

This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

+ *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.

+ *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.

+ *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.

+ *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at `http://books.google.com/`

Nav 1802.1.5

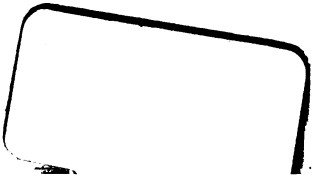


Harvard College Library

FROM

U. S. Treasury Dep't.

10 June, 1886.



Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google

ANNUAL REPORT

OF THE

OPERATIONS

OF THE

UNITED STATES LIFE-SAVING SERVICE

FOR THE

FISCAL YEAR ENDING JUNE 30, 1885.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1886.

Digitized by Google

Nov 12 2.1.5

~~VIII, 4 / 6~~

JUN 10 1886

Treasury Dept.
U.S.

TREASURY DEPARTMENT,
Document No. 791.
Life-Saving Service.

Digitized by Google

TABLE OF CONTENTS.

		Page.
I.	ORGANIZATION OF THE UNITED STATES LIFE-SAVING SERVICE	5
II.	LETTER OF TRANSMITTAL	7
III.	REPORT OF THE UNITED STATES LIFE-SAVING SERVICE	11
IV.	SERVICES OF LIFE-SAVING CREWS DURING FISCAL YEAR ENDING JUNE 30, 1885	49
V.	TABLE OF CASUALTIES IN THE FIELD OF LIFE-SAVING OPERATIONS, SEASON OF 1884–'85	249
VI.	APPROPRIATIONS AND EXPENDITURES	281
VII.	INSTRUCTIONS TO MARINERS IN CASE OF SHIPWRECK	291
VIII.	LIST OF LIFE-SAVING DISTRICTS AND STATIONS ON THE COASTS OF THE UNITED STATES	299
IX.	DIRECTIONS FOR RESTORING THE APPARENTLY DROWNED	307
X.	ABSTRACTS OF RETURNS OF WRECKS AND CASUALTIES TO VESSELS AT HOME AND ABROAD DURING FISCAL YEAR ENDING JUNE 30, 1885	313
XI.	INDEX	407

Digitized by Google

Digitized by Google

ORGANIZATION

OF THE

UNITED STATES LIFE-SAVING SERVICE.

(In Conformity to Act of Congress approved June 18, 1878.)

SUMNER I. KIMBALL, General Superintendent.

WILLIAM D. O'CONNOR, Assistant General Superintendent.

Capt. JAMES H. MERRYMAN, United States Revenue Marine, Inspector of Life-Saving Stations.

Capt. GEORGE R. SLICER, United States Revenue Marine, } Superintendents of Construction of Life-Saving Stations.
Capt. JAMES H. MERRYMAN, United States Revenue Marine, }

ASSISTANT INSPECTORS.

First District.—Capt. THOMAS W. LAY, United States Revenue Marine, Portland, Maine.

Second District.—Capt. JOHN C. MITCHELL, United States Revenue Marine, Boston, Massachusetts.

Third District.—Lieut. GEORGE E. MCCONNELL, United States Revenue Marine, Bay Shore, New York.

Fourth District.—Lieut. CHARLES H. MCLELLAN, United States Revenue Marine, Tom's River, New Jersey.

Fifth District.—Lieut. W. A. FAILING, United States Revenue Marine, Chincoteague, Virginia.

Sixth District.—Lieut. EDMOND C. CHAYTOR, United States Revenue Marine, Norfolk, Virginia.

Seventh District.— * * *

Eighth District.—Capt. JOHN A. HENRIQUES, United States Revenue Marine, Galveston, Texas.

Ninth District.—For Lake Ontario: Capt. DAVID C. CONSTABLE, United States Revenue Marine, Oswego, New York.

For Lake Erie: Capt. DANIEL B. HODGSDON, United States Revenue Marine, Erie, Pennsylvania.

Tenth District.—Capt. SAMUEL S. WARNER, United States Revenue Marine, Detroit, Michigan.

Eleventh District.—Lieut. JAMES H. ROGERS, United States Revenue Marine, Chicago, Illinois.

Twelfth District.—Capt. JOHN W. WHITE, United States Revenue Marine, East Oakland, California.

Lieut. THOMAS D. WALKER, United States Revenue Marine, on special duty, Washington, D. C.

Digitized by Google

DISTRICT SUPERINTENDENTS.

First District.—JOHN M. RICHARDSON, Portland, Maine.
Second District.—BENJAMIN C. SPARROW, East Orleans, Massachusetts.
Third District.—HENRY E. HUNTTING, Bridgehampton, Long Island, New York.
Fourth District.—JOHN G. W. HAVENS, Point Pleasant, New Jersey.
Fifth District.—BENJAMIN S. RICH, Onancock, Virginia.
Sixth District.—JOSEPH W. ETHERIDGE, Manteo, North Carolina.
Seventh District.—CHAMPLIN H. SPENCER, Port Orange, Florida.
Eighth District.—WILLIAM A. HUTCHINGS, Galveston, Texas.
Ninth District.—DAVID P. DOBBINS, Buffalo, New York.
Tenth District.—JEROME G. KIAH, Sand Beach, Michigan.
Eleventh District.—NATHANIEL ROBBINS, Grand Haven, Michigan.
Twelfth District.—THOMAS J. BLAKENEY, San Francisco, California.

ASSISTANT DISTRICT SUPERINTENDENT.

Third District.—JOHN WATERS, Newport, Rhode Island.

BOARD ON LIFE-SAVING APPLIANCES.

Capt. FRANK R. BABY, New York City, *President.*
Capt. JAMES H. MERRYMAN, United States Revenue Marine, Inspector Life-Saving Stations.
Capt. DAVID A. LYLE, Ordnance Department, United States Army.
Lieut. THOMAS D. WALKER, United States Revenue Marine, Assistant Inspector Life-Saving Stations, *Recorder.*
BENJAMIN C. SPARROW, Esq., Superintendent Second District, Life-Saving Service.
DAVID P. DOBBINS, Esq., Superintendent Ninth District, Life-Saving Service.
JOHN C. PATTERSON, Esq., Keeper Shark River Station, Fourth District, Life-Saving Service.

Digitized by Google

LETTER OF TRANSMITTAL.

TREASURY DEPARTMENT,
UNITED STATES LIFE-SAVING SERVICE,
Washington, D. C., November 28, 1885.

SIR: I have the honor to submit the following report of the operations of the Life-Saving Service for the fiscal year ending June 30, 1885, and of the expenditures of the moneys appropriated for the maintenance of the Service for that period, in accordance with the requirements of section 7 of the act of June 18, 1878.

A compilation of the statistics of wrecks and casualties which have occurred on or near the coasts and on the rivers of the United States, and to American vessels at sea or on the coasts of foreign countries, collected under authority of the act of June 20, 1874, is included.

I have the honor to be, very respectfully,

SUMNER I. KIMBALL,
General Superintendent.

Hon. DANIEL MANNING,
Secretary of the Treasury.

Digitized by Google

Digitized by Google

OPERATIONS

OF THE

UNITED STATES LIFE-SAVING SERVICE.

1885.

Digitized by Google

Digitized by Google

REPORT

OF THE

UNITED STATES LIFE-SAVING SERVICE.

OPERATIONS.

The number of stations embraced in the Life-Saving Establishment at the close of the last fiscal year was two hundred and three, distributed upon the sea and lake coasts as follows:

First District, (coast of Maine and New Hampshire)	8
Second District, (coast of Massachusetts)	18
Third District, (coast of Rhode Island and Long Island)	38
Fourth District, (coast of New Jersey)	41
Fifth District, (coast from Cape Henlopen to Cape Charles)	15
Sixth District, (coast from Cape Henry to Cape Fear River)	27
Seventh District, (eastern coast of Florida and coast of Georgia and South Carolina)	5
Eighth District, (Gulf coast)	5
Ninth District, (Lakes Erie and Ontario)	10
Tenth District, (Lakes Huron and Superior)	13
Eleventh District, (Lake Michigan)	16
Twelfth District, (Pacific coast)	7
Total	203

One hundred and fifty-seven of these stations were on the Atlantic, thirty-eight on the lakes, seven on the Pacific, and one at the Falls of the Ohio, Louisville, Kentucky.

The periods of the employment of surfmen at such of the stations as were manned with crews during any portion of the year, which periods, respectively, constituted what is termed the active season, are shown by the following statement:

Digitized by Google

Employment of surfmen, season of 1884–'85.

District.	Stations.	Period of employment.
1	Quoddy Head, Cross Island, Crumple Island, Cranberry Isles, White Head, Hunniwell's Beach, Fletcher's Neck, and Rye Beach.	6 surfmen at each station from September 1, 1884, to November 30, 1884, inclusive, and 7 at each from December 1, 1884, to April 30, 1885, inclusive.
2	Plum Island, Davis Neck, Fourth Cliff, Gurnet, Manomet Point, Race Point, Peaked Hill Bar, High Head, Highland, Parmet River, Cahoon's Hollow, Nausett, Orleans, Chatham, Monomoy, Coskata, Surfside, and Muskeget.	6 surfmen at each station from September 1, 1884, to November 30, 1884, inclusive, and 7 at each from December 1, 1884, to April 30, 1885, inclusive.
3	Narragansett Pier, Point Judith, Watch Hill, New Shoreham, Block Island, Ditch Plain, Hither Plain, Napeague, Amagansett, Georgica, Mecox, Southampton, Shinnecock, Tiana, Quogue, Petunk, Moriches, Forge River, Smith's Point, Bellport, Blue Point, Lone Hill, Point of Woods, Fire Island, Oak Island, Gilgo, Jones's Beach, Zach's Inlet, Short Beach, Point Lookout, Long Beach, Far Rockaway, Rockaway, Rockaway Point, Coney Island, and Eaton's Neck.	6 surfmen at each station from September 1, 1884, to November 30, 1884, inclusive, and 7 at each from December 1, 1884, to April 30, 1885, inclusive.
	Brenton's Point	7 surfmen from December 1, 1884, to April 30, 1885, inclusive.
4	Sandy Hook, Spermaceti Cove, Seabright, Monmouth Beach, Long Branch, Deal, Shark River, Spring Lake, Squan Beach, Bayhead, Mantoloking, Chadwick's, Tom's River, Island Beach, Cedar Creek, Forked River, Barnegat, Loveladies Island, Harvey's Cedars, Ship Bottom, Long Beach, Bond's, Little Egg, Little Beach, Brigantine, South Brigantine, Atlantic City, Absecom, Great Egg, Ocean City, Peck's Beach, Corson's Inlet, Sea Isle City, Townsend's Inlet, Tatham's Hereford Inlet, Holly Beach, Turtle Gut, Cold Spring, and Cape May.	6 surfmen at each station from September 1, 1884, to November 30, 1884, inclusive, and 7 at each from December 1, 1884, to April 30, 1885, inclusive.
5	Lewes, Cape Henlopen, Rehoboth Beach, Indian River Inlet, Ocean City, North Beach, Green Run Inlet, Pope's Island, Assateague Beach, Wallop's Beach, Watchapreague, Parramore's Beach, Hog Island, Cobb's Island, and Smith's Island.	6 surfmen at each station from September 1, 1884, to November 30, 1884, inclusive, and 7 at each from December 1, 1884, to April 30, 1885, inclusive.
6	Cape Henry, Seatack, Dam Neck Mills, Little Island, False Cape, Wash Woods, Currituck Inlet, Whale's Head, Poyner's Hill, Caffey's Inlet, Paul Gamiel's Hill, Kitty Hawk, Kill Devil Hills, Nag's Head, Bodie's Island, Oregon Inlet, Pea Island, New Inlet, Chicamicomico, Gull Shoal, Little Kinnakeet, Big Kinnakeet, Cape Hatteras, Durant's, Ocracoke, and Cape Fear.	6 surfmen at each station from September 1, 1884, to November 30, 1884, inclusive, and 7 at each from December 1, 1884, to April 30, 1885, inclusive.
	Creed's Hill	6 surfmen from September 4, 1884, to November 30, 1884, inclusive, and 7 from December 1, 1884, to April 30, 1885, inclusive.
8	San Luis, Saluria, Aransas, and Brazos	6 surfmen at each station from September 1, 1884, to April 30, 1885, inclusive.
9	Big Sandy	7 surfmen from July 1, 1884, to December 13, 1884, inclusive, and from May 6, 1885, to June 30, 1885, inclusive.
	Salmon Creek	7 surfmen from July 1, 1884, to December 13, 1884, inclusive, and from May 5, 1885, to June 30, 1885, inclusive.
	Oswego	8 surfmen from July 1, 1884, to December 13, 1884, inclusive, and 7 from May 4, 1885, to June 30, 1885, inclusive.
	Charlotte	1 surfman from July 1, 1884, to December 13, 1884, inclusive, and from May 4, 1885, to June 30, 1885, inclusive.

