do.
Oct. 17	Media	Am. str.	103	South Amboy, N. J.	do.	Unknown.	9	New York Harbor.	Caught in machinery and died from injuries received.
Oct. 18	T. C. Walker	do.	786	San Francisco, Cal.	do.	do.	50	San Joaquin River, Cal.	Fell overboard from rail
Oct. 25	Addie Fuller	Am. sc.	217	Bangor, Me.	do.	Lumber	5	Off Cape Cod	Lost overboard.
Oct. 27	Wanderer	do.	212	Seattle, Wash.	do.	Ballast.	13	Puget Sound.	Fell overboard.
Oct. 28	Gotoma	do.	198	San Francisco, Cal.	do.	do.	31	At sea.	Struck by falling block and died from injuries received.
Oct. 28	Walter Vall	Am. str.	736	Chicago, Ill.	do.	do.	15	Lake Michigan	Lost overboard.
Oct. 30	Dreadnot	Am. slip.	9	Charleston, S. C.	do.	do.	2	Stono River.	Fell overboard while intoxicated.
Oct. 30	City of St. Louis	Am. str.	1,614	Lying at wharf.	Total.	do.	20	St. Louis, Mo.	Vessel destroyed by fire.
Oct. -	Carrie E. Parsons	Am. sc.	84	New York City	do.	do.	18	At sea.	Never heard from.
Nov. 1	Forest	Am. str.	59	Fishing trip.	No damage.	Cotton.	10	Flint River, Ga.	While working at capstan his bar slipped from socket, throwing him overboard.
Nov. 5	Maggie Shearer	Am. sc.	20	Norfolk, Va.	do.	Ballast.	8	James River.	Lost overboard.
Nov. 11	G. R. Durkee	do.	28	Sebewaing, Mich.	do.	Unknown.	4	Saginaw Bay.	Stepped overboard.
Nov. 16	Orion	Am. str.	1,736	Green Bay, Wis.	do.	do.	17	Buffalo, N. Y.	Fatally injured by falling into hold.
Nov. 16	Speed	Am. sc.	47	Nanticoke, Md.	do.	Ballast.	10	Cheapeake Bay.	Stumbled and fell overboard.

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.
1903.												
Nov. 16	Samuel N. Lapsley	Am. str.	24	Leopoldville, Kongo Free State.	Luebo, Kongo Free State.	Partial.	General.	14	49	24	Kongo River, Africa.	Vessel capsized.
Nov. 16	A. A. C. Tessler	do.	30	Fishing trip.		No damage.	Unknown.		5	1	Lake Michigan.	Fell overboard.
Nov. 17	Pearl	Am. sc.	87	San Francisco, Cal.	Sand Point, Alaska.	do.	do.	25	7	1	At sea.	Do.
Nov. 19	B. W. Bramble	do.	45	Hoopers Straits, Md.	Baltimore, Md.	do.	do.	4	4	1	Chesapeake Bay.	Knocked overboard by jib dunnage.
Nov. 20	Seminole	Am. str.	78	Employed in harbor.		do.	Ballast.	11	11	1	Galveston Bay.	Fell overboard.
Nov. 22	Saugerties.	do.	848	New York City.	Saugerties, N. Y.	Total.	General.	10	25	1	Saugerties, N. Y.	Vessel destroyed by fire.
Nov. 24	Aleina.	Am. sc.	81	Boston, Mass.	Fishing trip.	No damage.	Ballast.		19	1	Boston Bay.	Fell overboard.
Nov. 24	Columbia.	Am. str.	2,721	Portland, Ore.	San Francisco, Cal.	do.	Miscellaneous.	105	65	1	Columbia River.	Lost overboard.
Nov. 26	William L. Elkins.	Am. sc.	241	Lying in harbor.		Partial.	Ballast.		6	1	Brooklyn, N. Y.	Vessel on fire.
Nov. 27	Monte Bauer	Am. str.	45	Ohio River.	Paducah, Ky.	do.	do.		7	1	Ohio River.	Explosion of boiler.
Nov. 30	A. W. Cotton.	do.	92	St. Clair Flats.		No damage.	do.		7	1	Lake St. Clair.	Struck by towline which had slipped from tug.
Nov. —	Discovery.	do.	209	Yukatat, Alaska.	Port Townsend, Wash.	Total.	do.	14	16	30	At sea.	Never heard from.
Dec. 2	Indiana.	do.	836	Cincinnati, Ohio.	Louisville, Ky.	No damage.	Merchandise.	30	60	1	Ohio River.	Walked overboard.
Dec. 6	Queen.	do.	2,727	Victoria, British Columbia.	San Francisco, Cal.	do.	Unknown.		86	2	At sea.	Lost overboard.
Dec. 8	Sonora.	do.	3,914	Ashtabula, Ohio.	Duluth, Minn.	do.	Coal.	23	1	5	Duluth, Minn.	Fell into hold.
Dec. 9	Clarence H.	Am. sc.	17	Shallotte, N. C.	Wilmington, N. C.	Total.	Miscellaneous.	2	3	5	Off Oak Island, N. C.	Vessel capsized.
Dec. 10	Violet.	do.	14	Youngs Island.	North Edisto River, S. C.	No damage.	Ballast.		2	1	Mouth of North Edisto River, S. C.	Sinking of overloaded small boat.
Dec. 10	Henry F. Brown.	Am. str.	30	Bayfield, Wis.	Fishing trip.	do.	do.		5	1	Lake Superior.	Slipped on icy deck and fell overboard.
Dec. 14	Aletraz.	do.	255	Point Arena, Cal.	Los Angeles, Cal.	do.	Unknown.		18	1	At sea.	Caught in sail and thrown overboard.
Dec. 14	John S. Beacham	Am. sc.	234	Lying at dock.		do.	do.			1	Richmond, Va.	Struck by falling mast and died from injuries received.

Dec. 14	Sue.....	Am. str.....	53	Lying in harbor.....	.....do.....	Ballast.....	1	Jacksonville, N. C.....	Fatally scalded by steam from broken pipe.
Dec. 15	Mattie M.....	.....do.....	29	New Orleans, La.....	St. Joseph, La.....	Total.....	6	Mississippi River.....	Vessel struck snag and sunk.
Dec. 16	E. T. Co., No. 83.....	Am. scow.....	166	Lying at dock.....	.....	No damage.....	1	New Haven, Conn.....	Master burned to death in cabin.
Dec. 17	Sweepstakes.....	Am. slip.....	10	Oxford, Md.....	Hills Point, Md.....	.....do.....	7	Chesapeake Bay.....	Capsizing of small boat.
Dec. 17	Leone.....	Am. sc.....	12	Lying at wharf.....	.....	do.....	1	New Bedford, Mass.....	While boarding vessel, fell overboard.
Dec. 18	No. 3.....	Am. bge.....	574	Jersey City, N. J.....	Washington, D. C.....	do.....	1	Potomac River.....	Capsizing of small boat.
Dec. 20	Helene.....	Am. str.....	619	Honolulu, Hawaii.....	Molokai, Hawaii.....	do.....	1	At sea.....	Lost overboard.
Dec. 21	Saint Lucie.....	.....do.....	165	Lying in harbor.....	.....	do.....	1	Charlotte Harbor, Fla.....	Fell overboard.
Dec. 25	E. James Tull.....	.....do.....	72	Lying at wharf.....	.....	do.....	1	Ocoquan, Va.....	Do.
Dec. 26	Columbia.....	Am. sc.....	55	Wachapreague, Va.....	Norfolk, Va.....	Oysters.....	4	Near Virginia coast.....	While stepping from one scow to another, fell overboard.
Dec. 26	Greyhound.....	Am. str.....	36	Lying in harbor.....	.....	Unknown.....	5	Baltimore Harbor.....	Lost in dory while attending trawls.
Dec. 26	Allen H. Jones.....	Am. sc.....	47	Boston, Mass.....	Fishing trip.....	Ballast.....	10	Massachusetts Bay.....	Vessel destroyed by fire.
Dec. 31	Burnside.....	Am. str.....	92	Burnside, Ky.....	Butlers Landing, Tenn.....	Merchandise.....	4	McMillans Landing, Ky.....	Lost overboard.
Dec. 31	Capt. Weber.....	.....do.....	612	Stockton, Cal.....	San Francisco, Cal.....	No damage.....	63	San Joaquin River.....	Lost overboard.
1904.									
Jan. 3	Pasadena.....	Am. sc.....	596	New York City.....	Charleston, S. C.....	do.....	8	At sea.....	Slipped on icy deck and fell overboard.
Jan. 4	New York.....	Am. str.....	10,798	Liverpool, Nova Scotia.....	Gloucester, Mass.....	do.....	1	do.....	Lost overboard.
Jan. 5	Norma.....	Am. sc.....	110	.....	.....	do.....	7	Bay of Fundy.....	Washed overboard in gale.
Jan. 11	Corona.....	.....do.....	119	Norfolk, Va.....	Grand Banks.....	do.....	18	At sea.....	Swamping of dory.
Jan. 17	Flora and Agnes.....	.....do.....	71	.....	Baltimore, Md.....	Lumber.....	4	Chesapeake Bay.....	Knocked overboard by boom.
Jan. 18	Titania.....	.....do.....	106	Gloucester, Mass.....	Georges Bank.....	do.....	18	At sea.....	While sounding, slipped and fell overboard.
Jan. 19	Madonna.....	.....do.....	115	.....	Grand Banks.....	do.....	18	do.....	Washed overboard.
Jan. 19	Addie F. Cole.....	.....do.....	76	Laguna, Mex.....	Key West, Fla.....	Fish.....	7	do.....	Fell overboard while reefing sail.
Jan. 20	Fred A. Davenport.....	.....do.....	746	Brunswick, Ga.....	Bath, Me.....	Lumber.....	8	do.....	Lost overboard.
Jan. 20	Roanoke.....	Am. sp.....	3,539	Hongkong, China.....	Baltimore, Md.....	Unknown.....	30	do.....	Fell from aloft to deck.
Jan. 23	Hawaii.....	Am. str.....	302	Hilo, Hawaii.....	Papaikou, Hawaii.....	General.....	29	Papaikou, Hawaii.....	Capsizing of lighter in low.
Jan. 24	William L. Douglas.....	Am. sc.....	37	Norfolk, Va.....	Boston, Mass.....	Coal.....	14	Nantucket Sound.....	Caught in boom tackle and died from injuries received.
Jan. 26	Benjamin W. Latham.....do.....	72	New York City.....	Block Island, R. I.....	Unknown.....	12	At sea.....	Fell overboard.

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(4) OTHER CAUSES—Continued.

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1904.												
Jan. 26	Hawaii.....	Am. str....	302	Hilo, Hawaii.....	Papaikou, Hawaii..	No damage.	General.....	29	1	Papaikou, Hawaii..	Capizing of lighter in tow.
Jan. 27	Oxalis.....	.....do....	16	Lying in port.....	.....	.....do....	Unknown.....	.....	5	1	Biloxi, Miss.....	Asphyxiated by charcoal gas.
Jan. —	Carrie D. Knowles.	Am. sc....	121	Provincetown, Mass	Whaling voyage....	Total.....	Ballast.....	.....	10	10	At sea.....	Never heard from.
Feb. 1	Gertrude.....	Am. slip....	7	Galveston, Tex.....	East Bay, Tex.....	No damage.	Unknown.....	.....	1	1	Near Bolivar, Tex..	Lost overboard.
Feb. 1	Narragansett.....	Am. ga. s....	15	Providence, R. I....	Narragansett Bay....	.....do....	Ballast.....	.....	4	1	Providence River, R. I.	Do.
Feb. 1	Katie M.....	Am. sc....	48	Corpus Christi, Tex.	Galveston, Tex.....	.....do....	Unknown.....	.....	4	1	Off Cedar Bayou, Tex.	Do.
Feb. 2	Edward Sewall....	Am. sp....	3,206	Philadelphia, Pa....	San Francisco, Cal..	.....do....	.....do....	.....	30	1	At sea.....	Fell overboard from aloft.
Feb. 2	Tom Rees No. 2...	Am. str....	327	Pittsburg, Pa.....	Cincinnati, Ohio....	.....do....	.....do....	.....	35	1	New Cumberland, W. Va.	Steamer's small boat returning from shore was caught in her wheel, throwing the occupants overboard, and one was drowned.
Feb. 8	Tremont.....	.....do....	1,427	Providence, R. I....	New York City.....	Total.....	General.....	.....	42	1	New York Harbor..	Vessel destroyed by fire.
Feb. 9	Emily F. Whiting..	Am. bk....	1,317	Newcastle, New South Wales.....	Honolulu, Hawaii...	Partial.....	Coal.....	.....	16	1	At sea.....	Washed overboard.
Feb. 10	S. C. Tryon.....	Am. sc....	421	Richmond, Va.....	Long Island City, N. Y.	Total.....	Railroad ties...	.....	7	1	Near Cape May, N. J.	Vessel sunk by ice.
Feb. 11	Emma Utter.....	.....do....	279	Grays Harbor, Wash.	San Francisco, Cal..	.....do....	Lumber.....	.....	8	7	Clayquot Sound, British Columbia.	Seven of crew abandoned vessel, which was waterlogged, and were lost.
Feb. 11	George Curtis.....	Am. sp....	1,837	Honolulu, Hawaii...	.....do....	No damage.	Unknown.....	4	18	1	At sea.....	Washed overboard from jibboom.
Feb. 15	Martinique.....	Am. str....	996	Habana, Cuba.....	Miami, Fla.....	.....do....	.....do....	.....	.....	1	.....do....	Fell overboard.
Feb. 19	Chas. H. Organ....	.....do....	166	Hopetield, Ark.....	Memphis, Tenn.....	.....do....	Ballast.....	90	9	1	Mississippi River...	Do.
Feb. 21	Amelia.....	.....do....	25	Mobile, Ala.....	Tombigbee River, Ala.	.....do....	Lumber.....	.....	7	1	Tombigbee River, Ala.	While jumping from steamer to barge, fell overboard.
Feb. 22	Blanche.....	Am. sc....	109	Shelburne, Nova Scotia.	Gloucester, Mass...	.....do....	Unknown.....	.....	18	1	At sea.....	Thrown overboard by lurch of vessel.

Feb. 22	Jennie B. Hodgdon	.....do.....	118	.....do.....	San Francisco, Cal.	Browns Bank, Grays Harbor, Wash.	.....do.....	.....do.....	20	1	.....do.....	Washed overboard.
Feb. 23	Gen.	.....do.....	127	.....do.....	San Francisco, Cal.	Wash.	.....do.....	.....do.....	7	1	.....do.....	Knocked overboard by jibing of main- boom.
Feb. 24	Gertrude.	Am. str.	39	.....do.....	Gulf of Mexico.	Mobile, Ala.	.....do.....	.....do.....	5	1	Off Mobile Bar.	Fell overboard while adjusting lights.
Feb. 26	Gladiator.	Am. sc.	112	.....do.....	Gloucester, Mass.	Grand Banks.	.....do.....	Ballast.	18	2	At sea.	Lost in dory while at- tending trawls.
Feb. 27	Queen.	Am. str.	2,727	.....do.....	San Francisco, Cal.	Puget Sound.	.....do.....	General.	140	78	.....do.....	Vessel on fire.
Mar. 2	Appomattox.	Am. sc.	69	.....do.....	Boston, Mass.	Georges Bank.	.....do.....	Ballast.	16	1	.....do.....	Capsizing of over- boarded dory.
Mar. 5	Tell City.	Am. str.	438	.....do.....	Lying at wharf.	.....do.....	.....do.....	Unknown.	20	7	Evansville, Ind.	Fell overboard.
Mar. 6	Gertrude.	.....do.....	34	.....do.....	Towing in harbor.	.....do.....	.....do.....	Feed and	25	1	Galveston, Tex.	Jumped overboard to rescue a lady and was drowned.
Mar. 8	America.	.....do.....	99	.....do.....	Portland, Oreg.	St. Helens, Oreg.	.....do.....	merchan- dise.	5	1	Albina, Oreg.	Vessel destroyed by fire.
Mar. 10	Sunshine.	.....do.....	535	.....do.....	Cincinnati, Ohio.	Memphis, Tenn.	Total.	Miscellane- ous.	14	53	Tiptonville, Tenn.	Washed overboard by heavy sea.
Mar. 10	America.	Am. sc.	78	.....do.....	San Francisco, Cal.	Cruising.	No dam- age.	Ballast.	5	1	At sea.	Vessel destroyed by fire.
Mar. 11	Shenango No. 1.	Am. str.	1,941	.....do.....	Port Stanley, On- tario.	Conneaut, Ohio.	Total.	Cars.	31	1	Conneaut, Ohio.	Fell overboard while intoxicated.
Mar. 14	Gracie Belle.	Am. sc.	32	.....do.....	Biloxi, Miss.	Pass Christian, Miss.	No dam- age.	Ballast.	6	1	Mississippi Sound.	Shipped on deck and fell overboard.
Mar. 14	Annie M. Leonard.	.....do.....	68	.....do.....	Quantico, Md.	Baltimore, Md.	.....do.....	Unknown.	4	1	Hoopers Straits, Md.	While hoisting small boat, containing mate, it slipped from davits and he fell overboard.
Mar. 19	Alcazar.	Am. str.	263	.....do.....	Greenwood, Cal.	San Francisco, Cal.	.....do.....	.....do.....	3	18	Near Greenwood, Cal.	Fatally scalded by bursting of steam pipe.
Mar. 20	Mary Draper.	.....do.....	46	.....do.....	Edisto Island, S. C.	Charleston, S. C.	.....do.....	Ballast.	6	7	Stono River, S. C.	Lost in dory while at- tending trawls.
Mar. 22	Theodore Roose- velt.	Am. sc.	125	.....do.....	Gloucester, Mass.	Grand Banks.	.....do.....	.....do.....	18	2	At sea.	Fell overboard.
Mar. 27	W. C. Bradley.	Am. str.	175	.....do.....	Columbus, Ga.	Apalachicola, Fla.	.....do.....	Unknown.	21	36	Chattahoochee River	Do.
Mar. 27	Kenos.	.....do.....	69	.....do.....	Evansville, Ind.	Runsey, Ky.	.....do.....	Ballast.	5	1	Green River, Ky.	Fatally scalded by bursting of steam pipe.
Mar. 31	Sara Louise.	.....do.....	25	.....do.....	Newbern, N. C.	Neuse River.	.....do.....	.....do.....	5	2	Neuse River, N. C.	Vessel capsized.
Mar. —	Kallua.	Am. sc.	736	.....do.....	Port Ludlow, Wash.	San Francisco, Cal.	Total.	Lumber.	10	10	At sea.	While pumping, lost his balance and fell overboard.
Apr. 5	Virginia.	.....do.....	29	.....do.....	Norfolk, Va.	Newport News, Va.	No dam- age.	Unknown.	27	4	Newport News, Va.	Fell overboard from vessel alongside.
Apr. 8	D. A. Nisbet.	Am. str.	64	.....do.....	Lying at wharf.	.....do.....	.....do.....	.....do.....	10	80	Evansville, Ind.	Caught between ves- sel and a tree on the bank and killed.
Apr. 12	Robert E. Lee.	.....do.....	637	.....do.....	Memphis, Tenn.	Ashport, Tenn.	.....do.....	.....do.....	10	80	Ashport, Tenn.	