Digitized by Google

Employment of surfmen, season of 1884–'85—Continued.

District.	Stations.	Period of employment.
9	Buffalo	8 surfmen from July 1, 1884, to December 13, 1884, inclusive, and 7 from May 2, 1885, to June 30, 1885, inclusive.
	Erie	7 surfmen from July 1, 1884, to December 13, 1884, inclusive, and 7 from April 30, 1885, to June 30, 1885, inclusive.
	Fairport	8 surfmen from July 1, 1884, to December 13, 1884, inclusive, and 7 from April 27, 1885, to June 30, 1885, inclusive.
	Cleveland	8 surfmen from July 1, 1884, to December 13, 1884, inclusive, and 7 from April 29, 1885, to June 30, 1885, inclusive.
	Point Marblehead	8 surfmen from July 1, 1884, to December 13, 1884, inclusive, and 7 from April 28, 1885, to June 30, 1885, inclusive.
	Louisville	6 surfmen from July 1, 1884, to June 30, 1885, inclusive.
10	Sand Beach	8 surfmen from July 1, 1884, to December 15, 1884, inclusive, and from April 27, 1885, to June 30, 1885, inclusive.
	Thunder Bay Island and Middle Island	8 surfmen at each station from July 1, 1884, to December 15, 1884, inclusive, and from April 26, 1885, to June 30, 1885, inclusive.
	Point aux Barques, Grindstone City, Ottawa Point, and Sturgeon Point.	7 surfmen at each station from July 1, 1884, to December 15, 1884, inclusive, and from April 27, 1885, to June 30, 1885, inclusive.
	Hammond's Bay	7 surfmen from July 1, 1884, to December 13, 1884, inclusive, and from May 1, 1885, to June 30, 1885, inclusive.
	Vermillion Point	7 surfmen from July 1, 1884, to December 1, 1884, inclusive, and from May 11, 1885, to June 30, 1885, inclusive.
	Crisp's	7 surfmen from July 1, 1884, to December 2, 1884, inclusive, and from May 11, 1885, to June 30, 1885, inclusive.
	Two Heart River	7 surfmen from July 1, 1884, to November 30, 1884, inclusive, and from May 11, 1885, to June 30, 1885, inclusive.
	Muskallonge Lake	7 surfmen from July 1, 1884, to December 1, 1884, inclusive, and from May 10, 1885, to June 30, 1885, inclusive.
	Ship-Canal	8 surfmen from May 14, 1885, to June 30, 1885, inclusive.
11	North Manitou Island	6 surfmen from July 1, 1884, to November 30, 1884, inclusive, and from May 11, 1885, to June 30, 1885, inclusive.
	Manistee, Muskegon, Grand Haven, Saint Joseph, Kenosha, Racine, Sheboygan, and Two Rivers.	8 surfmen at each station from July 1, 1884, to November 30, 1884, inclusive, and 7 at each from April 15, 1885, to June 30, 1885, inclusive.
	Point Betsy	7 surfmen from July 1, 1884, to November 30, 1884, inclusive, and from May 1, 1885, to June 30, 1885, inclusive.
	Grand Point au Sable and Evanston	7 surfmen at each station from July 1, 1884, to November 30, 1884, inclusive, and from April 15, 1885, to June 30, 1885, inclusive.
	Ludington	8 surfmen from July 1, 1884, to December 16, 1884, inclusive, and 7 from April 15, 1885, to June 30, 1885, inclusive.
	Chicago and Milwaukee	8 surfmen at each station from July 1, 1884, to December 16, 1884, inclusive, and 7 at each from April 1, 1885, to June 30, 1885, inclusive.
12	Cape Disappointment	8 surfmen from August 21, 1884, to April 30, 1885, inclusive.
	Humboldt Bay and Golden Gate Park	6 surfmen at each station from July 1, 1884, to June 30, 1885, inclusive.

For reasons which have been stated in former reports, crews have not been employed upon the coast of Florida, (Seventh District,) and that coast is therefore excluded from the foregoing statement.

Digitized by Google

STATISTICS.

According to the reports of the district officers, there were two hundred and fifty-six disasters to documented vessels within the field of station operations during the year. There were on board these vessels two thousand two hundred and six persons, of whom two thousand one hundred and ninety-six were saved, and only ten lost. The estimated value of the vessels was $3,519,550, and that of their cargoes $1,084,905, making the total value of property involved $4,604,455. Of this amount, $3,352,760 was saved, and $1,251,695 lost. The number of disasters involving the total loss of the vessels was fifty-six. Besides the foregoing, there were one hundred and fifteen instances of disaster to smaller craft, as sail-boats, row-boats, &c., on which were two hundred and thirty-three persons, all of whom were saved except one. The value of the property involved in the latter disasters, was $29,925, of which $26,823 was saved and $3,102 lost.

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

Total number of disasters	371
Total value of property involved	$4,634,380
Total value of property saved	$3,379,583
Total value of property lost	$1,254,797
Total number of persons involved	2,439
Total number of persons saved	2,428
Total number of persons lost	11
Total number of shipwrecked persons succored at stations	*568
Total number of days' succor afforded	†1,686
Number of vessels totally lost	56

The apportionment of the foregoing statistics to the Atlantic, Lake, and Pacific coasts, respectively, is shown in the following table:

	Total number of disasters.	Total value of vessels.	Total value of cargoes.	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 of vessels.
Atlantic and Gulf coasts.	225	$2,187,680	$820,790	$3,008,470	$1,959,808	$1,048,662	1,468	1,459	9	489	1,506	46
Lake coasts‡	138	1,178,620	214,530	1,393,150	1,296,325	96,825	903	901	2	59	122	7
Pacific coasts	8	178,175	54,585	232,760	123,450	109,310	68	68	.....	20	58	3
Total	371	3,544,475	1,089,905	4,634,380	3,379,583	1,254,797	2,439	2,428	11	568	1,686	56

*Including 81 persons not on vessels in tables.
†Including 135 days' succor to persons not on vessels in tables.
‡Including the river station at Louisville, Kentucky.

Digitized by Google

The apportionment to the several districts is as follows:

First District.

Number of disasters	48
Value of vessels	$251,895
Value of cargoes	$78,120
Total value of property	$330,015
Number of persons on board vessels	230
Number of persons saved	230
Number of persons lost	None.
Number of shipwrecked persons succored at stations	38
Number of days' succor afforded	91
Value of property saved	$305,755
Value of property lost	$24,260
Number of disasters involving total loss of vessels	4

Second District.

Number of disasters	41
Value of vessels	$217,230
Value of cargoes	$139,600
Total value of property	$356,830
Number of persons on board vessels	242
Number of persons saved	242
Number of persons lost	None.
Number of shipwrecked persons succored at stations	98
Number of days' succor afforded	259
Value of property saved	$265,480
Value of property lost	$91,350
Number of disasters involving total loss of vessels	12

Third District.

Number of disasters	30
Value of vessels	$538,040
Value of cargoes	$132.325
Total value of property	$670,365
Number of persons on board vessels	275
Number of persons saved	274
Number of persons lost	1
Number of shipwrecked persons succored at stations	126
Number of days' succor afforded	307
Value of property saved	$454,090
Value of property lost	$216,275
Number of disasters involving total loss of vessels	5

Fourth District.

Number of disasters	52
Value of vessels	$771,940
Value of cargoes	$224,860

Digitized by Google

Total value of property	$996,800
Number of persons on board vessels	441
Number of persons saved	441
Number of persons lost	None.
Number of shipwrecked persons succored at stations	81
Number of days' succor afforded	148
Value of property saved	$552,030
Value of property lost	$444,770
Number of disasters involving total loss of vessels	10

Fifth District.

Number of disasters	30
Value of vessels	$249,525
Value of cargoes	$162,515
Total value of property	$412,040
Number of persons on board vessels	164
Number of persons saved	156
Number of persons lost	8
Number of shipwrecked persons succored at stations	32
Number of days' succor afforded	80
Value of property saved	$307,073
Value of property lost	$104,967
Number of disasters involving total loss of vessels	7

Sixth District.

Number of disasters	15
Value of vessels	$88,050
Value of cargoes	$44,170
Total value of property	$132,220
Number of persons on board vessels	73
Number of persons saved	73
Number of persons lost	None.
Number of shipwrecked persons succored at stations	41
Number of days' succor afforded	235
Value of property saved	$55,870
Value of property lost	$76,350
Number of disasters involving total loss of vessels	5

Seventh District.

Number of disasters	2
Value of vessels	$50,000
Value of cargoes	$36,000
Total value of property	$86,000
Number of persons on board vessels	24
Number of persons saved	24
Number of persons lost	None.
Number of shipwrecked persons succored at stations	22

Digitized by Google

Number of days' succor afforded	280
Value of property saved	.....
Value of property lost	$86,000
Number of disasters involving total loss of vessels	2

Eighth District.

Number of disasters	7
Value of vessels	$21,000
Value of cargoes	$3,200
Total value of property	$24,200
Number of persons on board vessels	19
Number of persons saved	19
Number of persons lost	None.
Number of shipwrecked persons succored at stations	5
Number of days' succor afforded	45
Value of property saved	$19,510
Value of property lost	$4,690
Number of disasters involving total loss of vessels	1

Ninth District.

Number of disasters	58
Value of vessels	$342,460
Value of cargoes	$57,905
Total value of property	$400,365
Number of persons on board vessels	409
Number of persons saved	409
Number of persons lost	None.
Number of shipwrecked persons succored at stations	10
Number of days' succor afforded	21
Value of property saved	$384,140
Value of property lost	$16,225
Number of disasters involving total loss of vessels	4

Tenth District.

Number of disasters	24
Value of vessels	$395,140
Value of cargoes	$71,465
Total value of property	$466,605
Number of persons on board vessels	207
Number of persons saved	207
Number of persons lost	None.
Number of shipwrecked persons succored at stations	9
Number of days' succor afforded	22
Value of property saved	$458,270
Value of property lost	$8,335
Number of disasters involving total loss of vessels	None.

Digitized by Google

Eleventh District.

Number of disasters	56
Value of vessels	$441,020
Value of cargoes	$85,160
Total value of property	$526,180
Number of persons on board vessels	287
Number of persons saved	285
Number of persons lost	2
Number of shipwrecked persons succored at stations	6
Number of days' succor afforded	6
Value of property saved	$453,915
Value of property lost	$72,265
Number of disasters involving total loss of vessels	3

Twelfth District.

Number of disasters	8
Value of vessels	$178,175
Value of cargoes	$54,585
Total value of property	$232,760
Number of persons on board vessels	68
Number of persons saved	68
Number of persons lost	None.
Number of shipwrecked persons succored at stations	19
Number of days' succor afforded	57
Value of property saved	$123,450
Value of property lost	$109,310
Number of disasters involving total loss of vessels	3

In addition to persons saved from vessels, thirty-seven others were rescued who would probably have perished without the help of the life-saving crews. Eighteen of these were taken from the water into which they had fallen from wharves, piers, &c.; ten from isolated cribs and conduits, from which they were in imminent peril of being swept by the waves, and nine from houses in danger of being washed away by inundation. The investigations held in each case of loss of life show that in no instance were the life-saving crews at fault, and that the fatality was beyond human prevention. Of the eleven persons who perished, one, a boy, was swept away and drowned through recklessly climbing out of the breeches-buoy and attempting to hold on by the slings while being drawn ashore from a wreck; eight were lost by the breaking up of their vessel on an outlying shoal beyond reach of the apparatus, the terrific surf and sea rendering boat service impossible; one was scalded to death by the breaking of a steam-pipe upon a stranded steamer, and one was drowned from a steam-launch which was run down by a passing vessel and sunk. With one exception, all

Digitized by Google

these fatalities occurred during the hours of darkness. A specific account of the circumstances connected with each case is hereinafter given.

The total loss of life within the scope of the Service is the smallest ever reached since its general extension, except in the year 1880, when but nine persons were lost. But since that time the field of station operations has been greatly enlarged by the addition of twenty-four stations, located at points especially selected on account of their dangerous character. The assistance rendered in saving vessels and cargoes during the year was larger than in any previous year, except the last preceding—three hundred and sixty-six vessels having been worked off when stranded, repaired when damaged, piloted out of dangerous places, and similarly assisted by the life-saving crews. There were, besides, two hundred and four instances—also a larger number than in any previous year except the last preceding—where vessels running into danger of stranding in the night were warned off by the signals of the patrols, most of them thus being probably saved from partial or total loss.

In the years' operations the surf-boat was used three hundred and eighty-six times, making five hundred and fifty-four trips. The self-righting and self-bailing life-boat was used thirty-seven times, making seventy-two trips. Smaller boats were used one hundred and twenty-seven times, making one hundred and fifty-one trips. The river life-skiffs at the Louisville Station, Ninth District, were used twenty-one times, making thirty-three trips. The breeches-buoy was used fifteen times, making one hundred and thirty-one passages. The wreck-gun was employed nineteen times, firing thirty shots. The heaving-stick was used twenty-five times. There were landed by the surf-boat four hundred and twenty-one persons; by the life-boat, forty; by the small boats, fifty-two; by the river life-skiffs, forty, and by the breeches-buoy one hundred and twenty-three. Nine were taken ashore from stranded vessels upon the backs of the surfmen, who, watching their chances between the seas, rushed down into the surf and received them. Four men, endeavoring to land in two small boats, becoming stuck in the ice so that they could neither advance nor retreat, were drawn ashore by the surfmen and volunteer aid with lines fired to the boats by the wreck-gun. Three persons were rescued by heaving-lines being attached to their bodies, the surfmen on shore drawing in on the lines and wading in and assisting them through the surf; three were rescued from a capsized boat by surfmen jumping into the water and drawing the men out from beneath their boat, and, as

Digitized by Google

previously mentioned, eighteen persons were taken in various ways from the water, into which they had fallen from wharves, piers, &c.

The table given below contains a summary of results in the field of life-saving operations since the introduction of the present system:

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, 1885.**

Total number of disasters	2, 918
Total value of vessels	$35, 210, 075
Total value of cargoes	$16, 553, 619
Total value of property involved	$51, 763, 694
Total value of property saved	$36, 277, 929
Total value of property lost	$15, 485, 765
Total number of persons involved †	25, 693
Total number of persons saved	25, 236
Total number of lives lost ‡	457
Total number of persons succored ⁂	4, 829
Total number of days' succor afforded	13, 313

LOSS OF LIFE.

There were but four casualties to vessels attended with loss of life during the year within the field of life-saving operations. A detailed narrative of the circumstances of each case is herewith given.

WRECK OF THE BARK CHARLIE HICKMAN.

The first case was the wreck of the British bark Charlie Hickman, of Saint John, New Brunswick. It occurred on the night of the 22d of December, 1884, in the vicinity of the Forge River Station,

---

*It should be observed that the operations of the Service during this period have been limited as follows: Season of 1871–'72, to the coasts of Long Island and New Jersey; seasons of 1872–'74, to coasts of Cape Cod, Long Island, and New Jersey; season of 1874–'75, to the coasts of New England, Long Island, New Jersey, and coast from Cape Henry to Cape Hatteras; season of 1875–'76, coasts of New England, Long Island, New Jersey, coast from Cape Henlopen to Cape Charles, and coast from Cape Henry to Cape Hatteras; season of 1876–'77 and since, all the foregoing, with the addition of the eastern coast of Florida and portions of the lake coasts, and during the past five years the coast of Texas.

†Including thirty-seven persons rescued not on board vessels.

‡One hundred and eighty-three of these were lost at the disasters of the steamers Huron and Metropolis—in the case of the former when the stations were not open, and in the latter when service was impeded by distance—and fourteen others in the same year owing to similar causes.

⁂Including castaways not on board vessels embraced in tables.

Digitized by Google

(Third District,) coast of Long Island, New York, about twenty-five miles to the eastward of Fire Island. It is noteworthy that the British steamship Oliveto had stranded in the same locality the day previous, the bark striking about three-quarters of a mile to the eastward of her. The Oliveto's crew were fortunately all saved. An account of their rescue appears under its appropriate date (December 21) in the record of Services of Life-Saving Crews, further on. The steamer subsequently got off. By the disaster to the Charlie Hickman one life was unfortunately lost and the bark was a total wreck. She registered nine hundred tons, and had a crew of sixteen all told. She was on a voyage from Liverpool to New York, laden with cannel-coal and empty petroleum-barrels. The weather had been boisterous for several days, and on the night of the wreck it was still stormy and thick, with a southerly gale and an ugly sea. The 8 o'clock watch of the Forge River Station had just been set, and the two patrolmen had scarcely more than separated on their respective beats along the shore, to the east and the west, when the man bound east observed through the mist a dim light ahead of him, apparently a mile or so away to the southeast. He quickened his pace, and soon discovered that it was the red or port side-light of a vessel which had evidently just grounded on the outlying bar, three or four hundred yards from the shore. He promptly flashed a red Coston light to notify those on board that their situation was understood, and then ran back to report. At the station he found all in bustle and activity, and the men were about ready to start with the beach apparatus. It seems the keeper, Sidney Smith, had seen the red glare of the signal, as he lingered at the door after the two men had departed, and supposing that it was an answer to a signal from some people yet on board the Oliveto, who had become alarmed for their safety and wished to come ashore, he had instantly summoned the rest of the crew from their beds and ordered the breeches-buoy gear out, well knowing that the state of the surf and the strong current alongshore would render futile any effort at boat service. The lines were still swollen and stiff from use at the steamer the day before, and a part of the gear had been left in an ox-cart which the men had employed on that occasion in conjunction with the regular apparatus cart. Upon setting out, the beach was found in such bad condition, owing to the high storm-tide, that even with the aid of oxen the drawing of both carts was slow and tedious work. Before going far, therefore, a halt was made, the gun and a few other articles necessary in establishing communication were put back on to the service cart, and the men pushed forward with that alone, leaving the rest with one man, to follow as

Digitized by Google

fast as the shambling gait of the oxen would permit. Even in the face of these difficulties, everything was on the ground soon after half-past 8. The night was black as pitch, rain was falling in torrents, and but for the dim light seen for a short time on the vessel, and which served as a beacon, it would have been next to impossible to locate her. But the light soon went out, and she appeared as a dark object barely outlined against the scarcely less dark background of sky and water. A site was quickly chosen on the highest eligible ground to arrange the gear on, and the wreck-gun was just ready to fire, when, louder than the roar of the surf, a tremendous crash was heard, and soon afterwards fragments of wreckage and empty barrels came washing up. It was plain the vessel was going to pieces. This was about 9 o'clock. A maximum charge of powder, with the gun at extreme elevation, sent the shot-line whizzing seaward, and then followed a painful pause until it was learned that the shot was effectual. The strong easterly current had swept the bight of the line as soon as it fell far to the eastward, and the first indication the beachmen had that the line was on board was its bodily movement to windward, showing that it was being hauled upon. The men were much encouraged by the splendid accuracy of their aim, for it was almost more than they had dared hope for under such circumstances. The whip was at once attached, and then followed another period of inaction. In the meantime the men who had been landed from the stranded steamer the day before came up, under the lead of the boatswain; also a party of four fishermen, and Mr. Ellison Bishop, of Moriches, agent of the underwriters. By these arrivals the beach party now numbered upwards of thirty men. While waiting for the people on the bark to haul the whip off, some of the surfmen kindled a fire with staves of the oil-barrels washed ashore, drenching them with kerosene, a can of which had been brought from the station. The blaze served the twofold purpose of encouraging the castaways and enabling those on the shore to work to better advantage. As soon as the latter were satisfied by hauling back on both parts of the whip that the tail-block connected with it was fast on board, the life-savers bent the hawser on and hauled it off. The latter was then set up, the breeches-buoy was rigged, and the preparations were complete. Now came the work of rescue. The buoy went out in good shape, and after waiting a reasonable time without receiving any signal, the keeper gave the word to haul it back. The beachmen drew it rapidly shoreward, and as it came into view they had the satisfaction of finding a man in it. The poor fellow had come almost the entire distance through a frightful turmoil of surf and wreckage, and it was little short of a miracle that he was