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.
1904.												
Apr. 13	Mandalay	Am. str.	438	San Francisco, Cal.	Crescent City, Cal.	No damage.	Unknown	7	17	1	Crescent City, Cal.	Capizing of small boat.
Apr. 18	Pere Marquette No. 4.	do.	941	Lying at dock		do.	do.	32	32	1	Milwaukee, Wis.	Fell overboard.
Apr. 23	Chester	do.	631	St. Louis, Mo.	Cape Girardeau, Mo.	do.	Ballast	40	40	1	Mississippi River	Fell overboard while intoxicated.
Apr. 25	St. Louis	Ferryboat	1,273	New York City	Jersey City, N. J.	do.	do.	75	14	2	New York Harbor	Fatally scalded by escaping steam.
May 3	Emma	Am. sc.	28	Charleston, S. C.	Edisto River, S. C.	do.	do.	3	3	1	Dawhoo River, S. C.	Knocked overboard by jibing of fore-boom.
May 4	F. G. Burroughs	Am. str.	283			do.	Unknown			1	Georgetown, S. C.	In passing from one vessel to another, fell overboard.
May 6	Nettie	Am. sc.	69	Saxis, Va.	Cambridge, Md.	do.	do.	3	3	1	Chesapeake Bay	Fell overboard.
May 11	Wm. F. Frye	Am. sp.	3,374	Honolulu, Hawaii	Delaware Breakwater	do.	do.	31	31		At sea	Fell overboard from aloft.
May 13	Wabash	Am. str.	111	Henderson, Ky.	Evansville, Ind.	do.	do.	30	30	1	Ohio River	Stripped overboard.
May 20	Thomas W. Moore	Am. sc.	32	Lying at wharf.		do.	do.			1	Washington, D. C.	Fell overboard.
May 21	F. B. Jones	Am. str.	324	Towing in harbor		do.	Ballast	11	11	2	Portland, Oreg.	One caught his foot in bottom of small boat and fell overboard; the other was drowned while attempting to rescue him.
May 25	Ridgewood	do.	48	do.		do.	do.			1	Norfolk Harbor, Va.	Fell overboard from barge in tow.
May 26	Ventura	do.	6,253	Pago Pago, Samoa	San Francisco, Cal.	do.	do.	197	168	1	At sea	Caught in machinery and killed.
May 26	Fred Wilson	do.	523	Pittsburg, Pa.	Louisville, Ky.	Total	do.		30	11	Louisville, Ky.	Explosion of boiler.
May 29	Governor Dingley	do.	3,826	Portland, Me.	Boston, Mass.	No damage.	Unknown			1	Boston Harbor, Mass.	Lost overboard.
June 9	Victor	do.	100	Caseyville, Ind.	Waterlow, Ala.	do.	do.		12	1	Joppa, Ill.	While handling a line on barge in tow, stepped overboard backwards.

June 10	B. S. Ford	do.	417	Chestertown, Md	Baltimore, Md	do.	do.	25	1	Queenstown, Md	While handling line, fell overboard.
June 12	Paloma	do.	185	Portland, Oreg.	Vancouver, Wash.	do.	do.	6	1	Portland, Oreg.	While drawing a bucket of water, fell overboard.
June 13	Vixen	do.	26	New York City	On excursion trip	Partial	Ballast	4	1	St. Johns River, Fla	Jumped overboard.
June 15	General Slocum	do.	1,284	Provincetown, Mass.	Fishing trip	Total	do.	1500	1020	East River, N. Y.	Vessel destroyed by fire.
June 16	Gov. Russell	Am. sc.	135	Lying in port.		No damage.	do.	22	1	At sea.	Capsizing of small boat while attending trawls.
June 17	Ætna	do.	350	Hilo, Hawaii	Delaware Breakwater.	do.	Salt	7	1	Jacksonville, Fla	Killed by block falling on him.
June 18	Susquehanna	Am. sp	2,744	Mississippi River	New Orleans, La	do.	Unknown		1	At sea.	Fell overboard from aloft, striking head on iron bar in his descent.
June 21	Grover Cleveland	Am. str.	114	Baltimore, Md	Reedville, Va.	do.	Coal	3	1	Chesapeake Bay.	White asleep, rolled overboard.
June 21	Chas. G. Joyce	Am. sc.	122	Lying at Moorings	Mackinac, Mich.	do.	Ballast		2	New York Harbor.	Fell overboard.
June 22	Cleo	Am. ylt.	10	South Amboy, N. J.	Northeast Harbor, Me.	Total	Unknown		1	Straits of Mackinac.	Explosion of gasoline. Thrown overboard by rail.
June 26	Northland	Am. str.	4,244	Employed in harbor.		No damage.	do.	5	4	At sea.	While taking down sidelights, fell overboard.
June 27	W. F. Campbell	Am. sc.	169			do.	Coal		1	New Orleans, La	Fell overboard.
June 30	W. G. Wilmot	Am. str.	76			do.	Ballast		1		

Totals: Vessels, 212; tonnage, 135,287; total losses, 19; partial losses, 9; no damage, 184; number of passengers, 3,896; number in crews, 3,416; number of lives lost, 1,395.

TABLE 65.—*Summary of wrecks and casualties on and near the coasts and on the rivers of the United States and at sea and in foreign waters during the year ending June 30, 1904, involving loss of life.*

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea and in foreign waters.	Total.
Foundering:						
Vessels.....	5	2	4	1	4	16
Tonnage.....	873	698	2,232	49	2,148	6,000
Passengers.....		57	12		3	72
Crews.....	73	35	29	12	20	169
Lives lost ^a	61	53	15	2	13	144
Strandings:						
Vessels.....	6	4	1		2	13
Tonnage.....	4,054	4,151	48		187	8,440
Passengers.....		13			27	40
Crews.....	49	75	5		32	161
Lives lost ^a	36	31	3		27	97
Collisions:						
Vessels.....	5	1		2		8
Tonnage.....	1,616	450		180		2,246
Passengers.....	3	5				8
Crews.....	31	19		25		75
Lives lost ^a	13	1		2		16
Other causes:						
Vessels.....	7		1	11	9	28
Tonnage.....	3,785		1,941	4,297	5,980	16,003
Passengers.....	1,502			35	169	1,706
Crews.....	88		31	264	223	606
Lives lost ^a	1,037		1	26	133	1,197
Totals:						
Vessels.....	23	7	6	14	15	65
Tonnage.....	10,328	5,299	4,221	4,526	8,315	32,689
Passengers.....	1,505	75	12	35	199	1,826
Crews.....	241	129	65	301	275	1,011
Lives lost ^a	1,147	85	19	30	173	1,454
Vessels totally lost:						
Vessels.....	20	4	6	8	12	50
Tonnage.....	9,614	4,443	4,221	3,707	4,247	21,232
Passengers.....	1,503	69	12	28	45	1,657
Crews.....	219	89	65	224	132	729
Lives lost ^a	1,136	81	19	24	134	1,394
Vessels damaged:						
Vessels.....	3	3		6	3	15
Tonnage.....	714	856		819	4,068	6,457
Passengers.....	2	6		7	154	169
Crews.....	22	40		77	143	282
Lives lost ^a	11	4		6	39	60
Vessels not damaged:						
Vessels.....	52	10	25	59	46	192
Tonnage.....	12,880	1,885	31,231	15,948	57,340	119,284
Passengers.....	256	10	575	1,082	268	2,191
Crews.....	316	121	441	962	976	2,816
Lives lost.....	56	10	29	62	53	210
Aggregate:						
Vessels.....	75	17	31	73	61	257
Tonnage.....	23,208	7,184	35,452	20,474	65,655	151,973
Passengers.....	1,761	85	587	1,117	467	4,017
Crews.....	557	250	506	1,263	1,251	3,827
Lives lost.....	1,203	95	48	92	226	1,604

^a Exclusive of lives lost on vessels not damaged.

NOTE.—Of the 1,454 lives lost on vessels sustaining material damage, 1,260 were lost on steamers and 194 on sailing vessels, as follows: Atlantic and Gulf coasts, steamers 1,057, sailing vessels 90; Pacific coast, steamers 70, sailing vessels 15; lakes, steamers 17, sailing vessels 2; rivers, steamers 29, sailing vessels 1; at sea, steamers 87, sailing vessels 86.

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.^a

Name of place.	Fiscal year ending June 30—										Total.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
MAINE.											
Blue Hill Bay:											
Bartlett Narrows.....									2		2
Black Island.....		1									1
Blue Hill Harbor.....	1										1
Brooklin.....							1				1
Ellsworth.....			1				1				2
Gotts Island.....						1	1			2	3
Horseshoe Ledge.....										1	1
Moose Island.....							1			1	1
Orono Island.....	1										1
Placentia Island.....					1	1					2
Staples Ledge.....										1	1
Swan Island.....					1						1
York Narrows.....		1				1					2
Blue Hill Bay approaches:											
Johns Island Ledge.....									1		1
Little Duck Island.....					1						1
Serag Island.....								1			1
Boothbay:											
Boothbay and Townsend Harbor.....		1		2	2		4				9
Southport Island.....			1								1
Spruce Point.....							1				1
Squirrel Island.....	1					1					2
Tumblers Island.....									1		1
Cape Elizabeth.....							1		1		2
Broad Cove.....	1						1				2
Portland Head.....			1		1						2
Spurwink River.....				1							1
Trundys Reef.....	1					1	1		1		4
Cape Neddick:											
Boon Island.....				1							1
Boon Island Ledge.....								1			1
Cape Porpoise.....		1						1			2
Bumpkin Island.....							1				1
Folly Island.....						1					1
Goat Island.....		1		1				1			3
Green Island.....										1	1
Cape Small Point.....	2							1			3
Bald Head Rocks.....								1			1
Fullers or Glovers Rock.....				1					1		1
Wood Island.....				1							1
Casco Bay:											
Aldens Rock.....	1		1				1	1			4
Bangs Island.....	1			1							2
Cundy Harbor.....										1	1
Dingleys Island.....	1										1
Great Chebeag Island.....							1				1
Green Islands and Reef.....			2	1							3
Haddock Rock, Broad Sound.....									1		1
Harpwell.....	1										1
Long Island.....					1					1	2
Peaks Island.....					1	1				1	3
Ragged Island.....								1			1
Ram Island and Ledge.....						1			2		3
Richmonds Island.....	1			1			1				3
Cobscook Bay:											
West Pembroke.....					1						1
Cranberry Island, Great.....				1	2	1	1		2		7
Thompsons Ledge.....				1							1
Cranberry Island, Little.....		1				1		2		1	5
Bakers Island and Bar.....			1	2							3
Cutler and approaches.....			2	1	2		1				6
Damariscotta River and approaches:											
Damariscotta River (mouth of).....							1			1	2
Damiscove Island.....	1					2	3	3			9
Fishermans Island.....					1						1
Hypocrites, The.....								1			1
Linekins Neck.....							1				1
Ram Island.....				1			1		1		3
Thread of Life Ledge.....					1						1
Thumbcap Island.....								1			1

^a 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.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
MAINE—continued.											
Deer Island Thoroughfare:											
Long Ledge				1							1
McGatherys Island					1						1
Russ Island								1			1
Deer Isle											
Greens Landing	2	2	1								5
Eastport Harbor								1			1
Eggemoggin Reach			1								1
Byards Point		1									1
Crow Island			1								1
Island Ledge										1	1
Pumpkin Island Ledge								1			1
Punch Bowl				1							1
White Island			1								1
Englishmans Bay:											
The Brother						1					1
Fishermans Island Passage.											
(See Moosabec Reach.)											
Fletchers Neck	8	1		4	3	2	4		3	1	26
Fox Island Thoroughfare:											
Browns Cove									1		1
Cross Island Ledges					1						1
Frenchmans Bay:											
Crabtree Ledge					1						1
Egg Rock	1					1				1	3
Porcupine Island							1				1
Pulpit Ledge				1							1
Sullivan Harbor					1	1					2
Winter Harbor						1				1	2
Frenchmans Bay approaches:											
Schoodie Island		1								1	2
Kennebec River (mouth of)						1	1	2			4
Atkins Bay				1							1
Bluff Head			1								1
Coxs Head	1										1
Dix Island					1						1
Hospital Point, rock near				1							1
Hunniwells Beach					2			2	2	1	7
Hunniwells Point										1	1
Long Island				1							1
Pond Island				1	1						2
Stage Island							2				2
Sugar Loaves, The		1		1	2		1		1		6
Whales Back						1	1				2
Wood Island Ledges		1					1				2
Kennebec River approaches:											
Heron Island		1									1
Seguin Island and Ledges				1							1
Kennebunkport								1			1
Lubec Narrows					1	2	3				6
Machias Bay:											
Cross Island				2		1	1	1	1		6
Dogfish Ledges	1		1	1							3
Howards Bay	1										1
Libbey Islands	1	1			2				1		5
Stone Island Ledge						1					1
Machias Bay, Little:											
Cape Wash Island					1						1
Double Headed or Double											
Shot Island			1	1							2
Moosabec Reach							1				1
Beals Island										1	1
Brig Ledge, Fishermans Is-											
land Passage						1					1
Brownney Island and Ledges,											
Fishermans Island Pas-											
sage							1	1		1	3
Fessenden Ledge						1					1
Fishermans Island	1										1
Freemans Rock										1	1
Great Wass Island									1		1
Green Island Ledge				1							1
Head Harbor Island										1	1
Indian River								1			1
Jonesport							1	1		1	3
Kellys Point and ledges near	2			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.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
MAINE—continued.											
Moosabec Reach—Continued.											
Sand Ledge.....			1								1
Steel Harbor Island.....			2								2
Stevens Island, Fishermans Island Passage.....						1					1
Mount Desert Island:											
Bass Harbor Bar and Head.....				1	1						3
Bear Island.....						1					1
Long Ledge.....				1							1
Seal Harbor.....								2			2
Southwest Harbor.....	1	1		1	2						5
Mount Desert Rock.....	2								1		3
Muscle Ridge Channel:											
Channel Rock.....						1					1
Clam Ledges.....				2							2
Crescent Island (near).....	1							1			2
Dix Island.....	1									1	2
Garden Island Ledge.....								1			1
Grindstone Ledge.....	1					1	4	2			8
Halibut Rock.....		1									1
Hay Island Ledge.....	1		1	1		1	1				5
Hurricane Ledge.....		1				1					2
Lark Ledges.....					1	1					1
Lobster Cove.....					1						1
Long Ledge, Seal Harbor.....			1			1			1		3
Munroe Island.....								1			1
Northwest Ledge.....				1							1
Otter Island Ledge.....					1		1				2
Rackliffs Island, Seal Harbor.....				1							1
Seal Harbor.....		2	1		2		1				6
Sheep Island and Shoals.....	1	1		1							3
Spruce Head Island.....	4	2	1	2	1				1		11
Upper Gangway Ledges.....			2	1	1				1	1	6
White Head Island.....		1	1		1	1			1	1	6
Muscongus Bay:											
Black Island Ledge.....	1										1
Friendship.....					1						1
Kegs, The.....			1			1					2
Pemaquid Point.....					1					2	2
Muscongus Bay approaches:											
Duck Rocks.....									1		1
Monhegan Island.....	1		1				3		1		6
Narraguagus Bay and ap- proaches:											
Baldwins Head.....					1						1
Bois Bubert Island.....			1								1
Jerrys Ledge.....					1						1
Penobscot Bay:											
Inner Bay Ledges.....				1							1
Isle au Haut.....						1					1
Long Island.....	1							1		1	3
Odoms Ledge.....									2		2
Ragged Island.....	1	1									2
Seal Island.....				1	1				1		3
Vinal Haven Island.....	1								1		2
Penobscot Bay, East:											
Bear Island.....			1								1
Brimstone Island.....									1		1
Burnt Cove.....								1			1
Castine.....	1										1
Colt Head Island.....	1		1								1
Crow Island.....	1										1
Halibut Ledge.....								1			1
Pond Island.....							1				1
Sandy Point.....	1										1
Thurlow Island.....										1	1
Penobscot Bay, West:											
Bantam Ledge.....	1									1	2
Barley Ledge.....									1		1
Camden.....			1		1						2
Drunkards Ledge.....								1			1
Great Spruce Head.....					1						1
Heron Neck (ledge near).....				1							1
Matinicus Island.....	1										1
Northern Triangles, The.....			1	1							2
Owls Head.....	2										2