Digitized by Google

alive. As soon as he could speak he told in a few words the situation of his shipmates. They were lashed to a fragment of the wreck—the stern. The vessel had heeled off shore and filled soon after she struck. Her falling over had allowed the sea full sweep, so that she quickly burst open, and the crashing heard by the life-savers was when the fore and main masts went by the board and she broke in two, the forward part disappearing almost entirely and rapidly going to pieces. Fortunately the people had taken refuge aft before the crash came. As the wreck gradually settled in the sand they found it necessary to lash themselves to avoid being washed off. The man begged his rescuers for God's sake not to set the hawser any tauter, or it would give way and all would be lost. It was fast to the stump of the mizzen-mast, and the angle at which the wreck lay off shore brought the rope in contact with the rail and threatened to chafe it asunder. After the buoy had made two or three trips, the mate of the bark managed to secure a small bull's-eye lantern, which he used thereafter as a signal to the shore in working the gear. It was doubtless due to his resolute coolness that the people were not utterly demoralized. He superintended the placing of the men in the buoy, and by his good judgment aided the life-savers very greatly. Two additional men had now arrived, the patrols of the adjacent stations opposite Moriches and Smith's Point. They had suspected something amiss from not meeting any one from the Forge River Station, and pushed on until they reached the scene of the wreck. The buoy was kept going as fast as the difficulties of the situation would permit, some trips bringing two men. It was necessary to be very cautious, and as it was unsafe, as before shown, to set the hawser more than hand-taut, the poor creatures were literally dragged almost the entire distance from the wreck under water. Several reached the beach more dead than alive, and were quite unconscious when lifted from the buoy. They were despatched at once to the station, where the most skilful attention was given in bringing them to. Towards midnight the wind canted into the westward and the weather became so cold that the men's clothing and the ropes were soon coated with ice. At half-past 1 in the morning, Keeper E. A. Smith, with a few of the Smith's Point crew, also one or two more from the Moriches Station, arrived and rendered good service. At the fourth or fifth trip of the breeches-buoy—it is impossible to determine which—the fatal accident occurred which threw a gloom over all present. The two boys belonging to the vessel started in the buoy together, with strict injunctions from the captain and the mate to keep well down into the breeches, and not to attempt to get out until they reached the shore. One of

Digitized by Google

them, however, Charles Golden, a native of Brooklyn, New York, the older of the two, before going far insisted on climbing out of the breeches, against the remonstrance of his companion, and, with his feet on the buoy itself, clung to the sling close to the traveller-block. He was actuated by the desire to keep his head as high out of water as possible, without counting the danger of such an undertaking. It unhappily cost him his life, for just as they were nearing the shore a huge breaker came thundering along, and completely buried them in its foam. It was an awful moment. When the buoy emerged, Golden was gone. He had been swept away. His companion reached the beach a moment later just conscious enough to tell what had happened. Keeper Sidney Smith, Surfman Franklin Hawkins, and several others immediately scattered along the shore in search of the drowning boy, and were soon guided to him by his heart-rending cries. They rushed out waist-deep, to their own imminent peril, and Hawkins got near enough to grasp him by the arm. Smith was following, within a few feet, when a heavy sea overwhelmed them, and Hawkins's mittens being stiffened with ice, the boy was torn from his grip and swept out of reach. Hawkins and Smith narrowly escaped being carried away themselves by the undertow. The poor boy must have perished immediately. His body was not recovered until three hours later, at 5 o'clock, about fifty yards east of the wreck, after all the rest had been saved.

This melancholy accident produced a depressing effect, but the men soon rallied and put the gear in motion again, and by 4 o'clock all the others were safely ashore. The final trip came near being fatal also. The gallant mate was the last to leave the wreck. The men were drawing him rapidly through the surf, when the whip fouled in some way, and the buoy came to a stand. Quick as thought, Keeper Smith seized an axe and severed the lee part of the line. This released the buoy and it soon reached the shore. The mate was hanging to it by one foot, and in another moment would have shared young Golden's fate. It seems the buoy was under water when it stopped, and he attempted to climb out, intending to try his chances by swimming, but his foot providentially caught in the breeches, and he was unable to extricate himself. He was insensible when the men rushed out to his assistance, but good care and the prompt application of restoratives brought him round on his feet again in a few hours.

As showing the fearful ordeal these poor castaways passed through, it should be stated that, including the mate, ten of the fifteen men were so far gone when they reached the shore as to require resuscitation by the method in which the men of the Service are thoroughly instructed

Digitized by Google

for the restoration of apparently drowned persons. Some would doubtless have succumbed from sheer exhaustion after reaching the shore but for the prompt care given them, and it may, therefore, be justly claimed that these owed their lives in a twofold sense to the men who so nobly rescued them from the crumbling wreck. The needs of the castaways—some with scarcely a stitch of clothing on—made such a heavy draft upon the resources of the station, including the supply furnished by the Women's National Relief Association, that it was necessary to send to the adjacent stations for clothing and blankets to make all comfortable. They remained at the station three days, until fully recovered and able to travel, when the party left for New York. The weather continued so bitterly cold that when they set out for the main-land to take the train, the bay was frozen over and a channel had to be broken through the ice all the way across.

The wreck of the bark was complete, and in a few hours the fragments were scattered on the beach for miles. This fact affords conclusive evidence of the destructive force of the surf, and shows that boat-service would have been impracticable. The loss of life was made the subject of searching inquiry, and it was clearly demonstrated that the men of the Service were entirely blameless. They did, in fact, all that lay in their power, and are entitled to unqualified praise. It is manifest that Golden's death was due to his own rashness. Had he remained in the buoy with his companion, he would have reached the shore in safety. The names of the four fishermen who so gallantly seconded the efforts of the station-men are Webster Robinson, Symes Ryder, Joshua Ryder, and Howard Terry. It is a matter of regret that the names of the crew of the steamer Oliveto, who also did so well in aiding to save the lives of their countrymen, cannot be given.

WRECK OF THE BARK LENA.

The second case of loss of life by shipwreck within the limits of the Service took place on the 27th of December, 1884, on the southeast bar of Hog Island, (Fifth District,) Virginia. The vessel involved was the Norwegian bark Lena, bound from Natal, Brazil, to Philadelphia, with a cargo of sugar. She was commanded by Captain Mortenson, and had a crew of nine men. It appears from the statements of one of her sailors that she had been only about four weeks out from Natal, showing that she had made a splendid run, when, in some unexplained way, she got off her course and fell away to leeward, probably through the unsuspected strength of the current, until she brought up on the great field of shoals making out from Hog Island, where she went to pieces.

Digitized by Google

One of the patrolmen of the Hog Island Life-Saving Station, returning on his southern beat, saw the red and green lights of the vessel about a mile off shore. It was then a quarter of 4 o'clock in the morning, and he at once ran to the station, three hundred yards distant, and roused the keeper. The latter, without waiting to dress, hurried up into the lookout, and by the aid of his marine-glass saw that it was a square-rigged vessel heading for the shoals. He instantly ordered a Coston light to be burned. It appears by the statement of a survivor that the men on board saw the bright red glow of the danger-signal, but paid no heed to it, ignorantly supposing it some sort of a pilot-signal. A few minutes after, or at 4 o'clock, the keeper saw the vessel strike heavily upon the shoals. She was then a mile or more away, and directly abreast of the station.

The keeper at once ordered out the surf-boat. The night was dark and cloudy and the wind blowing moderately from the north, but the sea, which was then at quarter ebb, was extraordinary. Such a fury and confusion of surf the keeper declared he had not seen for eleven years. But this violence gave hopes that the vessel might be driven within range of the shot-line, and in fact she was already coming in, lifted and flung forward with every surge of the surf on the shoals. Convinced that these convulsive propulsions would ultimately throw her within range, the keeper and his men hastened to the station near by and soon brought down the wreck-gun and its gear. The tide was meanwhile falling fast from the beach, and the apparatus was hurriedly got ready and planted at low-water mark.

All this time it had been thick and dark, but toward 7 o'clock daylight came, and showed the vessel leaping and staggering forward, like a thing maimed, in the immense area of broken foam. The gun was at once trained upon her and the first shot fired, but her great distance from shore was at once made evident, for the line fell short several hundred yards. The daylight continued to deepen, and by 8 o'clock it began to snow. A second shot was fired at the wreck, which was still jumping and crashing shoreward with fearful violence over the shoals, but the line fell short again, and a third shot likewise.

It was now about 10 o'clock. The snow had given place to rain, and though the tide was at its lowest, the sea continued appalling. The chance of reaching the vessel by boat even at the ebb was no less than desperate, but Keeper Johnson, who has had the reputation of being one of the best surfmen on the coast, and has a crew of unexcelled skill and hardihood, resolved that the effort must be made at any hazard, and the word was accordingly given to launch the surf-boat. In a mo-

Digitized by Google

ment she was in the van of the breakers, with the men tumbling in over her sides and clutching the oars, every face on fire with resolve to reach the wreck. The next instant the tussle began. In the confusion of torn waters and flying foam and spray, the boat, buried to her gunwales, would drive forward under the powerful oar-strokes, and as quickly come seething backward to the beach, baffled in the effort to scale the walls of surf forever accumulating and tottering before her. For over an hour the crew toiled with almost breaking sinews, perpetually repulsed, and finally, quite exhausted, were carried at least half a mile down the beach by the current, with the boat nearly full of water. The sea was now on the flood and rising. Landing, the keeper, desperate to effect communication with the wreck, had a line fastened to a barrel, and launched the contrivance a mile up the beach, hoping that it might drift down toward the vessel. It failed, however, to get beyond the breakers. There were more than fifty persons, some of them surfmen and wreckers of long experience, coming and going upon the beach all day, but none of them could suggest any method for reaching the wreck, and all concurred that the sea and surf were without any precedent in their knowledge.

As night approached the keeper built a large fire upon the beach abreast of the wreck. Many of the veteran wreckers stayed all night, to keep company with the anxious and dejected crew. An hour before midnight a fog overspread the roaring waters, and the vessel was shut off from view. At 4 o'clock in the morning (December 28) the keeper saw vaguely a dark spot on the sea through the heavy veiling of the fog. The surf-boat was at once manned and put out through the darkness, in a sea of commingled breakers and wreckage. With great effort the crew succeeded in reaching the dim mass, which had struck on the outer reef, and found that it was a fragment of the wreck composed of the cabin and stern. On it two men, still living, but more dead than alive, were lashed, and the lifeless body of the captain.

It was not without great difficulty, and only by watching their chance, that the crew got the boat near enough to the plunging lump of wreck-tuff to take off the three men. Despite the utmost precautions, three holes were stove in the bottom of the surf-boat, and Surfman Tompson, in hauling the bodies in, was badly lamed by a sea striking the boat and causing him a sprained hip. It appears by the testimony of the men saved, that the wreck went to pieces about 4 o'clock in the morning. The seven men lost had been in the rigging, and were all washed overboard. An eighth, as already mentioned, the captain, died on the fragment of the wreck. The other two men, who were named Andrew

Digitized by Google

Essacksen and Peter Thomsen, were hardly alive when rescued, but were at once carried to the station and soon restored. They remained at the station under succor for three days, and were then taken to the nearest railroad station by the keeper, and tickets to Philadelphia procured for them, having previously been furnished with complete outfits from the store of clothing contributed by the Women's National Relief Association. The body of the captain was decently shrouded with clothing from the same store, and buried on the island, the crew furnishing the coffin.

The full light of day showed nothing of the vessel, nor could any trace be seen of her drowned crew. A vigilant patrol was instituted, and the next day (Monday, December 29) the body of the sailmaker, A. Charlsen, was found tossing in the surf. It was at once recovered by the life-saving crew, prepared for burial, and interred on the island. There is no record of the finding of the other bodies.

The melancholy story of this wreck may be summed up in the statement of two facts. At no time was the bark nearer than eight hundred yards to the shore, being, therefore, out of gun-range. Secondly, the efforts of the life-saving crew, though desperately and powerfully made, could not avail to drive the surf-boat through the literally overmastering sea which prevailed on the occasion. The unhappy loss of life which the disaster involved was therefore inevitable.

STRANDING OF THE STEAMER F. AND P. M., NO. 1.

The third disaster attended with fatal results occurred on the last day of December, 1884, off Ludington Harbor, Lake Michigan. Although it happened within a few hundred yards of the Ludington Station, (Eleventh District,) it was of such a nature that the Life-Saving Service cannot, in equity, be held responsible. The facts, however, are briefly given in pursuance of the policy of the Service to account for every life lost by marine disaster within the limits of its operations. The stations on the chain of great northern lakes had all closed a few weeks previous, upon the general suspension of navigation for the winter, and the Ludington crew were therefore off duty. At 7 o'clock in the morning, during a southwesterly gale and snow storm and quite a rough sea, the steamer F. and P. M., No. 1, of East Saginaw, Michigan, owned by the Flint and Pere Marquette Railway Company, ran aground on a bar at the entrance of Ludington Harbor while steaming in to her wharf from Milwaukee, Wisconsin, with a cargo of provisions. There were twenty-six people on board, including two passengers. She struck under full headway and with such force that the jar ruptured the steam-

Digitized by Google

pipe. The escaping hot water and steam almost instantly scalded to death a coal-passer, named Joseph Ziony, on duty in the fire-room. The loss of motive power rendered the vessel unmanageable, and she was driven in against the end of the north pier, almost broadside to the sea. Keeper Tufts, of the station, observing her peril, mustered his old crew as quickly as possible and put off in the surf-boat to her assistance. They ran a line from her across to the south pier, and by that means she was held from drifting to the northward into the breakers, and the passengers and crew were enabled to land on the north pier with but little difficulty. The body of Ziony was removed to the station for the inquest. As the storm and other conditions made it impossible to get the steamer into the harbor that day, and there was danger of her being knocked to pieces against the pier by the sea, the captain as a measure of safety, decided to scuttle her. Before doing this, however, all the furniture and personal effects were removed and taken to the station for temporary safe-keeping. The steamer sank to her wales, in about 18 feet of water, and a goodly portion of the cargo soon washed out on to the beach. She was subsequently raised and taken to Milwaukee for repairs.

WRECK OF A STEAM-LAUNCH.

The fourth and last casualty which resulted fatally was the sinking of a small, open steam-launch in the mouth of the Chicago River, Illinois, less than a hundred yards from the Chicago Station, (Eleventh District.) It occurred on the morning of Sunday, May 10, 1885, between 1 and 2 o'clock. One life was lost, a man named Frederick Smithz, resident in Chicago. It appears there was a party of five men on board, who, after coaling up and making other preparations for a Sunday excursion, had taken a run out into the basin, or outer harbor. Upon turning back, shortly after half-past 1, and when nearly abreast of the life-saving station on their way to the Wells Street bridge, where they were to make fast until daylight, they ran plump into the schooner Pilot, outward bound in tow of a tug. It was very dark, but the lights of the tug and the schooner were burning brightly, and the course taken by the launch betrayed gross ignorance or carelessness on the part of whoever was managing her. She came near striking the tug, but the captain of the latter gave his boat a sheer with the helm just in time to clear her. It availed but little, however, for the next instant the launch went crash against the bow of the schooner following in the tug's wake and immediately capsized and sunk. The schooner holding her way for some distance, doubtless

Digitized by Google

passed over the little craft. The collision was witnessed by the look-out at the station, who shouted the alarm to his sleeping comrades up-stairs, and a moment later they came tumbling down without waiting to dress. Two of the surfmen sprang into the station supply-boat, which was fortunately in the water, and pushed off, guided by the cries of the struggling men. Two more shoved out in the small ferry-scow used by the crew in going to their meals, and another took a skiff, so that in two or three minutes there were three boats on the spot. One of the men was picked up by the supply-boat, and another, a few feet away, was just going down when he grasped an extended oar and was drawn safely into the scow. It was all done in less time than is taken to describe it. Two other men had succeeded in catching hold of the schooner's bobstay, and were rescued by the tug Tom Brown, the one having the schooner in tow. The fifth man, Smithz, was never again seen alive. He was seated beside the boiler at the time of the collision, and it is supposed was injured by its falling over on him, or scalded by escaping steam, as he sank immediately, although an expert swimmer. The survivors were taken to the station and provided with dry clothing to reach home in. Early search was made for Smithz's body, but the crew did not succeed in recovering it until the following day, (Monday.) These facts are substantially as they were elicited by an official investigation, which was ordered as soon after the occurrence as possible. It will be readily seen that the fatality was in no sense due to any remissness on the part of the Chicago life-saving crew. Indeed, but for the alacrity with which they scrambled from their beds at the first note of alarm, it is probable most of the company would have perished.

ESTABLISHMENT OF STATIONS.

Since the last report a station has been established and put in operation at the mouth of the Portage Lake and Lake Superior Ship-Canal, Michigan, and three others have been built and are now receiving their equipments, namely, one on Morris Island, South Carolina; one at Jupiter Inlet, and one at Santa Rosa Island, Florida. Three houses of refuge on the eastern coast of the latter State have also been completed, and two others are in process of construction. Stations are also being erected at Frankfort, Pent Water, White River, Holland, and Sturgeon Bay Canal, on the coast of Lake Michigan.

Preparations are in progress for the construction of stations at Damariscove Island and Cape Elizabeth, Maine; Jerry's Point, near Portsmouth, New Hampshire; North Scituate, Massachusetts; Marquesas Keys, Florida, and Grand Marais, Lake Superior.

Digitized by Google

REBUILDING, REPAIR, AND IMPROVEMENT OF STATIONS.

The stations at Bayhead and Atlantic City, on the coast of New Jersey mentioned in the last report as being in process of rebuilding, and the five stations in the Fifth District between Cape Henlopen and Cape Charles undergoing enlargement, and improvement, have been completed. The station at Ocean City, New Jersey, is also being rebuilt. The station at Grand Haven, Michigan, has been removed to a new site, enlarged and furnished with increased facilities for the work required of it, as has also the station at Saint Joseph, Michigan. The removal of the former was made necessary by the action of the water, which threatened its safety, and the location of the latter was changed in consequence of an alteration about to be made in the harbor lines by the War Department.

It has been found necessary to make additions and repairs to twenty-three of the stations in the Sixth District on the coast of Virginia and North Carolina, to accommodate new apparatus and equipments which have been supplied and to make the quarters of the men more comfortable. This work is still in progress, but nearly finished. Some improvements have also been made to the stations on the Pacific coast for the accommodation and comfort of the keepers and crews. These, with the exception of that at Golden Gate Park, near San Francisco, were originally designed for volunteer life-boat stations, not supplied with crews, the necessity of the employment of which, however, experience has since made apparent.

BURNING OF BOLINAS BAY STATION.

The life-boat station at Bolinas Bay, California, was totally destroyed by fire between 2 and 3 o'clock in the afternoon of April 15, 1885. At the first alarm the keeper came hurrying from his house, at some little distance from the station, together with two men from a neighboring vessel, but the knowledge that there were ten pounds of powder in the building, added to the great heat from the rapidly mounting fire, prevented any effort to arrest the conflagration, and, as a strong northwest wind was blowing at the time, the station and all its contents were soon consumed. The house, being uninhabited, was kept locked by the keeper, so that the fire was concluded to be the work of an incendiary, and certain circumstances caused suspicion to fall upon a former keeper of the station, Thomas Johnson, whose place of residence is adjacent, and against whom an indictment for the offence has been found by the grand jury.

Digitized by Google

HORSES AT STATIONS.

The annual report for the year 1879 set forth the need of the employment of draught animals at the stations in the following terms:

"Another urgent requirement for the promotion of efficiency is the provision of horses. The lightest burden of apparatus or life-saving appliances needed at a wreck is at least a thousand pounds, and at present, in most instances, this has to be drawn by the men. It is probable that to fully realize the heavy task involved it would be necessary to actually see with the eye the group of seven surfmen harnessed to the loaded cart, violently tugging in oblique positions, almost inclined to the ground under the strain of the burden, as they toil forward to the scene of the shipwreck. It must be borne in mind that their load has often to be dragged through a slough of wet sand, against the stress of a winter gale, and that the journey will generally vary from one to three or four miles from the station. Hence they must arrive seriously fatigued at the point where the severe labors of the direct operations at the wreck are to begin, and where they need their freshest energies. Equally bad, owing to the circumstances of their necessarily plodding progress with their grievous load, is the delay involved in reaching the wreck, a speedy arrival at which is so obvious a necessity that every one could wish that the rescuing party might come tearing along the beach at a gallop, with the speed of an engine racing to a fire.

"In order that the life-saving apparatus may be conveyed with the utmost possible despatch to the spot, and the operations of rescue commenced promptly, and also that the crew may come to the work with undrained strength and vitality, it is necessary that draught horses should be provided, and it is hoped that the appropriations may be augmented sufficiently to attain this very desirable end. The expenditure involved would not be large. Proper inquiries have been made, and it is found that in numerous instances horses can be obtained for the cost of their keeping and shelter only. At certain points their purchase would be necessary. * * * It is highly desirable, and even indispensable, if efficient service be required where responsibility is already laid, that these animals should be at all the stations."

The appropriations for the following year were sufficient to permit a single animal to be placed at each of several stations during the severest portion of the inclement season, where they could be obtained in the winter months for the cost of their keeping and shelter, and it has been found practicable to continue this arrangement. At several other stations, located at coast settlements, there has been little difficulty in hiring horses at reasonable rates as occasions of shipwreck required. There still remained, however, other stations, situated on desolate portions of the coast, where neither of these methods of supplying the want were available, and the desideratum could only be secured by purchase. Fortunately sufficient means have been at the disposal of the Service this year to provide for the deficiency at most of these points, and twenty-two horses have been bought for the Virginia and North Carolina coasts.