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
MAINE—continued.											
Penobscot Bay, West—Cont'd.											
Roaring Bull Ledges						1					1
Rockland	1				2		2				5
Rockport	1										1
Seal Ledge	1				1						2
Southeast Breakers				2							2
Southern Triangles									1		1
Spragues Ledge				1					1		2
Two-Bush Island and Reef				1			1	1			3
Pigeon Hill Bay:											
Green Island	1					1					2
Petit Manan Island and Point			2		3	2			2		9
Pleasant Bay approaches:											
Nashs Island	1										1
Portland Harbor								1	1		2
Breakwater Point	1										1
House Island			1								1
Portsmouth Harbor (Maine side):											
Clarks Island				1				1			2
Fishing Islands					1			2		3	6
Gerrish Island	2		1					1	2		6
Hicks Rocks									1		1
Kittery Point	1					1					2
Phillips Rocks								1			1
West Sister										1	1
White Islands								1			1
Wood Island	1		1				1		1		4
Prospect Harbor			1								2
Indian Harbor			1					1			1
Moultons Ledge									1		1
Spruce Point							1				1
Quoddy Roads	1				2		2	1			6
Crowells Ledge		1									1
Middle Ground	1										1
Sail Rock								1			1
West Quoddy Head	1								1		2
Saco Bay:											
Ferry Beach				1							1
Negro Island	1			2	1		1	2			7
Old Orchard Beach				1							1
Prouts Neck											1
Scarboro Beach	1							1			2
Stage Island		1					2				3
Stratten Island									1		1
Whales Back, The		1									1
Wood Island		1									1
St. Croix River:											
Robbinston					1						1
St. Georges River and approaches:											
Allens Island								1			1
Bantam Rock						1					1
Benner Island	1										1
Brothers, The				1							1
Burnt Island											1
Caldwells Island				1							1
Georges Island		1									1
Griffins Island					1						1
Gunning Rocks					1						1
Harts Island Bar and Ledges	2	2	1	1	1		2	2	2	1	14
Hay Ledge									1	1	2
Herring Gut	1										1
Hoopers Island	1	1			1	1					4
Marshalls Point				1			1	1			3
McGees Island	1	1									2
Old Man Ledge						1			1		2
Otis Cove						1					1
Port Clyde	1	6	1		3	1	2		1		15
Sisters, The								1			1
Stone Island						1	1				2
Stone Point						1					1
Thomaston						1					1
Thompsons Island and Ledges									1		1
Turkey Point								1			1
Two-Bush Island									1		1

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
MAINE—continued.											
Sheepscot Bay and River:											
Cuckolds, The.....					1						1
Fire Island.....					1						1
Sawyers Island.....							1				1
Southport Island.....	1						1				2
Tennants Harbor.....					1		1				2
Harts Neck.....		1									1
Long Cove.....						1					1
Southern Island.....			1								1
Wells Beach:											
Fishing Rocks.....	1										1
West Quoddy Head. (See Quoddy Roads.)											
Wheeler's Bay.....			1								1
Clarks Island.....			1								1
Southern Island Reef.....										1	1
York River and approaches:											
Godfreys Cove.....									1		1
York Harbor.....			1								1
York Ledge.....		1	1								2
NEW HAMPSHIRE.											
Foss Ledges.....									1		1
Hampton:											
Great Boars Head.....				1			1				2
Hampton Beach.....		1		1							2
Isles of Shoals:											
Appledore Ledge.....						1					1
Cedar Ledges.....				1	1						2
Duck Island.....						1	1				2
Eastern Rocks.....		1									1
Portsmouth Harbor (New Hampshire side):											
Fort Point.....						1			2		3
Great Island.....									1		1
Jerrys Point.....				2	1				2	2	7
Odjornes Point.....					1						1
Rocks, mouth of harbor.....					1						1
Rye Beach.....		1									1
Rye Ledge.....						1				1	3
Stielmans Rocks.....							1		1		2
Wallis Sands.....							1				1
Western Ledges.....								1			1
MASSACHUSETTS.											
Beverly Bay.....			1				4				5
Boston Bay and Harbor.....	2	3	2		3	3	1				14
Bird Island Flats.....									1		1
Black Rock and Channel.....	1				2						3
Black Rock, Cohasset.....					1						1
Brewsters, The.....	2	1		1	3	2					9
Castle Island.....			1		1			2		2	6
Cohasset Harbor.....					2						2
Commercial Point.....						1					1
Deer Island.....	1							1		1	3
Devils Back.....	1				1			1			3
Dorchester Bay.....			1		1		1				3
Gallups Island.....			1		4				1	3	9
Georges Island.....	1		2	1	1				2	1	8
Graves, The.....				1							1
Hardings Ledge.....		1		1						2	4
Hog Island.....			1								1
Hull Beach.....					2						2
Hunts Ledge.....						1		1			2
Long Island.....		1						1			2
Lovells Island.....					2	1		1	1	1	6
Lower Middle.....							2			1	3
Middle Ground.....					2	2		1	2		7
Minots Ledge.....				1			1				2
Moon Island.....					1						1
Nantasket Beach.....	1		1	1							3
Neponset.....	1										1
Nixs Mate.....		1	1								2
Nut Island.....						1					1

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
MASSACHUSETTS—continued.											
Boston Bay and Harbor—Con.											
Peddocks Island.....								1			1
Pig Rocks.....									1		1
Pines Point.....				1							1
Pleasure Bay.....						1	1				2
Point Allerton.....			2						1	2	5
Point Shirley.....	1			1							2
Quincy Beach.....					3						3
Rainsford Island.....					3						3
Ram Head.....								1	1		2
Shag Rocks.....							1	2			3
Spectacle Island.....					2						2
Thompsons Island.....					3						3
Toddy Rocks.....		1	1	4	3	1		1			11
Weir River, entrance to											
Hingham Harbor.....	1										1
Weymouth.....	1				1						2
Brant or Green Harbor Point.....					2				2		4
Buzzards Bay:											
Angelica Point.....					1						1
Cuttyhunk Harbor.....	1	2			1			1		1	6
Dumpling Rock.....						1					1
Great Ledge.....	1						1				2
Gull Island.....			1								1
Husseys Rock.....							1				1
Nashawena Island.....		1									1
New Bedford Harbor.....					1						1
Cape Ann:											
Annisquam.....						1				1	2
Averys Ledge.....					1						1
Bay View.....					1						1
Braces Cove.....						1				1	2
Dog Bar.....						1	2	2	1	1	7
Dollivers Neck.....				4							4
Eastern Point.....		1		1	1		1	1	1	2	8
Gap Head.....										1	1
Gloucester.....	4		1		5	6			1		18
Halibut Point.....	1		1					1	1		3
Kettle Island.....		1								1	2
Lanesville.....	1					1	1				3
Londoner, The.....	1								1	1	3
Long Beach.....								1			1
Milk Island.....								1	1		2
Muscle Point.....										1	1
Normans Woe.....	1										1
Pigeon Cove.....				6	6			1	1		14
Rockport.....					3	2	1	1	1		8
Salvages, The (off Rockport)							1				1
Straitsmouth Island.....								1			1
Ten-Pound Island.....				2	5						7
Thatchers Island.....								1			1
Cape Cod:											
Bearses Shoal.....		3	1	1					1		6
Cahoons Hollow.....		2	2			1		1			7
Chatham.....			1	2	2	2					6
Chatham Bar.....	1	1							1		3
Highland Light.....			1				1		1		3
Monomoy Point.....	1			3		1	1		1	1	7
Nauset Beach.....		3	2	2	1	2	1	1	1	1	14
Orleans Beach.....	2	1	2	1	2	1		2		1	12
Pamet River.....	2										2
Peaked Hill Bar.....	1	1	2	4	4	1	2	2	1		18
Pollock Rip.....	5	2	1	2	1	2	1	1			15
Race Point.....	2	4	2	3	3		2	4		3	23
Shovelful Shoal.....	4	2		2	4	3	6	6	2	3	32
Stone Horse Shoal.....	1	1	1					1	1	2	7
Cape Cod Bay:											
Barnstable.....									2		2
Beach Point.....							1				1
Billingsgate Island and											
Shoal.....	1										1
Brewster.....					1						1
Long Point.....						1		1	1		3
Provincetown.....			2		18				2	2	24
Sandy Neck.....									1		1
Truro.....										1	1
Wood End.....		1	1	2	3	4	2	5	2	7	27

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.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
MASSACHUSETTS—continued.											
Duxbury Beach.....									1		1
Fall River.....	1										1
Gurnet Point.....			2		2	1		1		3	9
Ipswich Bay:											
Essex Bar.....	1										1
Ipswich Bar.....	1	3	2	2	4			1		2	15
Lynn Harbor.....	1									1	2
Marblehead.....	1				4						5
Marshfield.....						1					1
Marthas Vineyard:											
Cape Poge.....			2			1					3
Cedar Tree Neck.....					1		1				2
Chappaquiddick Point.....					1		1				2
Chilmark.....	1										1
Cottage City.....									1		1
East Chop.....							1				1
Edgartown.....		1			1						2
Gay Head.....	1		1	2			1		1		6
Menemsha Bight.....			2	3	2			1			8
No Mans Land.....										1	1
Old Man Ledge.....	1										1
Vineyard Haven.....	1	1	7	1	22	1	3	2	1		39
Wasque Shoal.....								2			2
West Chop.....	1						1	1	1	1	5
Nahant Bay:											
Nahant.....	1			1			1				3
Shag Rock.....					1						1
Nantucket:											
Bar and Bay.....			1		2	1	2	1	1	2	10
Coskata.....			2		1				1	1	5
Great Neck.....					1						1
Great Point and Great Rip.....		2		2		1	1		1		7
Surfside.....				1							1
Nantucket Shoals.....				2	1		1	1	2		7
Nantucket Sound:											
Bishop and Clerks Shoal.....			1				1				2
Chatham Roads.....	1						2	1			4
Common Flats.....	2								1		3
Dennisport and Beach.....	1						1				2
Dog Fish Bar.....	1						1				2
Handkerchief Shoal.....	5	1	1	2	1	2	3	3	2	3	23
Hardings Beach.....								1			1
Horseshoe Shoal.....				1							1
Hyannis.....	1				1		1	1			4
Kill Pond Bar.....	2								1		3
Long Shoal.....		2									2
Muskeget Island.....	1			1	1			2			5
Mutton Shoal.....					1						1
Norton Shoal.....		1									1
Osterville.....				1							1
Shovelful Shoal (near Tuckernuck Shoal).....											1
Tuckernuck Shoal.....		1		1			1	2			5
Newburyport approaches:											
Newburyport Bar.....		1	1		4	2	3	8	3	5	27
Plum Island Point.....			1		1						2
Salisbury Point.....		1				1					2
Plum Island.....	4	4		1		2		2	2		15
Plymouth Bay:											
Browns Bank, or Browns Island.....	2	2	1	4			7	2		2	20
Cow Yard, The.....					1						1
Dicks Flat.....		1								1	2
Plymouth.....			1	1	9	1		1			13
Sagquish Head.....					1		3				4
Salem Harbor and approaches:											
Bakers Island and Shoals.....	1		2	1				1	1		6
Endeavor Rocks.....				1							1
House Island.....					1						1
Juniper Point.....							2				2
Little Aqua Vitæ Ledge.....	1										1
Magnolia.....		1									1
Salem Harbor.....	1			1	2			1		1	6
Salisbury Beach.....		1									1
Scituate.....					2			1			3
Fourth Cliff.....			2				1				3
North Scituate.....					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.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
MASSACHUSETTS—continued.											
Vineyard Sound:											
Cuttyhunk Island.....	1		1		1	3		1	1	2	10
Falmouth.....							2	2			7
Hedge Fence Shoal.....			3	1		1					2
L'Homme Dieu Shoal.....		1						1			2
Middle Ground.....			1	1				1			3
Nashawena Island.....	2		2		1		2		1		8
Naushon Island.....	2		1		1	1					5
Nobska Point.....							1				1
Pasque Island.....		1	4	1							6
Quicks Hole.....				1							1
Robinsons Hole.....	1							1			2
Sow and Pigs.....		1	1		2	1	2				7
Tarpaulin Cove.....	2		1		1				1		5
Woods Hole.....		2		1		3			3		9
RHODE ISLAND.											
Block Island:											
Block Island Breakwater...	5		5	4	2	2	1	1	1		21
East side of.....	1			3	1		1	2			8
Grove Point.....									1		1
New Harbor.....			1			1	1	1		2	6
New Shoreham.....										1	1
Northwest shore of.....		1	1	4							6
Sandy Point.....	3		2	2	1	1					9
South Shore.....									1	1	2
West side of.....	1		3	1	1	1				2	9
Charlestown Beach.....		1									1
Little Narragansett Bay.....				1							1
Narragansett Bay:											
Brentons Point and Reef...	1		1								2
Castle Hill.....			1		1						2
Church Point.....	1								1		2
Coddington Point.....					1						1
Conanicut Island.....						1				1	2
Conimicut Point.....		1									1
Dutch Island.....	1				1				1	2	5
Eastons Beach.....							2				2
Fish Rock.....					1						1
Gardiners Neck.....					1						1
Goat Island.....	2							1			3
Jones Ledge.....							1				1
Kettle-Bottom Rock.....	1										1
Muscle Bed Shoal.....					1						1
Nayatt Point.....									1		1
Newport.....				1	4			1		2	8
Newtons Rock.....		1									1
Patience Island.....							1				1
Pawtucket River (mouth of).....		1									1
Portsmouth.....						1					1
Providence River.....			1								1
Prudence Island.....					7			1	1		9
Rose Island.....	1				1						2
Sachuest Neck and Beach.....		2					1				3
Sakonnet Point.....						2					2
Tiverton.....			1								1
Warwick Neck.....									1		1
Watsons Pier.....	1										1
Whale Rock.....									1		1
Noyes Beach.....						1					1
Point Judith.....		4	2	2	2		2			1	13
Quonochontaug Beach.....		2							1		3
Watch Hill.....	1	1	1						1		3
Catumb Reef.....				2			1				4
Napatree Point.....	2				3	1					6
Spindle Reef.....										1	1
Sugar Reef.....		1									1
CONNECTICUT.											
Branford Harbor.....		1								1	2
Bridgeport.....		1		1				1			3
Connecticut River (mouth of):											
Saybrook Bar.....		2	1					1		1	5
Fairfield Beach.....					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.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
CONNECTICUT—continued.											
Fishers Island Sound:											
Bartletts Reef.....				1	1						2
East Clump.....					1						1
Latimers Reef.....				3							3
Middle Clump.....							1				1
Mystic River (mouth of).....					2	1					3
Noyes Rock.....								1			1
Greenwich.....		1							1		2
Long Island Sound (near coast of Connecticut):											
Bartletts Reef.....							1				1
Captains Islands.....			1							1	2
Cockenoes Island.....						1					1
Cows, The.....			1								1
Duck Island.....									1		1
Faulknors Island.....		1		1		1		2			5
Goose Island (near Faulknors Island).....						1		1			2
Long Sand Shoal.....	2										2
Norwalk Islands.....			1		1	1					3
Penfields Reef.....		1									1
Saugatuck.....				1							1
Thimbles, The.....		1			1	1					3
Wilsons Point.....							1				1
New Haven Harbor:											
Adams Fall Ledge.....	1										1
New Haven.....										1	1
Savin Rock.....								1			1
New London Harbor and approaches.....					3		1			1	5
Black or Southeast Ledge.....								1			1
Cormorant Reef.....				1							1
Eastern Point.....								1			1
Goshen Reef.....	1		1								2
Ocean Beach.....		1									1
Niantic Bay.....	1										1
Saugatuck River (mouth of).....					1						1
Shippin Point.....			1		1					1	3
Stamford Harbor.....								2			2
Stonington Harbor.....		2						2			4
Stratford Point.....								1			1
NEW YORK.											
Block Island Sound:											
Fort Pond Bay.....	3			2	2						7
Gardiners Island.....			1								1
Napeague Bay.....					1						1
Shagwong Reef.....					1						1
East River:											
Astoria.....							1				1
Barretto Point.....						1					1
Blackwells Island.....	1			1	1				1		4
Governors Island.....			1			1					2
Hell Gate.....		2	2		1	1	5	2	1	3	17
Hell Gate, Flood Rock.....	1					1					2
Hell Gate, Halletts Point.....	1										1
Hell Gate, Mill Rock.....				1		1					2
Hell Gate, Negro Head.....					1	1					2
Hell Gate, Rylanders Reef.....					1	1					2
Hell Gate, The Hogs Back.....	1			1	1	1		2			6
Lawrence Point.....				1							1
Man-of-War Rock.....		1	1	1	2						5
North Brother.....	1				1		1	3	1		7
Old Ferry Point.....					1						1
Randalls Island.....									1		1
Rikers Island.....								1			1
South Brother.....						1					1
Sunken Meadows, The.....			2	3	1	1		2			9
Wards Island.....								1		1	2
Gardiners Bay:											
Gardiners Island (see Block Island Sound).											
Long Beach Bar.....				1							1
Sag Harbor.....			2		1						3
Shelter Island.....						1					1

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
NEW YORK—continued.											
Long Island (outside):											
Amagansett.....			1						1		2
Coney Island.....	1	4	3	2						1	11
Coney Island (Sheepshead Bay).....			1		1	1					3
Fire Island Beach.....	2	1	2	1	1	1	1			3	12
Fire Island Beach (Great South Bay).....		1		2	7				3	6	19
Fire Island Inlet.....	5	5	5	5	2	1	5	6	9	6	49
Gilgo Inlet.....						1					1
Hempstead Bay.....						1					1
Jones Beach.....									1		1
Long Beach.....	2		1	1	3		3	3	1		14
Mecox.....				1							1
Montauk Point.....					2	1				1	4
Moriches Beach.....	1			1	1	2		1			6
Moriches Beach (Moriches Bay).....				1							1
Napeague.....	1		1		2				1		5
New or Jones Inlet.....	4		3	3		2	2	5	1	1	21
Oak Island.....	1										1
Quogue.....			1			1				1	3
Rockaway and Far Rockaway Beach.....	1	1	1			1	1		1	2	8
Rockaway Inlet and Shoals.....	6	1	3	2	3	1	3	7	1	3	30
Shagwong Point.....										1	1
Shinnecock Beach.....	2		4								6
Zachs Inlet.....	1	1			2					1	5
Long Island Sound:											
Big Tom Rock.....		1		1							2
City Island.....			1				1				2
Cold Spring Harbor.....		1								2	3
Davenport or Davids Island.....			1				1				2
Duck Pond Point.....					2						2
Eatons Neck.....	3	1				1	1	1	3	2	12
Execution Rocks.....										2	2
Fishers Island.....	4	1	2	1	2	1	2	1	1		15
Glen Island.....			1								1
Great Gull Island.....		1		2							3
Hallocks Landing.....								1			1
Hart Island.....	1		1	1		1		1	1		6
Hortons Point.....			1		1	1	1				4
Little Gull Island.....	1							2	1		4
Lloyds Neck.....			2			1			2		5
Luce Landing.....					1						1
Matinecock Point.....	1	1				2	1				5
Mount Sinai.....					3						3
New Rochelle Harbor.....	1			1			1			1	4
Oak Neck Point.....	1										1
Old Field Point.....	1			1	1		1				4
Old Silas Reef.....	1			1							1
Orient Shoal.....			1								1
Oyster Bay.....	1										1
Oyster Pond or Orient Point.....		1			2				1		4
Peconic Bay, Great.....		1									1
Pelham Bay.....	1	1									2
Plum Island.....	1		1		1		3		1		7
Port Jefferson.....					2		1				3
Prospect Point.....	1										1
Race Rock.....						1					1
Rocky Point.....					1	2					3
Rye Point.....		1			1			1			3
Sands Point.....	1										1
Valiant Rock.....						1					1
New York Bay and Harbor:						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
Constable Point.....				1		1					2
East Bank.....			1					1			2
Ellis Island.....			1								1
Gedney Channel.....	1										1
Governors Island.....										1	1
Gravesend Bay.....										5	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.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
NEW YORK—continued.											
New York Bay and Harbor—Con.											
Great Kills.....								1			1
Nortons Point.....							1				1
Oyster Island.....								1			1
Princess Bay.....				1	1						2
Robbins Reef.....	1										1
Romer Shoal.....	6	3	1	2	3	1	4	2			22
South Brooklyn.....						1					1
Staten Island.....					1				1	2	4
Swash Channel.....						1	1				2
Swinburne Island.....			2								2
West Bank.....	1	2	1			1	1	1			7
NEW JERSEY.											
Absecon Inlet.....	4	6	2		3	4	2	2	7	3	33
Atlantic City.....			3		1		1		2		7
Barneget Inlet.....	2	2	1	3	1		2	4	1	1	17
Brigantine Beach and Shoals.....	2	2	1	2		2		1	1	4	15
Cape May.....	1	2	3	1	2	1	1				11
Cold Spring Inlet.....	1	1			1	2	2	1			8
Corsons Inlet Bar.....				1		2					3
Deal Beach.....		1									1
Delaware Bay (see also Delaware):											
Ben Davis Shoal.....	1						1	1			3
Cross Ledge.....				1							1
East Point.....								1			1
Egg Island Point.....						1					1
Green Creek.....	1						1				2
McCries Shoal.....								1			1
Miah Maull Shoal.....			1								1
Overfalls or South Shoals.....	1				1						2
Round Shoal.....		1									1
Five Fathom Bank.....	1			1							2
Five Mile Beach.....	2								2	1	5
Great Egg Harbor and Inlet.....	1	3	5	3	10	13	10	4	3	1	53
Hereford Inlet.....	2		2	3	1	1		3	4	4	20
Highlands.....	1	3							1	2	7
Island Beach.....		2					2	2	2	1	9
Little Egg Harbor.....			1	5				2		2	10
Little Egg Harbor Inlet or New Inlet.....	3	1	4	5		5	5	2	3	1	29
Long Beach.....	1	2	2	1	3	1	2	3	2	1	18
Long Branch.....		1						1			2
Ludlam Beach.....			1		1						2
Monmouth Beach.....	1	2	1				1	1			6
Newark Bay, Shooters Island.....				2					1		3
Pecks Beach.....	1	1						1			3
Port Monmouth.....					1						1
Raritan Bay:											
Keyport.....					1			3			4
Perth Amboy.....					1						1
Point Comfort.....	1										1
Raritan.....							1				1
Red Bank.....	1										1
Sandy Hook.....	1	8	4	3	4	2	3	2		6	33
Flynns Knoll.....					2			2			4
Horse Shoe.....	1			1			1		1	7	11
Seabright.....			1								1
Shrewsbury River.....		1					1	1	1	1	5
Spring Lake.....						1					1
Squan Beach.....	1			1		2					4
Tathams.....	1	1			1				1		4
Toms River.....			1								1
Townsend Inlet.....		3	2			2	3		2		12
Tuckers Beach.....										1	1
Turtle Gut Inlet.....		1	1				1		1		4
DELAWARE.											
Cape Henlopen.....			1	5	2	3	3	3	2		19
Hen and Chickens Shoal.....				1				1			2
Delaware Bay (see also New Jersey):											
Brandywine Shoal.....					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.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
DELAWARE—continued.											
Delaware Bay (see also New Jersey)—Continued.											
Broadkill River (mouth of)							1				1
Brown Shoal										1	1
Cedar Beach				2							2
Fourteen Foot Bank				1							1
Joe Flogger Shoals		1		1	3						5
Lower Middle								1			1
Mispillion River	1			1						3	5
Old Bear Shoal											2
Delaware Breakwater	3		1	1	3	1	1	1		1	12
Indian River Inlet			2		3	1		2	3	1	12
Lewes	1	1		6	3	2	2			1	16
Rehoboth Beach						1	1			1	3
MARYLAND.											
Chesapeake Bay:											
Bear Point				1							1
Cedar Point				1				2	1		4
Chester River (mouth of)						1			1		2
Choptank River (mouth of)		1									1
Cornfield Point (mouth of Potomac River)				1							1
Cove Point							1				1
Curtis Point	1										1
Devils Woodyard	1										1
Drum Point				1							1
Eastern Bay										1	1
Hacketts Point			1								1
Herring Bay	1				1						2
Holland Island		1					2				3
Holland Point									1		1
Honga River		1									1
Horseshoe Point		1									1
James Point							1				1
Long Point								1			1
Magothy River (mouth of)					2			2			4
Man of War Shoal	1										1
Millers Island	1										1
Parkers Island									1		1
Patapsco River (mouth of)	1		1	2	1	1					6
Patuxent River (mouth of)					1						1
Point No Point		1						1			2
Poplar Island								1			1
Rock Hall Creek									1		1
Sandy Point								1		1	2
Seven Foot Knoll									1		1
Sharps Island Bar								1			1
Swan Point				1							1
Thomas Point Shoal				1						1	2
Wades Point (Eastern Bay)			1								1
Fenwick Island	1				1						2
Green Run Inlet			1					1	1		3
Isle of Wight							1				1
North Beach		1		1			1			1	4
North Beach, Sinepuxent Bay				1			1				2
Ocean City						1					1
VIRGINIA.											
Assateague Island	2				1	2	2			1	8
Fishing Point	2		1	4	2	2	1	5	6	3	26
Ship Shoal									1		1
Turners Shoals				2			1	1	1		5
Assawaman Inlet				1							1
Cape Henry	2	3	2	2	2	1	3	1			16
Cedar Island	2										2
Chesapeake Bay:											
Back River Shoals		1									1
Cape Charles City		1									1
Farnham Creek					1						1
Great Wicomico River (mouth of)			1								1
Middle Ground				1	3		1			1	6
New Point Comfort		1	1	1		2					5

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
VIRGINIA—continued.											
Chesapeake Bay—Continued.											
Ocean View.....		1									1
Piankatank River (mouth of).....						1	1				2
Pongateague Creek (mouth of).....					1						1
Potomac River (mouth of).....				1							1
Smiths Point.....							1				1
Stingray Point.....			1		1		1				3
Tail of the Horse Shoe.....				1			1				2
Watts Island.....					1						1
Willoughby Spit.....			1			1			1		3
Wolf Trap Shoal.....	1								1		2
York River (mouth of).....								1	1		1
Chincoteague Inlet.....	1				2	5	3	1	3	3	18
Chincoteague Shoals (off Fishing Point).....	1	2					1				4
Cobbs Island.....			1	1					1		3
Carters Shoals.....	1	2	1	1	1				2	1	9
Sand Shoal Inlet.....	1	2	1	4	1	1					10
Dam Neck Mills.....			1			1				1	2
Elizabeth River:											
Lamberts Point.....			1			2					3
Middle Ground.....					1						1
False Cape.....		1	2			1	1	3	1		9
Pebble Shoals.....		2	1		1	3	1	1	3	1	13
Fishermans Island.....	1									1	2
Great Machipongo Inlet.....	2	1	2	2	2	1	3		1	3	17
Hampton Roads:											
Browns Shoals (mouth of James River).....	1										1
Crane Island Flats.....						1					1
Hampton Bar.....			2				1		1		4
Nansemond River (mouth of).....	1										1
Newport News.....	1			1					1		3
Old Point Comfort.....	1										1
Rip Raps.....		1		1					1		3
Sewalls Point.....					1						1
Hog Island.....				1		1		1	1	1	5
Little Island.....			1	1							2
Little Machipongo Inlet.....	1	1									2
Lynn Haven Bay.....		2	1								3
Metomkin Inlet.....			4			1	1		3	1	10
New Inlet Shoals.....							1				1
Paramore Beach.....							1			1	2
Sand Shoal Inlet.....						1		1	1	1	4
Ship Shoal Inlet.....							3			1	4
Smiths Island.....					1					3	4
Isaac Shoals.....	1	2	1	2	1	1		2	2	2	14
Little Inlet Shoals.....				1							1
Nautilus Shoal.....		1									1
Virginia Beach.....			1				1			3	5
Wachapreague Inlet.....	2	2				2				3	9
Dawson Shoals.....		1	1	2	1			1			6
Wallops Beach.....		1		1	1	3	1			2	9
Winter Quarter Shoals.....								1			1
NORTH CAROLINA.											
Albemarle Sound:											
Big Island.....			1								1
Bull Bay.....			1								1
Croatan Sound.....							1	1			2
Greenfield Point (near).....					1						1
Kitty Hawk Bay.....							1				1
Pasquotank River (mouth of).....		1								1	2
Perquimans River (mouth of).....		1								1	2
Powells Point.....			1								1
Roanoke River (mouth of).....				1						1	2
Big Kinnakeet (also see Pamlico Sound).....	1					1			1		3
Bodies Island (also see Pamlico Sound).....	1	2	1	1					1		6
Bogue Island and Inlet.....						2					2
Cape Fear, Frying Pan Shoals.....	3	1	1	1			1	2	3	1	13
Cape Fear River (mouth of).....	3	1	1	3	1	3		3	4	3	22

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—(Continued).*

ATLANTIC AND GULF COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
NORTH CAROLINA—continued.											
Cape Hatteras.....						2	1		1		4
Diamond Shoals (inner and outer).....		3	1	1		2	2		1		11
Cape Lookout.....	1		2	1	1	1	1	3	1	4	15
Cape Lookout Shoals.....				2			1	1	1	3	8
Chicamacomico.....	1			3		1					5
Core Beach.....			2		1	2			3		8
Core Sound.....			1	1	4		3		1		10
Currituck Beach.....			2							3	5
Currituck Sound.....	2			1	1						4
Jews Quarter Island.....							1				1
Long Point.....		1									1
Drum Inlet.....			1					1			2
Durants (also see Pamlico Sound).....	1				1		1				3
Gull Shoal (also see Pamlico Sound).....				1		2	1	1	1		7
Hatteras Inlet (also see Pamlico Sound).....		1							1		5
Kill Devil Hills.....	2					1					2
Kitty Hawk.....			1			1					2
Little Island.....	1										1
Little Kinnakeet (also see Pamlico Sound).....					1	1					2
Lockwoods Folly Beach.....	1			1							2
Nags Head.....	2		1								3
New Inlet.....		1				1		1	1		5
Ocracoke Inlet.....	1		1	1		2		2	2		9
Ocracoke Island.....	8				1	2		2	2		13
Oregon Inlet.....	1					2			1		4
Pamlico Sound:											
Big Kinnakeet.....	2	3			2	2	1	1		3	14
Brant Island.....					1					1	2
Chicamacomico.....	1										1
Durants.....			1		2			1	1	1	6
Gull Island and Shoal.....	1	1			1		1			2	6
Hatteras Inlet.....		1	2								3
Howard Reef.....	1									1	2
Kings Point.....			1								1
Jennett Landing.....			1								1
Little Kinnakeet.....		1	1	1				1			4
Log Shoal.....				1			1				2
Neuse River.....	1		1								2
Ocracoke Inlet.....	2		2		2			1		1	8
Olivers Reef.....	1		2		1			1			4
Oyster Shoal.....					1	1	1			1	3
Pamlico Point.....				1					1		2
Porpoise Point.....						1					1
Roanoke Marshes.....						1					1
Robinson.....				1							1
Royal Shoals.....		2			1	1	1				5
Portsmouth Island.....						1					1
Shallotte Inlet.....	1					3				1	5
Southport.....						1					1
Wash Woods.....	1		1					1		1	4
Wrightsville Inlet.....				1							1
SOUTH CAROLINA.											
Bay Point.....					1						1
Bulls Bay.....											1
Calibogue Sound.....			1								1
Daufuskie Island.....					1						1
May River.....							1				1
Cape Romain.....					1		1				2
Capers Island.....					1						1
Charleston.....			1	1						2	4
Charleston Bar.....	1		2	1	2	1	1	2			10
Drunken Dick Shoal.....	1	1	1						1		4
Edisto Island.....					1						1
Fripps Island.....					1						1
Georgetown Breakers.....	2		1			1					4
Hilton Head Island.....					2				1		3
Hunting Island.....							1				1
Little River Inlet.....		1				1					2
Long 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.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
SOUTH CAROLINA—continued.											
Morris Island.....			1	1		1					3
Port Royal Bar.....			1		2						3
St. Helena Sound and ap- proaches.....										1	1
St. Phillips Island.....			1								1
Stono Inlet.....		1				1					2
Sullivans Island.....				1		2	1	2		1	7
Winyah Bay.....	1							1			2
GEORGIA.											
Altamaha Sound.....					1		1				2
Brunswick.....			1		3	1	2				7
Cumberland Island and Shoals.....					1	2					3
Darien.....					1			1			2
Doboy Sound and approaches.....	1		1		1						3
Harris Neck.....					1						1
Jekyl Island.....					1						1
Little Wassaw Island.....			1								1
Long Island.....				1					1		2
Ossabaw Island.....									1		1
St. Simons Bar.....			1								1
St. Simons Island.....							1				1
St. Simons Sound, Colonels Is- land.....			1								1
Sapelo Sound and approaches.....	1				1						2
Savannah River (mouth of).....			1		2						3
Tybee Island.....		1	1		1	1	2				6
Wassaw Island.....				1					1		2
Wilmington River (mouth of).....	1				1						2
Wolf Island, Spit, and Shoals.....				1				1		3	5
FLORIDA.											
Amelia Island.....				2							2
Apalachicola Bay.....					1						1
Carrabelle.....	1					3					4
East Pass Bar.....			1								1
Vincent Island.....					1						1
Barrancas.....							1				1
Cape Romano.....									1		1
Cape Sable.....									1		1
Cape San Blas.....			1								1
Caseys Pass.....							1				1
Charlotte Harbor Bar.....										1	1
Chester Shoals.....	2				1						3
Dog Island.....						7				2	9
Fernandina Bar and Harbor.....	1			1	3						5
Florida Reefs:											
Alligator Reef.....										1	1
Bird Key (near Tortugas).....					1						1
Coal Bin Shoal.....										1	1
Coffins Patches.....								1			1
Conch Reef.....						1		1			2
Content Key.....					1						1
Cosgrove Shoal.....									1		1
Elbow Reef.....	1										1
Fowey Rocks.....	1										1
French Reef.....							2				2
Key West.....	2	1	1			1	1			1	7
Looe Key.....					1						1
Marquesas Key.....				1							1
Maryland Shoal.....		1									1
Middle Ground.....	1										1
Molasses Reef.....								1			1
New Ground Shoal.....							1				1
Quicksands.....				1							1
Rebecca Shoal.....			1	1				1		1	4
Southwest Key.....										1	1
Tennessee Reef.....	2		1								3
Tortugas.....	2	1	1	1	1	1	1	1	1		10
Virginia Key.....				1							1
Western Sambo.....										1	1
Fort Lauderdale.....						2	1				3
Fort Pickens Point.....			1				1				2
Gilberts Bar.....										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.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
FLORIDA—continued.											
Hillsboro Inlet.....	1				1						2
Indian Pass.....										1	1
Indian River Inlet.....	2										2
Jupiter Inlet.....	2	5	1				2		1	1	12
Lake Worth Beach.....		2	1	1				1		1	6
Lake Worth Inlet.....	2										2
Mosquito Inlet.....							2				2
New River Inlet.....			1		1		1				3
Orange Grove.....									1		1
Ormond.....			1								1
Pablo Beach.....		1									1
Pensacola Bar.....		1			2		1		1		5
Pensacola Bay.....			4	2	3	2	1	2	3	2	19
Perdido River (mouth of).....					1	1		1			3
St. Andrews Bay.....		2					1	1	1		5
St. Augustine Bar.....	1						1				2
St. Georges Island.....				1		7			1		9
St. Johns Bar.....		1	2		1	1	1	2	2		10
St. Joseph Point.....								1		2	3
Santa Rosa Island.....	2	1	2		2				1		8
Sarasota Pass.....						1	1				2
Sebastian.....							1				1
Tampa Bay.....							2				2
Anna Maria Key.....	1							1			2
Egmont Key.....							1				1
Mullet Shoal.....				1			1				2
ALABAMA.											
Mobile Bay and approaches:											
Alabama Port.....								2			2
Dixie Island.....						1					1
Fort Morgan.....	1								1		2
Mobile Bar and Bay.....	1					2	1	2	1		7
Montrose.....	1										1
Navy Cove.....	1									1	2
Petit Bois Island.....	1				1		1				3
Revenue Point.....				1							1
Sand Island.....					2		1				3
MISSISSIPPI.											
Mississippi Sound:											
Biloxi.....								1			1
Gulfport.....		1									1
Horn Island.....			1	1	2						4
Mississippi City.....								1			1
Ship Island.....	2	1	1								4
LOUISIANA.											
Calcasieu Bar.....	1	1	1	1				1			5
Chandeleur Islands.....					2	1		3	1	3	10
Lake Pontchartrain.....				1		1					2
Bayou St. John light.....			1								1
Little Woods.....		1									1
Little Constance Bayou.....					1						1
Mississippi River (mouth of).....				3				1	1		5
Pass Fourchon.....					1						1
Tiger Shoal.....		1									1
Timbalier Island.....			1								1
TEXAS.											
Aransas Bay.....										1	1
Aransas Pass.....		2				3	1	3	1	3	13
Brazos Santiago.....	3	2	1	2		4	1	2	2	5	22
Galveston Bar.....	6	4	3	1	4	5	1	1			27
Galveston Bay and Harbor.....	1	1	1		1	1	6	1	1		13
Laporte.....							1				1
Pelican Island and Flats.....		1									1
Pelican Spit.....				1			1	1			3
Galveston Island.....	4	2			5		1			1	13
High Island.....	1										1
Matagorda Bay.....								3			3
Matagorda 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.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
TEXAS—continued.											
Matagorda Peninsula.....	1		1				1	2			2
Mustang Island.....				1	1		1				3
Padre Island.....	1	2			1		1				5
Pass Cavallo.....	2		2	2	1	1			1		9
Sabine Pass.....	4	1	1		1						7
East of.....		1									1
West of.....							1				1
Saint Joseph Island.....				1	1						2
San Bernard Bar.....			1	2				2			5
San Luis Pass.....	3	6	5		3	2					19
Velasco.....			2		3	1	3				9
PORTO RICO.											
Arroyo.....		1					1		1		3
Cape San Juan.....										1	1
Eagle Point.....				1							1
Luquillo.....										1	1
Media Luna Bank.....			1								1
Ponce.....						1					1
San Juan.....										1	1