Digitized by Google

DUPLICATION OF THE BREECHES-BUOY APPARATUS.

Still another improvement, the necessity of which has heretofore been shown, has been partially accomplished during the past year. The annual report for 1880 contained the following recommendation:

"An additional reason for some enlargement of the appropriations arises from the desirability of having at each station at least three sets of the breeches-buoy apparatus, with hawsers and hauling-lines, where there is now but one. Only a single person at a time can usually with safety be landed by the breeches-buoy, and it is feared that there may be some occasion of shipwreck with a large number of persons on board when, either by the vessel rapidly breaking up, or by the sea sweeping her decks, or by freezing, lives will be lost before, with the present limited appliances, the ship's company can be brought ashore. In any case the speediest possible wreck-delivery is desirable, and as this can manifestly be better effected with three sets of apparatus in play than with one, it is hoped the means for the desired triplication may be furnished.

"The simple operation of hauling the buoy off and on in landing people, after connection has been made and the apparatus set up by the life-saving crew, can be readily done under the direction of the keeper by gangs improvised from the spectators often present at scenes of shipwreck, when they occur near inhabited places, or in unpeopled regions by the crews of the adjacent stations, who could arrive much quicker when not impeded by the burden of their apparatus. The life-car, by which a larger number of persons can be simultaneously brought ashore than by the breeches-buoy, has the disadvantage of being too bulky for multiplication in the narrow space of the station, and too heavy to be transported speedily to the scene of a wreck, besides being much more expensive than the other appliance."

The duplication of the breeches-buoy, with its accompanying gear, has been made at one hundred and sixty-nine stations, the points chosen being those at which this improvement has seemed most necessary.

PATROL CLOCKS.

A former report stated the method by which a faithful watch of the coast between contiguous stations was secured by the use of patrol checks, the system also furnishing the patrolmen themselves with indubitable evidence of fidelity to their trust. It has proved of signal advantage, and has been productive of satisfactory results both to the management of the Service and the surfmen. At isolated stations this method, of course, was not practicable, and during the past year the deficiency has been remedied by the introduction of patrol clocks, which indicate the time at which the patrolmen arrive at the end of their beats, thus placing them upon a footing with their comrades at other stations. This device was not adopted, however, until after its merits had been fully tested in a single district.

Digitized by Google

TELEPHONIC COMMUNICATION.

The telephonic communication announced in last year's report as having been established between nineteen stations on the New Jersey coast, has more than justified the anticipation of advantages to be derived from it. The utility and practicability of the establishment of the system between the stations upon the coast may safely be considered as settled, and this communication between all contiguous stations and also between many isolated stations and the nearest settlements, where it can be provided without excessive expense, is desirable. Seven additional stations on the New Jersey coast, namely, those between Barnegat Inlet and New Inlet, are being supplied with this accessory, and preparations for its introduction into fourteen stations on the coast of North Carolina, located between Kitty Hawk and Hatteras Inlet, are in progress. When this work is completed all the stations on the New Jersey coast, with the exception of the Little Beach Station, situated upon an island, from Sandy Hook as far south as Atlantic City, and the entire coast from Cape Henry, Virginia, to Hatteras Inlet, North Carolina, will be provided for in this respect. In this connection the thanks of the Service must be expressed to the Chief Signal Officer of the Army, for his generous aid and co-operation. He has not only granted the use of the established telegraph lines under his control extending along the portions of the coast named, but has detailed skilled officers from his corps to superintend the connection of the stations with these lines and the setting up of the instruments. The repair of the lines and instruments has also been supervised by these officers when the services of electricians have been needed. Under these circumstances this great improvement has been wrought at little cost. To extend it to other portions of the coast where its need is equally great, as along the shores of Long Island and Cape Cod, a considerably greater outlay will be requisite, there being no existing telegraph lines under Government control. There would seem to be no reasonable doubt, however, that the advantages which the system would yield would amply justify the incurring of the additional expense.

BOARD ON LIFE-SAVING APPLIANCES.

The inventions, devices, and plans presented and suggested for the improvement of the apparatus and methods employed in the Service have been so few and unimportant during the year as not to seem to require the assembling of the Board on Life-Saving Appliances. A meeting, however, is contemplated during the coming spring.

Digitized by Google

THE WOMEN'S NATIONAL RELIEF ASSOCIATION.

The noble work of the Women's National Relief Association, begun in 1879, has continued to contribute needful comfort and relief to the suffering shipwrecked who have been sheltered at the stations during the year. The association has supplied twenty-four additional stations with boxes of clothing suitable for the destitute condition of the survivors of shipwrecks, together with food and cordials for those among them who have incurred injuries and sickness from the exposure and accidents attending such disasters. It has also replenished the depleted stores of eleven other stations. The invaluable benefit of these supplies to the victims of marine casualty is illustrated on numerous occasions annually. They were furnished during the last year to the people rescued from the schooner Newsboy, at the Middle Island Station, on the coast of Lake Huron, on July 5, 1884; the schooner Julia, at the Buffalo Station, coast of Lake Erie, on July 20, 1884; the steamer Dos Hermanos, at the Cape Fear Station, on the coast of North Carolina, on September 14, 1884; the schooner M. O. Keyes, at the Point Marblehead Station, coast of Lake Erie, on October 8, 1884; the sloop Bonita, at the Forked River Station, coast of New Jersey, on October 14, 1884; the schooner Commander, at the Race Point Station, coast of Cape Cod, Massachusetts, on October 18, 1884; the sloop Saddle Rock, at the Sandy Hook Station, coast of New Jersey, on November 5, 1884; the schooner Peter J. Hart, at the Assateague Beach Station, coast of Virginia, on December 5, 1884; the sloop Vim, at the Durant's Station, coast of North Carolina, on December 19, 1884; the steamship Oliveto at the Forge River Station, coast of Long Island, New York, on December 21, 1884; the schooner Warren Sawyer, at the Surfside Station, coast of Massachusetts, on December 22, 1884; the bark Charlie Hickman, at the Forge River, Moriches' and Smith's Point Stations, coast of Long Island, New York, on December 22, 1884; the barkentine Ephraim Williams, at the Big Kinnakeet and Cape Hatteras Stations, coast of North Carolina, on December 22, 1884; the bark Lena, at the Hog Island Station, coast of Virginia, on December 28, 1884; the schooner Ario Pardee, at the Wash Woods Station, coast of North Carolina, on December 29, 1884; the bark Aberdeen, at the Harvey's Cedars Station, on the coast of New Jersey, on January 6, 1885; the schooner S. M. Thomas, at the Point of Woods Station, coast of Long Island, New York, on February 10, 1885; the schooner Favorite, at the Hereford Inlet Station, coast of New Jersey, on February 13, 1885; the schooner Lida Babcock, at the Forked River Station, coast of New Jersey, on February 15, 1885; the schooner A. F. Crockett, at the Ocra-

Digitized by Google

coke Station, coast of North Carolina, on February 17, 1885; the sloop John M. Rogers, at the Cape Henlopen Station, coast of Delaware, on March 22, 1885; the schooner S. S. Bickmore, at the Quoddy Head Station, coast of Maine, on April 29, 1885; the schooner Emma M. Robinson, at the Cape May Station, coast of New Jersey, on April 29, 1885; the schooner B. D. Haskins, at the Nausett Station, coast of Massachusetts, on May 31, 1885; and the schooner Samoset, at the Gurnet Station, coast of Massachusetts, on June 5, 1885. Clothing was also furnished to a man rescued from a catamaran at the Chicago Station, Lake Michigan, on July 5, 1884; to a man rescued from the water at the Ludington Station, Lake Michigan, on August 17, 1884; to two men rescued from a capsized boat at the Chicago Station, Lake Michigan, on September 21, 1884; to a man rescued at the Plum Island Station, coast of Massachusetts, on February 4, 1885; to a man rescued from the ice near the Assateague Beach Station, coast of Virginia, on February 24, 1885; to a man rescued from an open boat near the Sandy Hook Station, coast of New Jersey, on March 15, 1885; to two men rescued from a capsized boat near the Point Lookout Station, coast of Long Island, New York, on April 16, 1885; to a man rescued from a boat near the Chicago Station, Lake Michigan, on April 28, 1885, and to a man rescued near the last-named station on May 15, 1885.

AWARDS OF MEDALS.

In ten instances during the past year, medals have been awarded in recognition of heroism in saving life.

The first case was an award of silver medals to a group of seventeen men who bravely risked their lives in the rescue on February 28, 1884, of a crew of four men from the rigging of the schooner Jane, of Bangor, Maine, which had dragged onto the rocks and sunk at 2 o'clock that morning in the vicinity of Quixe's Ledge, at the entrance of New Haven Harbor, Connecticut. A furious gale was blowing from the westward at the rate of forty miles an hour, and it was one of the coldest days of the season, the thermometer registering 6° above zero. News of the wreck reached New Haven at 8 or 9 o'clock, when Superintendent Horace F. Hallet, of the New England Transportation Company, despatched the company's tug, Frederick C. Ives, under the command of Capt. Trassar C. Brown, to the rescue of the schooner's crew. The tug was soon under way with a party of volunteers on board. Half-way down the harbor they fell in with the tug William, returning after an unsuccessful attempt to reach the wreck. She had narrowly escaped swamping in the heavy sea. Her captain, John H. Hewitt,

Digitized by Google

as brave a man as ever trod a plank, gallantly joined the party on the Ives and sent his own vessel up to her wharf. Arriving near the sunken schooner, the tug's yawl was lowered and an attempt made to reach her, but the boat was deemed too frail and small for such work, and put back. It was also out of the question for the tug to go nearer than a quarter of a mile, on account of the danger of her being swept onto the reef and wrecked; so, steaming back into the harbor, they borrowed the yawl of the schooner Robert Morgan, which was a good boat. They were also joined by two trusty fellows from the latter vessel, James McFee and Frank Waters. Upon returning to the scene, Captain Hewitt, of the tug William, Aaron Bradley, of West Haven, and the two seamen, Waters and McFee, put off in the Morgan's yawl, and with much difficulty and risk succeeded in rescuing the captain, A. G. Phillips, and two others, George F. Roberts and Henry Morris. It seems the boat actually passed and repassed over the sunken vessel, between her masts, several times in the effort to reach the sufferers, it being dangerous to make fast for fear of swamping. In fact, the men had to watch for an opportunity and then quickly lower themselves from the icy shrouds by the ropes with which they had lashed themselves for safety, and thus enable Hewitt's party to pick them up. It was in this way that the three men were saved. The fourth, an old man named John Elsen, could not be got into the boat. He was benumbed with the cold and unable to descend the rigging, and it was equally impossible for the boat's crew to reach him. The latter were suffering more or less from frost-bites, and now scarcely able to to take care of themselves, besides which the boat was icing up very fast and becoming unmanageable. So, after cheering the man all they could with promises of speedy relief, they headed for the nearest shore to the leeward, and landed at South End, where the three castaways were soon afforded hospitable shelter. It had been utterly impossible to return to the tug against such a sea. In the meantime another yawl, the tug's own, had been lowered, in charge of Capt. Thomas W. Perry, of the Empire Transportation Line, George E. Ball and John Burns, of New Haven, and Eugene Payne, of Brooklyn, New York, and as soon as it was seen that one man had been left in the rigging they made a gallant but ineffectual attempt to take him off. This boat, like the first, finding it impossible to regain the tug, was also obliged to run for the shore. Having no other boat to send out, the tug now returned to the city and borrowed the yawl of the schooner Emma F. Angell for another effort. The mate and one or two others belonging to the Angell volunteering to go in the boat, the third crew was made up as follows:

Digitized by Google

Capt. A. A. Gould, of New Haven, Mate Edward Smeed, of Providence, Alden C. Roberts, William J. Wilson, Ross Ingalls, Carl Johnson, Henry Tunks, and Charles Parkeson. The gale was still howling with unabated fury, and the brave fellows, after vainly attempting for nearly an hour to get to the man, were compelled, when some of their number were badly frost-bitten and helpless, to give up and run for the shore also. And yet, after all these hours of suffering, for it was now afternoon, poor Elsen managed to hold out. It is amazing that he was not frozen to death. After Captain Gould's party had dried their clothing, and in a measure recovered from the effects of their exposure, it was resolved to make one more attempt. It had been found necessary to send two of their number, Tunks and Parkeson, who were the most badly frost-bitten, to the city for treatment. A brave volunteer, named Morris Leigh, promptly took their place. It seemed a forlorn hope, as they scarcely expected to find Elsen alive. There was one thing in their favor, the storm showed signs of abatement. Darkness had set in when they reached the wreck, but Elsen was still alive, and it was resolved to save him at any hazard. One of the party, William J. Wilson, taking advantage of a lull in the wind, gallantly sprang into the rigging, and with much difficulty succeeded in helping the poor fellow down into the boat. With happy hearts they then rowed as quickly as possible to the shore, where a conveyance was obtained to take him to the hospital in New Haven. It was feared at first that his hands and feet would require amputation, but he recovered under skilful treatment. Credible witnesses aver that the gallantry of the several boats' crews was deserving of the greatest praise. The howling of the tempest, the dangerous character of the sea, and the intense cold, were almost enough to deter the stoutest hearts from venturing out, and the great wonder is that the occasion was not attended with grievous fatality. The men were each awarded the silver medal of the Service. Much praise is due also to Captain Brown, of the tug Frederick C. Ives, and other officers and employés of the Empire and New England Transportation Companies, for their humane efforts in behalf of the shipwrecked crew.

The second award was of a silver medal to Charles M. Fraser, of Caldwell, New York, a youth sixteen years old, for nobly rescuing three men from drowning in Lake George. From the evidence presented to the Department, it appears that on the 25th of October, 1884, a small sloop-yacht, with three men on board, named Tucker, Hammond, and Sexton, while beating out of Dunham's Bay against a high northerly wind, cap-

Digitized by Google

sized opposite the summer residence of Mr. Edward Eggleston, of New York, and in plain sight of the ladies of Mr. Eggleston's family. As the yacht went over, one of the men was knocked almost insensible by the main-boom and held down by the sail, another fell struggling into the water, and the third managed to cling to the bow. Young Fraser was exercising at the time in a light row-boat, on the other side of the bay. As soon as he saw what had happened, he rowed as quickly to the spot as the roughness of the lake would permit, and approaching the capsized craft bow on, in order to avoid capsizing himself, with some difficulty got two of the men out of the water. The boat, now deeply loaded with the three persons in it, was directly headed for the shore, young Fraser intending to return at once for the other man. Before he had gone more than half-way, however, the third man uttered a piercing cry for help and lost his hold. He had become chilled through and was almost gone. The brave boy, without waiting to land the others, quickly backed out to the drowning man and picked him up also, after which all three were conducted to the Eggleston cottage, where they could dry their clothing and recover from the effects of the exposure. The last one rescued averred that he must surely have drowned but for Fraser's assistance. Indeed, as there was no other help near and the water was very cold, it is probable that all three would have lost their lives but for the youth's coolness and intrepidity.

The silver medal of the Service was also awarded to Dean Worden, the seventeen-year-old son of Eliakim Worden, keeper of the Great Captain's Island Light-House, in Long Island Sound, off Port Chester, New York, for bravely assisting in the rescue of Mr. Charles P. Cowles, of Rye, New York, on the 23d of February, 1885. Mr. Cowles, with a party of friends, consisting of his brother, Justus A. B. Cowles, and Messrs. Thomas T. Sherman and Clarence Sackett, had skated on the ice that morning from Rye to Greenwich, Connecticut. After taking luncheon at the latter place they set out on their return, and when about three-quarters of a mile to the west of Great Captain's Island, between the island and the main-land, the ice gave way and precipitated Mr. Cowles into the water where it was very deep. The ice being thin and weak over a large area, the other members of the party were unable to venture near without breaking through themselves. In this dilemma some of them started towards the island for assistance, when they met young Dean Worden, who had witnessed the accident through a spy-glass, hastening to the spot with a board. Upon arrival, and just as Mr. Cowles was becoming exhausted by his struggles in the icy water, the brave youth threw himself flat upon the thin ice and, pushing the board ahead of him, crept

Digitized by Google

along, with the ice crackling beneath his weight, until the board was within the man's grasp. Mr. Cowles was thus enabled to sustain himself until further assistance came. Young Worden and Mr. Justus Cowles also attempted, though ineffectually, to pull him on to the ice by means of a coat. In the meantime Messrs. Sherman and Sackett, aided by the boy's father and Thomas Edwards, the latter being on a visit to the island, obtained a small pilot-yawl, which they dragged as near the spot as possible over the ice. As the boat slowly approached, for it was a heavy haul, the boy with ready resource suggested the use of the painter. The rope was therefore detached from the boat, and the bight of it being thrown over the sufferer's shoulders, he was by that means, after considerable difficulty and risk on account of the weakness of the ice, which was giving way in all directions, drawn safely out. The poor man was in the water fully half an hour, and by the time they could place him in the boat he had lost all consciousness. He was taken as quickly as possible to the light-keeper's dwelling, where, by the assiduous attentions of Mr. Edwards and the rest, he was brought to in a couple of hours, and the next day was able to return home. His escape was a remarkably narrow one, and the wonder is that the entire party did not fall in. It is manifest, from the papers submitted in the case, that while all present displayed great coolness and did noble work, the happy outcome was chiefly due to the heroism and gallantry of Dean Worden.

The fourth award during the year was that of a gold medal to each member of the crew of the life-saving station at Cleveland, Ohio, (Ninth District,) for heroic daring in rescuing the crews of the schooners Sophia Minch, John B. Merrill, and John T. Johnson, which sunk off Cleveland harbor on the 31st of October, and the 1st and 11th of November, 1883, respectively. The recipients were Keeper Charles C. Goodwin and Surfmen Lawrence Distel, Joseph Goodroe, Jay Lindsay, John L. Eveleigh, Delos Hayden, Charles Learned, William Goodwin, and Frederick T. Hatch. Detailed accounts of their services are given on pages 130, 133, and 145 of the last year's report. Upon each occasion a terrific gale was blowing, and it was bitter cold. All three of these wrecks occurred during the night, and the men behaved with remarkable gallantry. In the last case, that of the John T. Johnson, on November 11, they narrowly escaped with their lives, through the overturning of the boat in the heavy sea, the temperature at the time being but little above zero. The aggregate number of lives saved from the three vessels was twenty-nine, including two women.

Digitized by Google

The next award was also of gold medals, to Keeper Benjamin B. Dailey and Surfmen Isaac L. Jennett, Thomas Gray, John H. Midgett, Jabez B. Jennett, and Charles Fulcher, of the Cape Hatteras Station, and Keeper Patrick H. Etheridge, of the Creed's Hill Station, (Sixth District,) coast of North Carolina, the occasion for such recognition, the highest that can be bestowed, being the magnificent heroism displayed by these men on the 22d day of December, 1884, in going out in their surf-boat some five miles off shore, through a tremendous sea, at the imminent risk of their lives, to the rescue of a crew of nine men from the rigging of the barkentine Ephraim Williams, of Providence, Rhode Island. The bark had struck on the most dangerous part of Hatteras Shoals the evening previous, and after floating off, being lumber-laden, was drifting up the coast water-logged and helpless, at the mercy of the gale. A narrative of the splendid achievement is given further on, under its appropriate date, in the general statement of the services of life-saving crews for the year. (See page 162.)

The sixth award was a gold medal, to the brave Cornelius Roach, of Boston, Massachusetts, for saving several persons from drowning during the years 1883–'84. From the testimony upon which the award was based, it appears that Roach was employed as a deck-hand on the East Boston Ferry. On the night of July 31, 1883, as the Winthrop was approaching her slip at East Boston, two men, Hugh Casey and Daniel Kennedy, in a small row-boat, became alarmed at the ferry-boat's near approach, and, fearful that she would run them down in the darkness, lost their presence of mind and leaped into the water. Being unable to swim, they would quickly have drowned but for the coolness and bravery of Mr. Roach, who, hearing their cries as he was adjusting the rudder-bolt, sprang without an instant's hesitation to their aid. He reached one just as he was sinking and slipped a life-preserver over his shoulders, which sustained him until he could be drawn out by the people on the boat. Roach then turned to the other man and swam with him to the pier, where help soon reached him from the other boat.

Again, on the 17th of June, 1884, while serving on another boat of the company, the Lincoln, Roach sprang overboard, at great risk to his own life, and rescued a man named Thomas Gillett, who had jumped from the boat, intending to drown himself. On this occasion the situation was more serious, as, in addition to the struggles of the would-be suicide, he had to contend with the agitated state of the water from the backing of the steamer's wheels in the effort to stop her.

He effected a third rescue on December 27 of the same year. A man named Doyle had fallen from the South Ferry drop, and, striking

Digitized by Google

something in his descent, broke his collar-bone. Being almost helpless, he would surely have been drowned but for Roach's intrepidity in jumping into the icy water after him. It is understood that these are not the only instances of Roach's heroism and gallantry, as he has achieved other rescues, the particulars of which have not been furnished. It has been recently learned, also, that since the award was made, Mr. Roach sustained a very serious injury while attempting to save a man who had fallen into the ferry-slip, (October 30, 1885.) His leg got caught between the boat and the wharf, and was badly crushed and fractured. He was removed to the hospital in a critical condition. It is devoutly hoped that his life may be spared.

A gold medal was also awarded to Marcus A. Hanna, principal keeper of the Cape Elizabeth Light-Station, near Portland, Maine, for nobly saving two men from the wrecked schooner Australia on January 28, 1885.