PACIFIC COAST.^a

ALASKA TERRITORY.											
Admiralty Island.....						2					2
Akutan Pass.....										1	1
Anchor Point, Cooks Inlet.....	1										1
Barren Island.....			1								1
Bristol Bay.....								1			1
Cape Constantine.....				1							1
Cape Menchikof.....							1				1
Cape Nome.....					1	1	8	1	5	1	17
Cape Rodney.....							2				2
Cape Romanzof.....						1	2				3
Chamisso, Kotzebue Sound.....											1
Chatham Strait, Fishery Point.....									1		1
Chirikoff Island.....				1							1
Clarence Strait:											
Blashke Island.....					1						1
Etolin Island.....									1		1
Cold Bay Harbor.....										1	1
Cooks Inlet.....							1				1
Coronation Island.....							1				1
Dixons Entrance.....						1					1
Devils Rock.....				1							1
Frederick Sound, Five Fingers Rocks.....								1			1
Geese Island, Kadiak Island.....	1			1						1	3
Glen Island.....									1		1
Golvin Bay.....							1				1
Goodnews Bay.....							1				1
Herringdon Bay.....									1		1
Juneau.....				1							1
Kadiak Island.....	1					1	1				3
Kagalaska Island.....							1				1
Karluk, Kadiak Island.....			1				1				2
Kashevarof Island.....					1						1
Kayak Island.....									1	1	2
Lituya Bay.....			1								1
Lynn Canal, Shelter Islands.....				1	1		1				3
Douglas Island.....										1	1
Funters Bay.....										1	1
Haines Mission.....						1					1
Skagway.....				3							3
Sullivan Island.....							1				1
Taiya Sahnka.....					1						1
Midway Island, Stephens Passage.....						1					1

^a 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.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
ALASKA TERRITORY—continued.											
Montague Island.....					1						1
Nakchamik Island.....					1						1
Nunivak Island.....						1		1			2
Point Hope.....			1		1						2
Port Clarence Harbor.....		1						1			2
Pribilof Islands.....						1					1
Prince of Wales Islands.....					1						1
Prince William Sound.....							1				1
Pybus Bay, Frederick Sound.....					1						1
Return Reef, Midway Island.....	1										1
Revillagigedo Channel, Mary Island.....					2						2
Revillagigedo Island.....									1		1
Rocky Point.....								1			1
Safety.....								1			1
Saint Lawrence Island.....							2				2
Saint Michael.....						6		1			8
Sannak Islands.....							2		1		3
Seal Rock.....					1						1
Shelikof Strait.....			1								1
Katmai Bay.....				2							2
Shumagin Islands.....						1					1
Sitka (near).....	1										1
Spasskaia Island Icy Straits.....										1	1
Stephens Passage.....								1			1
Stuart Island.....								1			1
Thin Point.....			1								1
Tigalda Island.....					1						1
Tongass Narrows.....		1		1		1				1	4
Tugidak Island.....			1								1
Umnak Island.....									1		1
Unalaska Island.....	1			2					1		4
Unga Island.....							1	1		1	3
Unimak Island.....				1				1			2
Wrangell Narrows.....	1				1	1	1				4
Yakutat.....		1									1
HAWAII.											
French Frigate Shoal.....		1									1
Hawaii Island.....							3	2			5
Honolulu.....					1				1		2
Kauai Island.....							1	3			4
Lanai Island.....							1				1
Maui Island.....						1	2	1			4
Molokai Island.....							1				1
Oahu Island.....			1			2		2	1		6
WASHINGTON.											
Cape Disappointment.....								1			1
Cape Flattery.....				1				2	1		4
Cape Johnson.....									1		1
Grays Harbor.....	1									3	4
Five miles north of North Spit.....			1								1
Hoh River (mouth of).....	1								1	1	2
Iiwaco Beach.....			1								1
Lapush.....								1			1
Long Beach.....		1									1
Ocean Beach.....										1	1
Puget Sound.....								1		1	2
Bear Point.....				1							1
Marrowstone Point.....			1							1	2
Meadow Point.....								1			1
Point Defiance.....										1	1
Point Nodule.....									1		1
Point No Point.....		1								1	2
Point Polnell.....								1			1
Point Wilson.....		1	1			2					4
Port Blakeley.....							1				1
Port Townsend.....	1	2	1								4
Richmond Beach.....										1	1
Rocky Point.....					1						1
Tacoma.....							1				1
West Point.....		1					1				2
Whitbey 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.

PACIFIC COAST—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
WASHINGTON—continued.											
Queetsu River (mouth of).....	1										1
Shoalwater Bay or Willapa Bay.	2			1	1		3		1		8
Strait of Fuca:											
Angeles Point.....									2	1	3
Hein Bank.....										1	1
Neah Bay.....		1								1	2
New Dungeness.....	1			1							2
Pillar Point.....					1						1
Sekon Point.....										1	1
Washington Sound:											
Decatur Island.....								2			2
Deception Pass.....			1								1
Fairhaven.....					1			1			2
Fidalgo Island.....					1						1
Henry Island.....	1										1
La Conner.....										1	1
Lummi Island.....							1			1	2
Obstruction Island.....					1						1
Oreas Island.....					1						1
Point Roberts.....							1	2			3
San Juan Island.....								1			1
Sinclair Island.....								1			1
Smith Island.....								2			2
MOUTH OF COLUMBIA RIVER.											
Clatsop Spit.....							1				1
Desdemona Sands.....									1	1	2
Peacock Spit.....									1	1	2
Sand Island.....	1										1
OREGON.											
Alsea Bay.....	1				1						2
Cape Arago.....		1			1	1	1	1			5
Cape Blanco.....		1								1	2
Chetko Cove.....		1									1
Coos Bay Bar.....			1		1	1			2		5
Coquille River (mouth of).....		2	3	3	9	2	4	6	4	3	36
Double Headed Rock.....										1	1
Nehalem River (mouth of).....			1						1		3
Nestugah Bay and Bar.....							2			2	4
Point Adams.....	1					3					4
Port Orford.....										1	1
Rogue River Bar.....								1	1		2
Siuslaw River (mouth of).....	2					3		1	1	2	9
Tillamook Bar.....					1	2			1	1	5
Umpqua Bar.....		2		1		2					5
Yaquina Bar.....					1			1		1	3
CALIFORNIA.											
Albion River (mouth of).....								1			1
Bihlers Point.....										1	1
Bodega Head.....									1		1
Cambria.....	1										1
Caspar.....			1		1						2
Cayucos.....											1
Crescent City.....		1							1		1
Double Point.....							1				1
Duxbury Point.....					1		1				2
Eel River Bar.....		1									1
Fish Rock.....									1		1
Fisks Mill.....										1	1
Fort Bragg, Mendocino County.						1	1	1	1		4
Fort Ross.....							1				1
Golden Gate.....	2						1				3
Fort Point.....		1				1	1	1			4
Golden Gate Park.....							1	1			2
Lime Point.....							1	1		1	4
Point Diablo.....				1		1			1	1	4
Point Lobos.....							1				1
South Side.....								1		1	2
Greenwood Landing, Mendo-											
cino County.....					1						1
Half Moon Bay.....				1							1
Hardy Creek.....			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.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
CALIFORNIA—continued.											
Hueneme, Ventura County.....			1								1
Humboldt Bar.....	1	2	1	2	2	1		1	1	3	14
Iversons Landing.....									1		1
Kents Point, Mendocino County.....				1							1
Little River (mouth of).....							1				1
Mare Island, San Pablo Bay.....						1					1
Monterey Harbor.....	1										1
Pigeon Point.....			1								1
Pillar Point.....				1							1
Point Arena.....		2	1	1			2			1	7
Point Bonita.....	1						1			1	3
Point Gorda.....		1					1	1	1	1	5
Point Montara Reef (near).....						2					2
Point New Year.....		1									1
Point Reyes.....	1		1							1	3
Point San Luis.....										1	1
Pyramid Point.....			1								1
Redondo Beach.....		2		1						1	4
Rockport.....	1										1
Russian Landing, Sonoma County.....	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	2
Anita Rock.....					1						1
Arch Rock.....				1							1
Bird Rock.....				1							1
Brothers, The.....									1		1
Castro Rocks.....							1				1
Mission Rocks.....		1									1
Point Richmond.....								3			3
San Mateo.....						1					1
San Pablo Bay.....										1	1
Santa Barbara Islands:											
San Miguel Island.....	1					1	1	1			4
San Nicholas Island.....								1			1
Santa Cruz Island.....			1		1						2
Santa Cruz Point, Needle Rock.....	1										1
Santa Rosa Island.....	1										1
Smiths River (mouth of).....			1								1
Stewarts Point, Sonoma County.....	1										1
Suisun Bay.....									1		1
Timber Cove.....				1							1
Tomales Point.....				1						1	2
Ventura.....							1				1

GREAT LAKES.^a

LAKE ONTARIO.											
Bath, Ontario.....			1								1
Big Sandy Creek, N. Y.....	1				1			1			3
Braddocks Point, N. Y.....						1					1
Cape Vincent.....										1	1
Charity Shoal.....	1		1	1							2
Charlotte.....		1	2				1				4
Devils Nose, N. Y.....									1		1
Fort Niagara, N. Y.....					1					1	2
Galloo Island.....									1		1
Grenadier Island, N. Y.....									1		1
Long Island, Canada.....	1										1
Niagara, Canada.....			1								1
Oak Orchard Reef.....				1							1
Olcott.....										1	1
Oswego.....	2		1				2		2	1	8
Seven miles west of.....							2				2

^a 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.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
LAKE ONTARIO—continued.											
Salmon Island, Canada.....									1		1
Salmon Point, Canada.....									1		1
Sandy Creek, N. Y.....		2									2
Six Town Point, N. Y.....		1									1
Stony Point, N. Y.....					1			1	1		3
Thirty-Mile Point, N. Y.....						1					1
LAKE ERIE.											
Ashtabula, Ohio.....	2			2	1	3	1	3	2		14
Ballast Island Reef.....						1					1
Bar Point Canada.....	1		1			2	2	2			8
Black River, Ohio.....	1										1
Buffalo, N. Y.....			5	3		2	4	1	4	1	20
Cedar Point, Maumee Bay, Ohio.....			1								1
Cedar Point, Sandusky Bay, Ohio.....	1		1	1	1						4
Chick-e-nolee Reef, Canada.....								1			1
Cleveland, Ohio.....	3	3	5	4	1	4	1		2	1	24
Colchester Reef, Canada.....				1			1				2
Conneaut, Ohio.....		1	2								3
Erie, Pa.....	1	1		3							5
Fairport, Ohio.....		1	1								2
Fort Erie, Canada.....			1								1
Grecian Shoal.....										1	1
Grubb Reef, Canada.....									1		1
Horse Shoe Reef.....	3		1	2		1		1	1		9
Huron, Ohio.....									1	1	2
Kelleys Island and Shoal, Ohio.....		1	1			1		1		2	6
Little Point, Canada.....		1									1
Log Point, Canada.....			1								1
Long Point, Canada.....			2		1		1	1	1		6
Lorain, Ohio.....			1				1		1		3
Marblehead, Ohio.....										1	1
Mentor, Ohio.....		1									1
Morgan Point, Canada.....		1									1
Mouse Island Reef, Ohio.....		3			2	1			3		9
Niagara Reef, Ohio.....							1				1
Niagara River.....	2	1	1		1	3	1	1		2	12
North Harbor Isle, Canada.....	1										1
Point Abino, Canada.....				1		1		1			3
Point au Pelée, Canada.....	3	5					2	1			11
Middle Ground.....		1			4		2	1			7
Point au Pelée Island, Canada.....	1	2									3
Port Colborne, Canada.....		1			2					1	4
Port Dover, Canada.....	1										1
Port Maitland, Ontario.....			1								1
Port Stanley, Ontario.....									1	1	2
Rondeau, Canada.....	1										1
Roses Reef, Ontario.....									1		1
Sandusky Bay, Ohio.....	1		1			1	3		1		7
Scotts Point, Ohio.....			1								1
Seneca Shoal, N. Y.....	2							1			3
South Bass Island, Ohio.....										1	1
Southeast Shoal, Ontario.....				1				2			3
Starve Island Reef, Ohio.....	1	3							2		6
Stony Point, Mich.....						1					1
Tecumseh Reef, Canada.....								1			1
Toledo, Ohio.....	1	1	2				1		1		6
Tonawanda, N. Y.....			1								1
Van Buren Point, N. Y.....					1						1
Waverly Shoal, N. Y.....				1	1						2
West Harbor Reef, Ohio.....				2							2
Windmill Point, Canada.....									2		2
DETROIT RIVER.											
Amherstburg, Canada.....					1	1					2
Ballards Reef.....			1	5			1	2			9
Belle Isle, Mich.....				1							1
Bois Blanc Island, Canada.....		2			1	1	1			1	6
Detroit River.....		3	1	1	1	2		3			11
Fighting Island.....				1							1
Grassy Island and Shoal.....								1			1
Limekiln Crossing.....	2	1	1	2	2	3	10	7	1	4	33
Stony Island.....						1					1

TABLE 66.—List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
LAKE AND RIVER ST. CLAIR.											
Grosse Pointe, Mich.	2	3	1	2	.....	1	.....	1	.....	.....	10
Middle Ground (near Port Huron), Mich.	1	.....	1	.....	2
Peach Island, Canada.	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Port Edward, Canada.	1	.....	.....	.....	2	.....	.....	3
Port Huron, Mich.	1	.....	.....	.....	.....	.....	.....	1
Russell Island, Mich.	1	.....	.....	.....	.....	.....	.....	.....	.....	1
St. Clair Flats	2	1	1	.....	1	3	4	.....	2	1	15
St. Clair River.	3	1	1	2	2	.....	2	.....	1	12
Stag Island, Canada.	1	1	.....	.....	.....	1	3
Windmill Point (rock near)	1	.....	.....	.....	.....	.....	.....	.....	.....	1
LAKE HURON.											
Adams Point, Mich.	1	.....	.....	.....	.....	.....	.....	.....	1
Alabaster, Mich.	1	.....	1	1	.....	3
Alcona, Mich.	1	.....	.....	.....	.....	.....	1
Algoma Mills, North Passage, Ont. rio.	1	.....	.....	.....	1	2
Alpena, Mich.	1	.....	.....	.....	.....	.....	.....	1
Ausable and Point Ausable, Mich.	2	.....	3	.....	2	1	1	1	1	.....	11
Black River, Mich.	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Black River Island and Reef, Mich.	2	1	.....	1	.....	.....	.....	.....	1	5
Burnt Cabin Point Reef, Mich.	6	.....	.....	.....	.....	4	1	.....	.....	.....	11
Cape Hurd, Ontario.	1	.....	1
Cape Ipperwash, Ontario.	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Charity Islands, Mich.	1	.....	.....	.....	2	.....	.....	.....	3
Cockburn Island, Canada.	1	.....	.....	.....	1
Corsica Shoal, Mich.	1	.....	.....	.....	.....	1	2	4
Detour Passage, Mich.	2	1	1	.....	4	1	3	2	2	1	17
Drummond Island, Mich.	2	.....	1	.....	.....	.....	.....	.....	.....	3	6
Duck Island, Mich.	1	.....	.....	1	3
Elm Creek, Mich.	1	.....	1	1	.....	3
False Presque Isle, Mich.	1	3	1	2	1	.....	1	2	.....	1	12
Forest Bay, Mich.	1	.....	.....	.....	.....	.....	1	.....	.....	2
Fort Gratiot, Mich.	1	1	.....	.....	.....	.....	.....	.....	.....	2
Fox Island.	1	.....	.....	.....	.....	1
Georgian Bay, Canada.	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Barrow Bay.	1	.....	.....	1
Bears Rump.	1	1
Beaver Stone River (mouth of)	1	.....	.....	.....	.....	.....	.....	.....	1
Collingwood.	1	.....	.....	.....	.....	.....	.....	1
Cove Island.	1	.....	.....	.....	.....	.....	1
Darch Island.	1	.....	.....	1
Fitzwilliam Island.	1	.....	.....	1
Giants Tomb Island.	1	1	.....	.....	1
Green Island.	1	1
North West Bank.	1	1
Portage Reef.	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Russell Island.	3	.....	.....	3
Scarecrow Island.	1	.....	.....	.....	.....	.....	.....	4	.....	.....	5
Tobermory.	1	.....	.....	1	.....	.....	.....	.....	2
Waubauskene.	1	.....	.....	.....	.....	.....	.....	.....	1
Grindstone City, Mich.	1	1	.....	1	1	.....	.....	.....	.....	4
Gull Island, Mich.	1	.....	1
Hammonds Bay, Mich.	1	.....	.....	1	1	1	1	1	.....	1	7
Fifteen miles northwest of life-saving station.	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Hardwood Point, Mich.	1	.....	.....	1
Harrisville, Mich.	1	.....	.....	.....	.....	.....	.....	.....	1	2
Kincardine, Ontario.	1	.....	1	.....	2
Lake View Beach, Mich.	1	.....	1	6	.....	1	9
Maple Point, North Channel, Ontario.	1	.....	.....	1
Martin Reef, Mich.	1	.....	.....	2
Middle Island, Mich.	1	2	1	1	.....	.....	.....	3	1	1	10
Four miles southwest of.	1	.....	.....	.....	.....	.....	.....	.....	1
New London Point, Mich.	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Nine Mile Point, Mich.	1	.....	2	.....	3
North Point, Mich.	2	1	1	.....	1	1	3	2	2	.....	13
Ottawa Point, Mich.	1	2	.....	.....	1	6	.....	.....	.....	10
Pointe aux Barques, Mich.	6	1	.....	.....	1	1	3	5	1	18
Port Austin, 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.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
LAKE HURON—continued.											
Port Hope, Mich.	1					1			1		3
Presque Isle, Mich.			1	1			2	1	1		6
Saginaw Bay, Hat Point, Mich.									1		1
Oak Point, Mich.		1									1
Sand Beach		2	3	1	4	2	1	5		1	19
Seven miles south of.					1	1					2
Sanilac, Mich.					1						1
Spectacle Reef, Mich.	1										1
Sturgeon Point, Mich.	2	2	1			1					6
Sulphur Island, Mich.					1						1
Tawas Harbor, Mich.						1				1	2
Thunder Bay									1		1
Island and Reef, Mich.	1	2		1	1	3	1	1		1	11
Tobin Reef, Mich.						1					1
ST. MARYS RIVER.											
Fryingpan Island.		1									1
Hay Lake.	5		2	5	1	1		1			15
Mud Lake.		3					1				4
Pipe Island.				1	1						2
Pointe aux Pins, Canada.			1			1					2
Round Island.		2									2
Sailors Encampment.	1	4	3			1	2		1		12
St. Marys River.	11	4	3	1	2	1	6	6	6	3	43
Topsail Island.	2				2	1					5
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				2
Caribou Island, Canada.	1							1			2
Chaguamegon Bay and Point, Wis.		2				1					3
Copper Harbor, Mich.		1			1						2
Copper Mine Point, Ontario.							1				1
Crisps, Mich.								1	1	2	4
Deer Park, Mich.	2			1	2						5
Devil Island, Wis.		1									1
Duluth, Minn.	2		1		1	1	2		1		8
Eagle River, Mich.	1				1	1				1	4
Fourteen Mile Point, Mich.								1			1
Gooseberry River (mouth of), Minn.									1		1
Grand Island, Mich.		2			1						4
Grand Marais, Mich.			1	1				3	1		7
Grand Portage Island.										1	1
Granite Point, Minn.						1		1			2
Gratiot River (mouth of), Mich.	1				3					1	5
Gull Island, Mich.				2							2
Huron Island.					1						1
Iron Ore River (mouth of).										1	1
Isle Royale, Mich.		1			4			1			6
Keweenaw Bay, Mich.							1				1
Bete Grise Bay.									2		2
Point Abbaye.				1							1
Knife Island, Minn.								1		1	2
Lester River (mouth of).										1	1
Magdalene Island.			1	1							2
Mamainse Point, Canada.									1		1
Marquette, Mich.	2	3	1					2			8
Middle Ground, Mich.						2					2
Pictured Rocks, Mich.		2									2
Pie Island, Ontario.						1					1
Pointe au Sable, Mich.								2			2
Point Iroquois, Mich.		3									3
Presque Isle, Mich.								1			1
Raspberry Island, Wis.				1							1
Sauks Head, Mich.		1									1
Ship Canal, Mich.	1	2	2		3	1	4				13
Split Rock Point, Minn.						1	1				2
Sucker River (near), Mich.	1									1	2
Train Island, Mich.								1			1

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
LAKE SUPERIOR—continued.											
Two Harbors, Minn.			1				1	1			3
Two Heart River, Mich.					2			1			3
Vermilion Point, Mich.			2	1	1		1	3	1	1	10
Victoria Isle, Canada									1		1
Waiska Bay, Mich.	1	1	2	1							5
White Fish Point, Mich.	3	1	3	1		4	1	1		2	16
STRAITS OF MACKINAC.											
Bois Blanc Island.	2	5	5	5		3	3	3	1		27
Cecil Bay, Mich.								1			1
Cheboygan, Mich.	2	3		1			1	1	1		9
Goose Island, Mich.			1	1							2
Grahams Shoals, Mich.				1				1			2
Gros Cap, Mich.		1									1
Mackinac Island, Mich.	1		1	1	2			1	2		8
Old Fort Mackinac, Mich.	1		1	3		1					6
Poe Reef, Mich.	1		1								2
Pointe aux Chenes, Mich.	1							1			1
Round Island, Mich.						1				4	5
St. Helena Shoal, Mich.					1			1			2
LAKE MICHIGAN.											
Anhapec, Wis.		1		1							2
Algoma, Wis.							1		1		2
Antrim, Mich.	1										1
Baileys Harbor, Wis.			1	1	1	1	4	2		1	11
Beaver Island, Mich.		3	2	1	1		2	5			14
Big Rock Point, Mich.									1		1
Big Summer Island, Mich.					1						1
Black Lake Harbor, Mich.	1										1
Calumet, Ill.		1		1							2
Cana Island, Wis.					1						1
Cat Head Point, Mich.		1		1		1					3
Centerville, Wis.		1									1
Charlevoix, Mich.	2						1	4		1	8
Chicago Harbor, Ill.	3	1	1	1	1	2	2	2	3	2	18
Hyde Park.			1	1							2
Clay Banks, Wis.		1								1	2
Cross Village (3 miles north of), Mich.	1										1
Craigs Bay.							1				1
Deaths Door, Wis.			1		2						3
Detroit Island, Wis.			1	2		1				1	5
Empire, Mich.								1			1
Fishermans Shoals, Wis.	1					1	2				4
Fox Point, Wis.		1		1			1	1		1	5
Frankfort, Mich.	2		1	1	1				1		6
Garden Island, Mich.						1		1			2
Garretts Bay (entrance to Green Bay), Wis.	1										1
Glen Arbor, Mich.		1				1					2
Glencoe, Ill.		2	1					2			5
Glen Haven, Mich.					1			1	1		3
Glenn Pier.			1								1
Good Harbor Bay and Reef, Mich.			1				1	1			3
Grand Haven, Mich.	4		2					1		4	11
Grande Pointe au Sable, Mich.	1		2		2	1	2			1	9
Grand Traverse Bay, Mich.	1							1			3
Gravel Island, Wis.		1								1	1
Grays Reef, Mich.		1	1								2
Green Bay:											
Arthur Bay, Mich.								1			1
Burnt Bluff, Mich.		1									1
Cedar River, Mich.	1		1			2	1		1		6
Chambers Island, Wis.				1					1		3
Chippewa Point, Mich.								1			1
Dead Mans Point, Wis.	1										1
Eagle Harbor.							1				1
Eleven-foot Shoals, Mich.					1						1
Ford River, Mich.					1						1
Green Island, Wis.			1		1						2
Hedge Hog Harbor, Wis.		3			2	1					6
Horseshoe Shoal, Wis.	1										1
Long Tail Point, Wis.		1									1

TABLE 66.—*List of places on the coast of the United States where vessels have stranded during the last ten years—Continued.*

GREAT LAKES—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
LAKE MICHIGAN—continued.											
Green Bay—Continued.											
Peninsula Point, Mich.				1			1				2
Peshigo River (mouth of), Wis.		1		1	1	1					4
Shoemakers Point.							1				1
Sister Bay, Wis.		1									1
Sturgeon Bay (entrance to), Wis.	1	1									2
Sugar Creek, Wis.						1					1
Whale Back Shoal, Mich.		1	3					1			5
Wiggins Point.										1	1
Grosse Pointe, Ill.		1									1
Gull Island and Reef, Mich.		1			1	1			1		4
Hamlin, Mich.			1								1
High Island, Mich.								2			2
Hog Island and Reef, Mich.		1									1
Holland, Mich.	3		1				1		3	2	10
Jacksonport, Wis.	1	1	1		1			1	2		7
Kenosha, Wis.	1		1	1							3
Kewaunee, Wis.		1									1
Lees Pier, Mich.	1										1
Leland, Mich.	1										1
Little Gull Island, Mich.		1									1
Little Traverse Bay.			2					1		1	4
Ludington, Mich.	4		1		1			3			9
Manistee, Mich.	1			1	1			2			5
Manistique, Mich.	1	1	1				1	1		1	6
Manitowoc, Wis.		1	1				2	1			5
Mequon, Wis.								1			1
Michigan City, Ind.					1				1		2
Middle Village, Mich.								1		1	2
Milwaukee, Wis.	2	1	1	3	3					2	12
Eight miles south of.					1						1
Five miles south of.	2										2
Mud Bay, Wis.								1			1
Muskegon, Mich.	1				3	1	1	1			7
Naubinway, Mich.		3									3
New Buffalo, Mich.					1						1
North Bay, Wis.							1				1
North Fox Island, Mich.							2				2
North Manitou Island, Mich.	5	2	1	2	1	2	1			1	15
North Point, Wis.	2	1		1		1	1	3	2		11
Otter Creek, Mich.							1			1	2
Pentwater, Mich.		6	2			1		1		1	11
Pilot Island, Wis.		2		1	1			3	1		8
Plum Island, Wis.		1		2	2	1		1			7
Pointe aux Barques, Mich.		2			1		1				4
Point Betsy, Mich.					1						1
Point Creek, Wis.	2										2
Point Detour, Mich.					2						2
Portage Bay, Mich.						1					1
Port Sheldon, Mich.					1						1
Poverty Island and Shoal (entrance to Green Bay), Mich.	1					1					2
Pyramid Point, Mich.	2			1							3
Racine, Wis.	1			1		2					5
Racine or Wind Point, Wis.									1		1
Racine Reef, Wis.	2	1		1			1			1	6
Rowleys Bay, Wis.			1								1
St. Joseph, Mich.		3	1	2			1		1		8
St. Martins Island, Mich.									3		3
Scotts Point, Mich.		1	1		1						3
Seul Choix Point, Mich.	1		1								2
Sheboygan, Wis.	4		2		1						7
Simmons Reef, Mich.								2	1	4	7
Skilligalee, Mich.					2						2
Sleeping Bear Point, Mich.	4		1	2		2			1		10
South Fox Island, Mich.	2			1	1	1	1			1	7
South Haven, Mich.	4	1	2	3	2	1		1			14
South Manitou Island, Mich.	3			2	1	1		1	3	3	14
Spider Island, Wis.								1			1
Squaw Island, Mich.			1		1						2
Sturgeon Bay, Wis.	1				2			3	2	2	10
Summer Island (entrance to Green Bay), Mich.		1	2								3
Thompson, 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.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
LAKE MICHIGAN—continued.											
Torch Lake, Mich.	1										1
Twin River Point, Wis.		1	2	2							5
Two Creeks, Wis.							1				1
Two Rivers, Wis.	1	1					1				3
Vienna Shoal, Mich.		1									1
Washington Island, Wis.			1		1			1		1	4
Waugoshance Island, Mich.								1			1
Waukegan, Ill.						1	1				2
White Fish Bay and Point, Wis.		3	2		1					1	7
White River Harbor, Mich.	1	1		1	1						4
White Shoal, Mich.								1		1	2
Whiting, Ind.								1			1
Wiggins Point, Mich.		1						1			2
Zion City, Ill.									1		1

TABLE 67.—*List of places where American vessels have stranded during the last ten years—Continued.*AT SEA AND IN FOREIGN WATERS.^a

Name of place.	Fiscal year ending June 30—										Total.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
Abbey Island, Ireland.....						1					1
Africa:											
Accra, West Coast of.....		1									1
Axim, Gold Coast.....									1	1	2
East London, Cape Colony ..	1										1
Gorée.....					1						1
Port Elizabeth.....			1	1							2
Senegal.....	1										1
Senegambia.....		1			2			1			2
West Coast.....										1	1
Zanzibar (near).....			1								1
Anticosti, Canada.....		1									1
Argentine Republic:											
Bahia Blanca.....				1							1
Rosario.....								1			1
Atlas Strait, Malay Archipelago,											
Java.....				1							1
Australia, Bass Straits.....										1	1
Aves Island, Venezuela, Carib-						1					1
bean Sea.....											
Azores (Fayal Island).....										1	1
Bahamas:											
Abaco Island.....			1			1		2			4
Andros Island.....		1									1
Bimini Islands.....		1									2
Brothers Shoal.....			1						1		1
Caicos Islands and Reefs.....	2	1		1		1					5
Diamond Bank.....	1										1
Egg Island Reef.....										1	1
Eleuthera Island.....					1						1
Exuma Island.....											1
Factory Cay Reef.....			1								1
Fortune Island.....	1		1	1							3
Ginger Cay.....	1										1
Gingerbread Ground.....	1	1						1			3
Great Bahama Bank.....					2						2
Harbor Island.....	1										1
Hog Cays.....		1									1
Hogsties Reef.....					1						1
Long Island.....	1								2		3
Memory Rock.....	1		1								2
Mucaras Reef.....		1									1
Ragged Island.....			1								1
Rum Cay.....				1						1	2

^a In a few instances the number of stranded vessels in this table does not agree with that reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

TABLE 67.—*List of places where American vessels have stranded during the last ten years—Continued.*

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
Bahamas—Continued.											
Silver Key Bank.....	1										1
Turks Island.....	2	1	1	1				2			7
Verd Cay.....							1				1
Walkers Cay.....	1				1						2
Watling Island.....				1							1
Batavia, Java, East Indies.....				1							1
Bermudas.....	1	2		1				1	2		7
Brazil:											
Abrolhos.....	1										1
Aracaju.....	2		1			1					4
Bahia.....		1					1				2
Cape Frio.....			1								1
Cape St. Roque.....				1	1						2
Pernambuco.....										1	1
British Columbia:											
Arthurs Passage.....				1							1
Bailey Island.....							1				1
Barclay Sound.....				1							1
Bonilla Point.....			1							1	2
Carmanah.....						1					1
Chatham Sound.....										1	1
Danger Reef.....						1					1
Denman Island.....							1				1
Discovery Passage.....					1			1			2
Dundas Island.....		1									1
Entrance Island.....			1								1
Finlayson Channel.....				1							1
Fitzhugh Sound.....								1			1
Green Island.....			1								1
Hikish Narrows.....				1							1
Lasquiti Island.....									1		1
Nanaimo.....								1	1		2
Nitinat.....				1							1
Pender Island.....							1				1
Regatta Reef.....			1								1
Seaforth Channel.....										1	1
Secretary Island.....		1									1
Vancouver.....										1	1
Vancouver Island.....	1		1					1			3
Buenos Ayres, South America.....											
Punta de la Piedras.....					1						1
Bute Island, Scotland.....		1									1
Cape Breton Island.....				1							1
Arichat.....	1					1					2
Glace Bay.....	1									1	2
Louisburg.....		2									2
St. Peters Island.....					1						1
Sydney.....		1									1
Cape La Hague, France.....										1	1
Cape Verde Islands.....										2	2
Cape Whittle, Labrador.....					1						1
Cardiff, Wales.....					1						1
Caroline Islands, Pacific Ocean.....					2						2
Casper Strait, Java Sea.....			1				1				2
Celebes Islands.....			1								1
Central America:											
Acajutla El Salvador.....										1	1
Alagarte Reef, coast of Nicaragua.....				1							1
Buttonwood Cay.....					1						1
Cape Gracias-a-Dios, Nicaragua.....		1									1
Caratasca Bar, Honduras.....	1										1
Consiguina Point, coast of Nicaragua.....					1						1
Corker Key.....										1	1
Courtown Bank.....							1				1
Half Moon Key.....			1								1
Jerovidances Reef, coast of Honduras.....						1					1
La Libertad, El Salvador.....								1			1
Old Providence Island.....							1				1
Patuca River (mouth of).....									1		1
China:											
Amoy.....						1					1
China Sea.....			1								1
Hongkong.....	1				1						2

TABLE 67.—*List of places where American vessels have stranded during the last ten years—Continued.*

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
China—Continued.											
Macao										1	1
Pratas Reef									1		1
Shanghai										1	1
Shawcishan									1		1
Verecker Shoal						1					1
Woo Sung			1								1
Cuba, West Indies:											
Baracoa								1			1
Cape San Antonio			1	1							2
Cardenas		1			1			1			3
Cay San Felipe	1										1
Cay Largo									1		1
Cienfuegos				1							1
Colorado Reef	2	1	1				1				5
Isle of Pines (south of)	1							1			2
Nipe Bay										1	1
Nuevitas					1						1
Romano Key						1					1
Sagua la Grande Harbor	1			1	2	1	1				6
Salt Key Bank				1							1
San Carlos Reef					1						1
Santiago de Cuba	1					1					2
Diego Ramirez Island, South Pacific Ocean	1										1
Dog Island, Caribbee Isles		1									1
Dowsett Reef, near Layson Island						1					1
Eastern Island, Pacific Ocean			1								1
Falkland Island, South Atlantic Ocean			1								1
Port Stanley		1									2
Flinders Island, Tasmania					1						1
Formosa Island (east coast of)	1										1
Gibraltar, Spain	1										1
Haiti:											
Azilno	1										1
Navassa Island	1										1
Port à Paix						1					1
Hudson Bay, Canada			1								1
Indian Point, Siberia							1				1
Jamaica, West Indies:											
Bear Bush Key						1					1
Kingston							1				1
Point Morant				1							1
Port Antonio, Port Point						1					1
Port Maria (near)					1						1
Japan:											
Awa		1									1
Hakodate			1	1							2
Inoshima, Inland Sea						1					1
Ishinomaki	1										1
Nomosaki	1										1
Towi Saki							1				1
Lands End, England		1									1
Lazaro Point					1						1
Leixoes, Portugal				1							1
Lowland Point, Cornwall, England					1						1
Macayo Brazil, twenty-seven miles northeast of	1										1
Magdalen Islands, Gulf of St. Lawrence	3		1		1				2		7
Malden Island, South Pacific Ocean				1							1
Manuel Lagoon		1									1
Mexico:											
Agiabampo				1							1
Alacran Reef		1			1				1	1	4
Altata Harbor			1					1			2
Alvarado Bar		1				1			1		3
Anagedas Reef	1						1		1		2
Arcos Cay, Campeche Bay									1		1
Arenas Cay, Campeche Bay				1							1
Bagdad		1			1						2
Chincorro Reef, off coast of Yucatan					1						1
Coatzacoalcos River Bar						1					1

TABLE 67.—*List of places where American vessels have stranded during the last ten years—*
Continued.

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place	Fiscal year ending June 30—										Total.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
Mexico—Continued.											
Cozumel Island.....			1		1						2
Elido Island.....	1										1
Esenada.....			2								2
Geronimo Island.....							1				1
Guaymas.....									1		1
Lower California.....				1							1
Lobos, Gulf of California.....									1		1
Navidad Bay.....	1									1	2
Progreso.....	1								1		2
Rio Huach.....					1						1
San Blas.....									1		1
Santa Ana.....	1	1					1				3
Santa Rosalia.....		2									2
Tampico.....						2		1			3
Tonala Bar.....								1			1
Topolobampo.....										1	1
Triangles, The, Campeche Bay.....								1		1	2
Vera Cruz.....			1								1
Yucatan.....		1									1
Midway Island.....										1	1
Montevideo, Uruguay.....									1		1
New Brunswick:											
Campobello Island.....	1	1	2	1		1		1		1	8
Grand Manan Island.....	1			1		1	1				4
Green Island.....			1								1
Hopewell Cape.....					1						1
Musquash, Bay of Fundy.....		1	1						1		3
St. John.....						1	1				2
Newcastle, New South Wales.....									1		1
Newfoundland:											
Barnes Head.....					1						1
Bears Head, Bay of Islands.....	1										1
Cape Ray.....		1									1
Fortune Bay.....	1										1
Grand Bay.....										1	1
Lamelin Reef.....			1								1
Miquelon.....	1										1
North Arm, Bay of Islands.....									1		1
Pass Island, Hermitage Bay.....				1							1
Placentia Bay.....				1							1
Port aux Basques.....	1						1			1	3
Port au Port.....										1	1
Portugal Cove.....			1								1
St. Pierre Island (off south coast).....		4		1							5
Sand Island.....					1						1
Nova Scotia:											
Apple River (mouth of).....	1										1
Argyle.....	1										1
Baccora.....	1										1
Barrington.....	1										1
Beaver Harbor.....										2	2
Beaver Island.....				1							1
Blanche Island.....			1								1
Brier Island.....		1						1			2
Cape Canso.....	1	1				1					3
Cape Chignecto.....		1									1
Cape Jack Ledges.....	1										1
Cape Negro.....				1							1
Cape Sable.....					1						1
Cranberry Isle.....									1		1
Digby.....										1	1
Emerald Island, Shelburne County.....				1							1
Goose Island.....					1						1
Green Island.....	1					1		1			3
Gull Island.....	1						1				2
Gullivers Cove.....							1				1
Gut of Canso.....					1		1				2
Liscomb Ledges.....				1							1
Little Harbor.....								1			1
Little Hope Island.....									1		1
Liverpool Harbor.....	1	1				1					3
Locke Port.....						1					1
Lunenburg.....									1		1
Madame Island.....						1					1

TABLE 67.—*List of places where American vessels have stranded during the last ten years—Continued.*

AT SEA AND IN FOREIGN WATERS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.	1903.	1904.	
Nova Scotia—Continued.											
Mud Island.....								1			1
Port Jolly Head.....		1									1
Port Medway.....					1						1
Pubnico.....									1		1
River Herbert.....		1									1
Rockport.....			1								1
Sable Island.....			1		1	1				1	4
St. Margarets Bay.....				1							1
Shag Harbor.....										1	1
Seal Island.....								1		1	2
Shelburne.....	1			1							2
Spencers Island.....		1									1
Trinity Ledge.....	1										1
Wentworth Creek.....									1		1
Whitehead.....							1	2			3
White Point.....									1		1
Yarmouth.....		1			1		1			1	4
Ottendorf, Germany.....			1								1
Papeete, Tahiti.....											1
Parana River, South America.....	1						1				1
Philippine Islands:											
Corregidor Island.....								1			1
Luzon.....		1									1
Mindoro.....	1										1
Plata River (mouth of), South America.....						1			1		2
Point Arcana, Peru.....	1										1
Prince Edward Island.....					1						1
Georgetown.....				1							1
Quaco.....			1								1
Tryon Shoal.....						1			1		2
Sabine Bank, Gulf of Mexico.....						1					1
Santo Domingo, West Indies.....		1									1
Azuas.....				1							1
Coral Reef.....			1								1
Isle La Vache.....			1								1
Palenque.....			1								1
Porto Plata.....				1				1			2
Saona Island.....	1	1									2
Silver Bank.....				1							1
Sapy Strait, East Indies.....								1			1
Seal Rock, New South Wales.....						1					1
Sarrana Keys, Caribbean Sea.....						1					1
Sheerness, England.....							1				1
Smythes Channel, southwest coast of South America.....				1							1
Stadtland, Norway.....							1				1
Strait of Magellan, South America.....					1	1	1				3
Strait of Sunda, Princes Island.....			1								1
United States of Colombia:											
Colon.....								1			1
San Blas coast.....								1			1
Playa Clica.....									1		1
Venezuela:											
La Vela de Cora.....					1						1
West Indies:											
Barbuda Island.....			1								1
Martinique Island.....		1									1
St. Vincent.....					1						1
Santa Cruz.....	1	1			1			1			4
Tobago Island.....								1			1
Vieque, or Crab, Island.....						1					1

**REPORT OF THE
BOARD ON LIFE-SAVING APPLIANCES.**

May Meeting, 1904.

LETTER OF TRANSMITTAL.

BOARD ON LIFE-SAVING APPLIANCES,
Boston, Mass., May 23, 1904.

SIR: I have the honor to transmit herewith the report of the Board on Life-Saving Appliances, together with the papers referred to it for consideration.

Very respectfully,

C. H. PEABODY,
President of the Board.

Hon. SUMNER I. KIMBALL,
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., May 17, 1904, at the call of the president of the board dated May 7, 1904, for the transaction of such business as should be properly brought before it.

First Lieutenant A. J. Henderson, U. S. R. C. S., having been relieved from duty in connection with the Life-Saving Service, First Lieutenant K. W. Perry, U. S. R. C. S., assistant inspector of life-saving stations, was designated as recorder of the board, vice Henderson, relieved, by Department letter dated May 5, 1904.

Superintendent B. C. Sparrow, Second life-saving district, having been relieved from duty on the board, Superintendent S. H. Harding, First life-saving district, was appointed a member of the board, vice Sparrow, relieved, by Department letter dated May 5, 1904.

Present: Professor C. H. Peabody, president; Lieutenant-Colonel D. A. Lyle, Ordnance Department, U. S. Army; Captain C. A. Abbey, U. S. R. C. S.; Lieutenant K. W. Perry, U. S. R. C. S., recorder; Superintendent J. G. Kiah, Eleventh life-saving district; Superintendent H. M. Knowles, Third life-saving district; Superintendent S. H. Harding, First life-saving district.

General Superintendent S. I. Kimball, Life-Saving Service, was also present.

II.—DOCKET.

CLASS I.—*Wreck ordnance.*

1. Line-throwing shoulder gun (William Read & Sons).
2. Improved Hall patent breech-loading recoil-mount life-line gun (F. G. Hall, jr.).
3. Improved boomerang life-line carrier (Edmond Redmond).
4. New system of shooting lines to stranded vessels (J. R. Jacobs).
5. Illuminated shot for use on life-saving lines (J. E. Garside).
6. New rope for shot-lines (Abercrombie and Fitch).
7. Method of following a line from ship to shore and from shore to ship (L. K. Ritter).

CLASS II.—*Boats and miscellaneous appliances.*

1. New form of motor surfboat (B. J. Such).
2. Cable way and motor crane for carrying life-saving boats beyond the breakers on the beach (Richard Lamb).
3. Jacob's ladder for use in surf and life boats (Henry D. Ferris).

4. The Barco hawser clamp (A. L. Barco).
5. Anchor for anchoring poles, etc. (The Miller Anchor Company).
6. Life-saving suit (Robert Downing).
7. A safer life-preserver (L. K. Ritter).
8. Pneumatic life-saving belt (The American Life-Belt Company).
9. Acetylene gas apparatus for lighting up the beach at the scene of a wreck (The J. B. Colt Company).
10. The Mayo-Diamond torch (Clayton Mayo).
11. The latest improved twentieth century watchman's clock and the Imhauser style clock, improved (Henry S. Prentiss).
12. The Sproule "seamless steel boat" (Geo. F. Sproule).

III.—COMMITTEES.

1. Committees appointed.

CLASS I.—Wreck ordnance.

1. *On Read's line-throwing shoulder gun.*—Lieutenant-Colonel D. A. Lyle, Superintendent J. G. Kiah, Captain C. A. Abbey.
2. *On Hall's life-line gun.*—Lieutenant-Colonel D. A. Lyle, Superintendent J. G. Kiah, Captain C. A. Abbey.
3. *On Redmond's boomerang line-carrier.*—Lieutenant-Colonel D. A. Lyle, Captain C. A. Abbey, Superintendent J. G. Kiah.
4. *On Jacobs's system of shooting lines to stranded vessels.*—Lieutenant-Colonel D. A. Lyle, Superintendent J. G. Kiah, Captain C. A. Abbey.
5. *On Garside's illuminated shot.*—Lieutenant-Colonel D. A. Lyle, Superintendent J. G. Kiah, Captain C. A. Abbey.
6. *On the Abercrombie and Fitch new rope for shot lines.*—Lieutenant K. W. Perry, Superintendent H. M. Knowles, Superintendent S. H. Harding.
7. *On Ritter's method for following a line from ship to shore and shore to ship.*—Superintendent H. M. Knowles, Lieutenant-Colonel D. A. Lyle, Lieutenant K. W. Perry.

CLASS II.—Boats and miscellaneous appliances.

1. *On Such's new form of motor surfboat.*—The full board.
2. *On Lamb's cable-way and motor crane.*—Captain C. A. Abbey, Superintendent J. G. Kiah, Superintendent H. M. Knowles.
3. *On the Ferris Jacob's ladder.*—Superintendent J. G. Kiah, Lieutenant-Colonel D. A. Lyle, Lieutenant K. W. Perry.
4. *On the Barco hawser clamp.*—Superintendent S. H. Harding, Captain C. A. Abbey, Lieutenant K. W. Perry.
5. *On the Miller anchor.*—Superintendent S. H. Harding, Superintendent H. M. Knowles, Lieutenant K. W. Perry.
6. *On Downing's life-saving suit.*—Captain C. A. Abbey, Superintendent J. G. Kiah, Superintendent S. H. Harding.
7. *On Ritter's safer life-preserver.*—Superintendent H. M. Knowles, Superintendent S. H. Harding, Lieutenant K. W. Perry.
8. *On the American Life-Belt Company's pneumatic life-belt.*—Superintendent H. M. Knowles, Superintendent S. H. Harding, Lieutenant K. W. Perry.

9. *On the J. B. Colt Company's acetylene gas apparatus.*—Captain C. A. Abbey, Lieutenant K. W. Perry, Superintendent J. G. Kiah.

10. *On the Mayo-Diamond torch.*—Lieutenant K. W. Perry, Captain C. A. Abbey, Superintendent J. G. Kiah.

11. *On the twentieth century, and Imhauser style improved clocks.*—Superintendent J. G. Kiah, Superintendent S. H. Harding, Lieutenant K. W. Perry.

12. *On Sproule's seamless steel boat.*—The full board.

2. Committees reported.

CLASS I.—*Wreck ordnance.*

1. On Read's line-throwing shoulder gun.
2. On Hall's life-line gun.
3. On Redmond's boomerang line carrier.
4. On Jacobs' system of shooting lines to stranded vessels.
5. On Garside's illuminated shot.
6. On the Abercrombie and Fitch rope for shot-line.
7. On Ritter's method of following a line.

CLASS II.—*Boats and miscellaneous devices.*

1. On Such's new form of motor surfboat.
2. On Lamb's cable-way and motor crane.
3. On the Ferris Jacob's ladder.
4. On the Barco hawser clamp.
5. On the Miller anchor.
6. On the Downing life-saving suit.
7. On Ritter's safer life-preserver.
8. On the American Life-Belt Company's pneumatic belt.
9. On the J. B. Colt Company's acetylene gas apparatus.
10. On the Mayo-Diamond torch.
11. On the Prentiss clocks.
12. On the Sproule seamless steel boat.

IV.—*Presence of exhibitors.*

Inventors and exhibitors were allowed to appear before the board to explain the construction of their devices, and to set forth the merits claimed for them.

V. RESULTS, OPINIONS, AND RECOMMENDATIONS.

CLASS I.—*Wreck ordnance.*

1. *The line-throwing shoulder gun.*

RESULTS.—This is a smoothbore, 50 caliber carbine with Sharps breech mechanism, carrying a small Lyle projectile made of steel. The braided cotton line is coiled, and the end attached to the shank of the projectile, so as to be drawn from the inside of the coil in paying out, thus tending to eliminate the danger of tangling.

The description, drawings, and data submitted by Messrs. William Read & Sons give all the information necessary in regard to this device.

DESCRIPTION.—Breech-loading, line-carrying gun, to be used from the shoulder. Device consists of a gun, projectile, and line, as submitted by drawing, all in painted arm chest, complete with cleaning rod and 25 cartridges.

Gun is opened by pushing the guard forward and down, thereby allowing the breechblock to fall and the insertion of the cartridge.

The cartridge is a waterproof central fire, and contains 70 grains of powder.

The projectile, which has an eye for attaching the line, is inserted or dropped into the muzzle of the gun after the cartridge is placed in the breech.

The line is attached to the eye of the projectile and pays out readily from the coil.

The gun has a steel barrel, lock and frame same as used in the best Government inspected work; projectile of steel, line braided cotton.

Weight of gun.....	6 pounds, 14 ounces.
Length of gun over all.....	28½ inches.
Length of gun barrel.....	10½ inches.
Bore of gun.....	50-100 inches.
Weight of projectile.....	8½ ounces.
Length of projectile.....	10½ inches.
Length of line.....	450 feet.
Size of line, diameter.....	½ inch.
Breaking strain of line.....	75 pounds.
Price for complete outfit.....	\$15.

The outfit consists of the breech-loading gun with Sharps mechanism, fitted to use the Lyle shot or projectile, three lines of 450 feet each, four projectiles, cartridges, cleaning rod, etc., all contained in a wooden case 32 inches long, 12 inches wide, and 5 inches deep. The range is given as 200 to 400 feet, depending upon the strength of the wind. The apparatus is an application of the Lyle system of line-throwing to a shoulder gun, intended to replace the heaving stick in many cases, and to effect communication from lifeboats to vessels in rough weather when the boat would be unable to go alongside the vessel. There are other uses which do not pertain directly to the Life-Saving Service. A similar device received favorable consideration by the board in 1896 and 1899. (See p. 484, Report of 1896, and p. 472, Report of 1899.)

OPINION.—The board is of the opinion that this line-throwing gun with Sharps breech mechanism, together with the apparatus pertaining thereto, as exhibited to the board, is simple and direct in its action, and is adapted to the needs of the service.

2. *The Hall breech-loading life-line gun.*

RESULTS.—There is nothing before the board in regard to this gun except a letter from F. G. Hall, jr., president and general manager of the Naval Electric Company, addressed to the General Superintendent of the Life-Saving Service, dated February 29, 1904. Under date of March 2, 1904, the General Superintendent informed Mr. Hall of the requirements of the Service, and again on May 7, 1904, notified him of the place and date of the meeting of the board. No drawings, description, nor gun have been submitted to the board; therefore the subject will be dropped from the docket until some

definite information is available. A letter has been received by the board from the Naval Electric Company, dated May 18, 1904, implying that the company will submit the device at the next meeting of the board.

3. *Redmond's boomerang life-line carrier.*

RESULTS.—The only data in reference to this device presented to the board in addition to that submitted at its May meeting in 1902 are as follows, viz:

First. The faking device is dispensed with.

Second. The line is thrown from the original ball, as wound at the factory.

Third. The line is drawn from the interior of the ball, in order to diminish its liability to tangle in running out.

Fourth. As the twine is cheap, it can be cut off, and a new length used at every cast.

Fifth. The ball of twine can be carried in a case for convenience in handling.

Sixth. It is claimed that an expert can throw the boomerang 167 meters.

Seventh. The device would carry a fine line nearly that distance and consequently "exceed by far the flight of the heaving stick."

A description of this device is given on page 446, Annual Report of the Life-Saving Service for 1902.

OPINION.—On further consideration the board adheres to its opinion expressed in 1902 that this device is not adapted to the needs of the Life-Saving Service.

4. *Jacobs's method of shooting a line to a stranded vessel.*

RESULTS.—This method is a modification of the Delvigne system mentioned in the Annual Report of the Life-Saving Service for 1878, page 341. The gun is smoothbore, and the projectile is a sort of arrow, with pins at front to center it in the bore, which, when the projectile is discharged, bend back to allow a rope ring to which the line is attached to slide to the rear and bring up against a shoulder on the rear of tailpiece. The rear end of the tailpiece forms a sabot or expansion ring, which acts as a gas check in firing. There are spiral vanes at rear end of projectile, designed to give a rotary motion, and a ball-bearing is placed on the tailpiece to diminish friction in rotation. The device is fully described in Lieutenant-Colonel Jacobs's letter, dated April 6, 1904, and by drawing. The projectile weighs about 15½ pounds. The range is claimed to be from 400 to 500 yards, but the size and weight of line is not stated. The inventor offers the device to the Government for \$20,000.

OPINION.—The board is of the opinion that the device is more complicated and expensive than the present system in use in the Service, and that it is not so well adapted to the uses of the Life-Saving Service as the system already adopted.

5. *Garsides's illuminated shot.*

RESULTS.—No projectiles nor drawings of this shot have been presented to the board, though the inventor was invited to do so by the General Superintendent in Department letters dated February 25, 1904, and March 19, 1904. In order to determine the value of the device it would be necessary to have a series of tests under the supervision of the board. These tests should include firing with service charges, and, judging from past experience, several projectiles should

be supplied, since some of them would probably be lost in firing. It is not deemed necessary to enter upon the discussion of the merits and demerits of the system in advance of actual tests by the board. The subject will be dropped from the docket at present to afford the inventor time to submit sample shot for trial.

6. *The Abercrombie and Fitch rope for shot line.*

RESULTS.—This matter comes before the board by communications from Abercrombie and Fitch, dated December 30, 1903, January 7, 1904, and March 19, 1904. In their first communication inquiry is made as to the diameter and length of shot lines used in the Service, and statement that they have a new "twisted" line, made of Italian hemp, that will not kink nor untwist. The second letter states that they think that they have a line better adapted for shot-line use than anything made and that a sample has been forwarded by mail, registered, which they claim has all of the advantages of a twisted rope without becoming untwisted. The original letter refers to a twisted line, while the second communication and sample forwarded appear to refer to an improved line, apparently of the same material, which is undoubtedly the one intended to be considered by the board.

OPINION.—The sample submitted seems to possess merit, but is of insufficient length to make practical tests regarding its strength and other qualities at this meeting.

RECOMMENDATION.—The board recommends that, if the manufacturers will submit, prior to the next meeting of the board, at their own expense, at least three samples each of the size of the regular Nos. 4, 7, and 9 shot lines used in the Service, in full lengths, that practical tests regarding their real merits may be made, the matter receive the proper consideration.

7. *Ritter's method of following a line.*

RESULTS.—The only information before the board in relation to this method is the following statement by the inventor, Mr. L. K. Ritter, viz:

In an attempt to devise a means to enter mine chambers dangerously filled with noxious gases, I am very certain I have hit upon a method whereby any person may, with absolute safety, follow the line from shore to vessel (or the reverse) in any sea, or storm, or wave, with the same impunity as during a calm. * * * I think I have read of lives being lost even after the line had been thrown and attached, because of the rough sea.

No explanation nor description of the method has been submitted to show the application to the use of the Life-Saving Service, hence the subject will be dropped from the docket pending more definite information.

CLASS II.—*Boats and miscellaneous appliances.*

1. *The Such motor surfboat.*

RESULTS.—This device is presented by letters, drawings, and specifications only. These show it to be a gasoline-propelled boat, supported and transported upon three wheels, one on each side and one at the stern, when upon the land, and propelled by the side wheels when afloat, the after wheel to then act as a rudder. There are also two wheels at the bow, attached to two arms at each side of the boat, by means of which the wheels may be raised or lowered, their object being to prevent the "nose" of the boat from engaging the sand and keep it from overturning and being swamped. By these operations

"the movement is never retarded, and the boat keeps running before the waves." The specifications and drawings are quite full in describing and showing the details of the craft.

OPINION.—The board is of the opinion that as two devices similar to and for the same purpose as the one here proposed have previously been considered by the board without favorable results (see "Glazier's steam lifeboat," Annual Report of the Life-Saving Service 1892, p. 342, and "Reiff's unsinkable boat," Report 1900, p. 420), and, as the Such boat presents no apparent advantage over the others referred to, no reason is seen why the board should change the views expressed in regard to them—that they are not adapted to the uses of the Life-Saving Service.

2. *Lamb's cableway and motor crane.*

RESULTS.—This subject is presented by letter only, and is therein explained as being a cableway having a gasoline motor crane that raises and lowers the boat. The motor car gets its tractional friction independent of its weight, and can in consequence climb a steep grade and carry a heavy weight with it. Mr. Richard Lamb, the designer of this device, offers to put up a cableway on the New Jersey coast near Seabright, at no cost to the Government, and to demonstrate its advantages, when the Department can consider purchasing plants for other places. He further states that such plants "will be inexpensive."

OPINION.—As no sketches nor other description of this device have been submitted, the board is unable to give an opinion as to its practical merits. The board has previously considered a device of similar character (see Report of the Life-Saving Service for 1894, pp. 427–428, and Report of 1899, p. 447), and regards the object to be attained as one of extreme difficulty.

RECOMMENDATION.—The board recommends that Mr. Lamb be informed that until he demonstrates the practicability of his plan no further consideration of it can be taken.

3. *The Ferris Jacob's ladder.*

RESULTS.—This device is presented by letter and sample by Henry D. Ferris, keeper of the Harbor Beach Life-Saving Station, Eleventh district, who makes no claim that he is the inventor, nor that he is able to furnish it, but he merely suggests that, as he has several times found a similar ladder very useful in his life and surf boats, it might be of value for general service use. As the name implies, it is a "Jacob's ladder." It is fitted with hickory rungs 10 inches in length and 12 inches apart, these rungs being bent or curved downward from the ends to the center, so as to bring the foot naturally to the middle of the rung.

OPINION.—The board is of the opinion that a ladder of this character is a desirable addition to the equipment of life and surf boats.

RECOMMENDATION.—The board recommends this device to the favorable consideration of the General Superintendent.

4. *The Barco hawser clamp.*

RESULTS.—This device is an invention of Surfman A. L. Barco, of Little Island Life-Saving Station, Seventh district, and is submitted by letter of description and working model as an improved method of securing a hawser when the tackle is flayed. It consists of two matched cast-iron plates, 4 by 6 inches, grooved to hold both

parts of the hawser, these plates being clamped together by a screw-bolt and wheel. The device weighs $11\frac{1}{2}$ pounds. The inventor proposes to sell the device to the Government, if adopted, for \$6.75 apiece. While this method of clamping a hawser seems to possess merit, the greatest objections to it are its weight and price, in comparison with the rope strap and stick in general use in the Service. Reference in this connection might be made to the "Bellamy grip" for ropes and hawsers, that was before the board in 1899 and 1900.

OPINION.—The board is of the opinion that there is no necessity for making a trial test, and adheres to its former opinion regarding devices of this nature; therefore its adoption is not recommended.

5. *The Miller anchor.*

RESULTS.—This device is patented by the Miller Anchor Company, of Norwalk, Ohio, and is submitted by them, with printed drawings and specifications, by letter pertaining to its merits and by a miniature sample model. The anchors are made in four sizes, a list price of which is as follows:

No. 2. 6 by 13 inches, $\frac{1}{4}$ -inch rod 7 feet long.....	\$0. 80
No. 3. 7 by 15 inches, $\frac{1}{4}$ -inch rod 7 feet long.....	1. 25
No. 4. 8 by 19 inches, $\frac{1}{4}$ -inch rod 8 feet long.....	2. 50
No. 5. 10 by 25 inches, 1-inch rod 9 feet long.....	4. 00

DESCRIPTION.—The base or double spoon-shaped toggle is made of cast iron or steel, with rods of iron or steel, the whole having a weight running from 11 pounds for a No. 2 complete, up to 65 pounds for the No. 5, but can be furnished in other sizes, according to specifications. The construction of the device is very simple, it having but two parts. To use the anchor a hole is either dug or bored into the ground at an angle desired for the guy rod to extend for guying a pole, or other purpose. The anchor is then inserted, the hole filled and tamped, and the device is ready for use.

OPINION.—The board is of the opinion that while this device may possess merit for use in many cases for which it is intended, it would be quite expensive in comparison with the "deadman" method for guying poles, in common use by the telephone lines of the Life-Saving Service. For the purpose of a sand anchor too much time is required to bury the device, and for this use it does not appear to have any special value for the Life-Saving Service.

RECOMMENDATION.—The board recommends that in reference to the use for guying poles, the General Superintendent refer the matter to the superintendent of the telephone lines of the Service for his views.

6. *Downing's life-saving suit.*

RESULTS.—This subject is presented by a letter only, addressed to President Theodore Roosevelt, in which the writer states that he has "an idea—something new—and one that will do the world good." He states that it is a life-saving suit, and can be arranged in a very short time to float the wearer upon the surface of the water. He further states that "it is very light, and can be made cheap," but how light and how cheap he does not say. He asks an opinion as to his "invention," and if the Government will give him a fair price for it.

OPINION.—In the absence of a sample of this device, and of any adequate description of it, the board is unable to give an opinion of its merits.

7. *Ritter's safer life-preserver.*

RESULTS.—The only information before the board in relation to this device is the following statement of the inventor given in his letter dated March 17, 1904, viz: "I can also make a safer life-preserver than the common round cork one, because a person can not drown with it." No sketch, description, nor sample has been submitted to the board. In the absence of any data, the board can not take any definite action upon the subject, and it will be dropped from the docket for the present.

8. *Pneumatic life-saving belt.*

RESULTS.—This device is presented by letter, description, and two working models of the regular size. It consists of strong silk, covered with a coat of thin rubber, is circular in shape, of about 20 inches in diameter, and designed to fit a person of ordinary size about the chest some 3 or 4 inches below the arms. The belt is inflated by blowing into a metallic screw valve in the end of a rubber tube protruding about 3 inches from one end of the device, which is adjusted by a rubber strap and buckle. The life-belt complete weighs about 20 ounces. It is similar in many respects to belts of the same material that have been several times before the board, and while, like the others, it may possess merit for some cases, the following objections are noted:

First. It is liable to the deterioration which always takes place in rubber when that material is in storage.

Second. It can not be readily repaired when damaged.

Third. It is not well adapted to the rough work to which the Service outfits are subjected, and is easily punctured.

Fourth. It is more expensive than the cork life-belts now in use.

OPINION.—The board is of the opinion that this type of belt is not adapted to use in the Life-Saving Service.

9. *The acetylene gas apparatus for lighting up the scene of a wreck.*

RESULTS.—This device is presented by letter and sketches explaining and illustrating it and its workings, and also by a sample of the apparatus, which was shown and explained by Mr. J. E. McKee, a representative of the patentees—the J. B. Colt Company—to the members of the board. It consists of the following parts, viz:

First. A lens mirror, 5, 7, 8, or 9 inches in diameter, set in a gimbaled brass case with a glass door, and having a brass pipe attached, with the necessary valves entering the case from below, and terminating in front of the lens in a double acetylene gas-burner.

Second. A 16-ounce "cartridge" generator, consisting of a square brass case for holding the water used in generating the gas, and a brass cylinder to go within for holding 16 ounces of calcium-carbide; all with the necessary screw threads, valves, and pipes for automatic working when the water and calcium-carbide are brought in contact with each other.

Third. A rubber tube connecting the generator with the light.

The weight of the apparatus, with wooden box for carrying it, is given as about 45 pounds. It is claimed that a 9-inch lens will give 2,900 candlepower; that ordinary print can be read at a distance of 150 feet from the light, and that it will show the hull of a vessel at a distance of 400 yards. The J. B. Colt Company express a wish that they may visit a life-saving station and examine conditions there, and that a committee be appointed by the board to assist

with suggestions in regard to the practical side of the matter. Under these conditions the company offers to design, construct, and test, at their own expense, an acetylene-gas apparatus suitable for the Life-Saving Service, and present the same to the next meeting of the board for their consideration.

OPINION.—The board is of the opinion that the device in question promises, if successful, to be of much value to the Life-Saving Service.

RECOMMENDATION.—The board recommends that the offer of the J. B. Colt Company, as above expressed, be accepted.

10. *The Mayo-Diamond torch.*

RESULTS.—This device was fully explained before the board by Mr. Joshua Bowman, of the Diamond Match Company, and illustrated by samples of the torch. The article is a wooden safety match, 4 inches in length, with a substance for lighting covering the end $1\frac{1}{2}$ inches. After lighting it is impossible to blow it out, and it will burn after momentarily dipping it in water. The flame lasts about twenty seconds.

OPINION.—The board is of the opinion that a match of this kind might in many cases be of valuable assistance in lighting a fire on the beach in a severe wind and rainstorm, or for lighting the beach light or lanterns in such weather.

RECOMMENDATION.—The board recommends that a small supply of these or similar matches be furnished for the beach-apparatus cart, so that in an emergency of the character mentioned a light can be depended upon.

11. *The watchmen's time detector and Imhauser style clock improved.*

RESULTS.—Mr. Henry Blank, representing the manufacturers of these devices, appeared before the board and explained their working and mechanism. They are made of brass, and similar in construction to the clocks now used in the Service. The twentieth-century time detector is somewhat larger than the clock now used, and the indenting keys make figures from 1 to 9 on the dial, corresponding to the figures in the end of the indenting key. The Imhauser style clock, improved, is about the size of the present clock, has the same size of dial, and is a little lighter in weight. Both kinds are designed for carriage in cases fitted with strap and buckle for slinging over the shoulder. The prices are as follows:

Twentieth-century clock complete, with six indenting keys, winding key, case with strap, 380 dials, and two years' warrant, \$30; spare indenting keys, 20 cents each; dials, per box of 380, 80 cents.

Imhauser style clock, improved, with same appurtenances and warrant, \$22; spare indenting keys, 17 cents each; dials, per box of 380, 60 cents. Extra cases are the same price for both clocks, \$1.10.

OPINION.—The board is of the opinion that these clocks, being nearly identical with the Imhauser clock now in use in the Service, less expensive and doubtless equally efficient, are adapted to the use of the Life-Saving Service.

RECOMMENDATION.—The board recommends that these devices be given the same consideration by the General Superintendent as those of similar character now in use.

12. *The Sproule seamless steel boat.*

RESULTS.—This device is presented to the board only by letter and circular, which set forth the claims of Mr. Geo. F. Sproule, agent for the boat, regarding the merits of the craft. The experience and observation of the board on life-saving appliances, and of the Life-Saving Service regarding metallic boats, has not been such as to cause the present board to look with much favor upon them for the use of the Service.

OPINION.—The board is of the opinion that it is quite impracticable to consider the merits of the boat proposed, from the small amount of data presented in regard to it. If a boat of steel of the model and weight adapted to the uses of the Life-Saving Service were before the board it would be better able to consider the subject.

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