It appears from the evidence presented to the Department that the schooner Australia, of Booth Bay, Maine, having a crew of three men, viz., J. W. Lewis, master, and Irving Pierce and William Kellar, seamen, left her home port on January 27, 1885, laden with fish and guano, for Boston, Mass. At about midnight a furious gale and snow-storm set in. After losing some of her sails, she attempted to reach Portland Harbor, but, making the land to the leeward, was driven onto the rocks at Cape Elizabeth, near the fog-signal, just to the westward of Dyer's Point. She struck soon after 8 o'clock the morning of the 28th. The seas now poured over her in a perfect deluge, sweeping away everything about decks, including the house, the men having barely time to take to the rigging. Even there it was not safe, for in a few moments the captain was washed away and drowned. The sufferings of the other two, drenched to the skin and with the temperature at 10° below zero, were terrible. The masts of the vessel were soon afterwards discovered through the driving snow by Mrs. Hanna, the wife of the light-keeper. The latter had lain down for a nap upon being relieved at the fog-signal soon after daylight by one of his assistants, Hiram Staples. His wife's exclamation of alarm upon seeing the wreck was sufficient to arouse Hanna, and, slipping on his coat, hat, and boots, he rushed down to the shore. Upon reaching the fog-signal he called to Staples to follow, and the two were soon abreast of the wreck. Two men could be seen in the rigging, who at once began shouting for help. Hanna knew it was impossible to launch a boat, but his mind was soon made up. He returned to the fog-signal for an axe, and then hastened to a boat-house three hundred yards distant for a line with which to rescue the

Digitized by Google

men. Finding the door blocked by a great mass of snow, he ran back, shouting to Staples, who had remained at the fog-signal, to bring a shovel, quick! An entrance was soon effected with the axe, and a suitable line obtained. Meanwhile, Mrs. Hanna had alarmed the other families at the station, only one member of which, however, Mr. Staples' son, a lad of fifteen, could render any help. Hanna despatched him to summon the neighbors, and then got down to his work. Weighting one end of the line with a piece of metal obtained from the signal-house, so he could the more readily throw it, he clambered down the slippery, ice-coated rocks, almost into the surf, and attempted to heave it on board. His situation while thus engaged was one of almost as great peril as that of the two men in the rigging of the schooner. The slightest misstep would have been fatal. The brave fellow had been ill for a week or more, and it was only through the exercise of a most determined will that he was able to stand the hardship and exposure and maintain his footing. After many unsuccessful efforts to reach the men with the line, which fell short, he was compelled to crawl back on to the level ground to restore warmth by beating and stamping his almost frozen hands and feet. He also improved the opportunity to free the stiffened line of its coating of ice. His assistant, Staples, also suffering intensely with the cold, and discouraged by Hanna's ill success, had meanwhile retreated to the signal-house to warm himself, leaving the keeper alone. At about this time a tremendous wave lifted the schooner bodily and threw her on her beam-ends, thus placing the two men in greater peril than before. Filled with dismay at this, Hanna again descended over the rocks in the face of the blinding, drenching spray, and, summoning all his remaining strength, succeeded, after several failures, in at last reaching the schooner with the line. One of the men, Pierce, at once adjusted it about his body, and while he was doing so Hanna crawled back on to the bank and shouted for aid. No response came, for not a soul was in sight. As soon as he was ready, Pierce made signal to the keeper, and, casting himself into the icy breakers, he was with difficulty drawn out on the shore. The man's jaws were set and he appeared to be almost gone. Realizing that every moment was precious, Hanna quickly loosened the line from Pierce's body, and, after a few more efforts, threw it within Kellar's grasp. The process was then repeated as in Pierce's case, and Kellar was nearly ashore when, to the keeper's great relief, Staples and two of the neighbors came hurrying to his assistance. The rest of the story is soon told. The two sailors were carried into the fog-signal building, where their frozen garments were removed and every possible means resorted to

Digitized by Google

for their restoration. They were both badly frost-bitten, but as the storm continued with great violence all day and the snow was drifting badly, it was impossible to remove them to the more comfortable dwelling of the keeper, a few hundred yards away, until the following morning. There they were tenderly nursed by Hanna and his wife until the roads could be opened and communication had with the city, when the poor fellows were carried to the marine hospital in Portland for treatment, where they soon came round all right. That these men would have shared the fate of the captain but for the self-sacrificing devotion of the brave keeper is beyond doubt His noble conduct was held deserving of the highest form of recognition within the power of the Service to bestow. The captain's body was recovered subsequently.

The next award was that of a silver medal to Harry Rutter, of Atlantic City, New Jersey, for bravely rescuing from drowning in the surf, on the 26th of July, 1883, Mr. D. E. Jackman, of Pittsburgh, Pennsylvania. Mr. Jackman, it appears, was spending a vacation at Atlantic City, and while bathing in the surf on the above date ventured so far seaward that he was unable to get back. He was about two hundred yards from the shore. His cries for help being heard by Rutter, one of the life-guards, the latter boldly plunged into the water, and after a hard struggle succeeded in bringing the half-drowned man safely to the beach. The rescue was a daring one and was witnessed by a large concourse of people.

The ninth award was a gold medal, to a young man named John P. F. Hagen, for gallantly rescuing thirteen boys from drowning in the Schuylkill River, opposite Fairmount Park, Philadelphia, Pennsylvania, on the evening of the 3d of February, 1884. It was a case of remarkable coolness and bravery. Young Hagen, who was but little over twenty years of age, had been amusing a number of boys by drawing them upon a sled to and fro on the ice, near the Callowhill Street bridge, when, at about 4 or 5 o'clock, without any warning, the ice suddenly gave way and precipitated the entire party into the river. Hagen, although borne down by one of the youngsters, who grasped him round the neck as they plunged into the icy water, quickly struggled to the surface and, with great presence of mind, proceeded without thought of self, to rescue his young comrades. The hole formed in the ice was probably some twenty or thirty feet across. Being an expert swimmer, he grasped one after another of the boys and, with great effort, lifted them out to a man named Charles Eble, who carried them safely to the bank. In this way the brave man was the means of preserving thirteen

Digitized by Google

lives. Bystanders aver that nearly all would have perished but for his efforts. It seems there had been fourteen in the party besides Hagen, but one little fellow, James Donnelly, must have been instantly drawn under the ice by the current and swept away. This fact was not learned, however, until afterwards, when Donnelly's parents came in search of him. In the excitement the boy had not been missed. When all who were in sight had been helped out, Hagen coolly swam around the edge of the ice and among the floating cakes, exploring with his hands and feet as far as he could reach, to be sure that none were left. While thus engaged he also recovered several of the boys' caps, tossing them out onto the ice as they came within his grasp. Then, and not until then, when satisfied that he could do no more, did the young hero think of his own safety. By that time he was so benumbed that he almost lost the use of his limbs, and was glad to avail himself of the ready assistance of Mr. Eble in crawling out of the frigid water. It is understood that the foregoing is but one of several instances where young Hagen boldly risked his own life for the rescue of others, although this is the only one brought to notice. His gallantry, however, on this occasion brought its reward, as the citizens of Philadelphia made up a handsome purse for his benefit. He being in humble circumstances, the fund was placed in the hands of trustees, to be applied to his education and advancement.

The close of the record of awards for distinguished service in saving life was the bestowal of medals on Captain David Miller, Mate Daniel F. Miller, and Seaman Patrick H. Daly, of the schooner Driver, of Grand Haven, Michigan, the occasion therefor being the humanity and bravery shown in the rescue of twelve men, the survivors of a crew of eighteen belonging to the steamer H. C. Akeley, also of Grand Haven, which foundered in Lake Michigan on the 13th of November, 1883. The weather had been stormy for several days, and the steamer, bound from Chicago, Illinois, to Buffalo, New York, deeply laden with grain, had been disabled when off Racine, Wisconsin, on the afternoon of the 11th, by a break in her machinery. Later the same day she lost her smoke-stack, and also had her sails blown away. In this helpless state she drifted in the trough of the sea before the heavy westerly gale clear across the lake, and on the 13th anchored off the Michigan shore, a few miles from Holland, leaking badly. She was discovered in this situation soon after noon by the crew of the Driver, bound from Chicago to Grand Haven, as the latter was lying to in the gale. The ill-fated craft foundered shortly after her discovery. Captain Miller at once bore down

Digitized by Google

to the spot where the steamer had disappeared, and instituted search for the crew. At first those on the schooner found nothing but floating *débris* from the wreck, and they began to fear that all hands were lost. After cruising about for some time, however, a yawl was sighted to the leeward, full of people. The schooner was at once headed for it, and an attempt made to reach the people with a line. This, however, was found impracticable, as the schooner could not be handled well in the heavy sea. It was equally impossible for those in the boat to help themselves, as they were without sails or oars. In this dilemma the mate of the schooner, Daniel F. Miller, a brother of the captain, and Patrick H. Daly, bravely volunteered to take the schooner's yawl and run a line to the drifting boat. The undertaking was extremely hazardous, but it was their only alternative, the idea of leaving the people to their fate not for a moment being entertained. As soon as the yawl could be hoisted overboard the gallant fellows shoved off. Their every movement was anxiously watched, both by those they were bent on saving and their comrades on the schooner, but after several hair breadth escapes they finally succeeded in reaching the steamer's people with a line and getting the boat under the Driver's stern. The occupants, twelve in number, were then safely hauled on board, one by one, by means of lines. The castaways, drenched to the skin and almost perished with cold, were overjoyed at their deliverance. As the rescue was effected just as night set in, there can be no doubt as to their fate but for the timely arrival of the schooner. Not one would have lived to tell the story of the wreck. As it was, six precious lives had been lost, the captain, first officer, and four others having gone down with the ship. The gale being still violent, with no early prospect of reaching Grand Haven, the humane captain concluded to bear up for Chicago, where he landed the wrecked people the next day. For their noble conduct a silver medal was awarded to Captain Miller, and gold ones to his brother and the seaman, Daly, who so courageously risked their lives in the frail yawl on the storm-tossed sea.

CONCLUSION.

The record of the year reflects the greatest credit upon the superintendents and inspectors of the several districts for the high state of discipline and efficiency they have maintained within the limits of their charge, and also upon the keepers and crews of all the stations for the unfailing gallantry, fidelity, and ability which has signalized their efforts upon so many occasions of service and rescue. The behavior of these station crews in attesting their high personal and pro-

Digitized by Google

fessional character, attests also the wisdom of the policy of selecting such agents on grounds of fitness solely, without reference to political considerations, and of retaining them at their posts, with all their ripe experience, irrespective of party demands. A policy of this kind, steadily adhered to, cannot fail of good results, such as the annals of the Service have to show.

Digitized by Google

Digitized by Google

SERVICES OF LIFE-SAVING CREWS

DURING

FISCAL YEAR ENDING JUNE 30, 1885.

4 L S

Digitized by Google

Digitized by Google

SERVICES OF LIFE-SAVING CREWS

DURING

FISCAL YEAR ENDING JUNE 30, 1885.

July 1.—The record of the year commences with the service rendered by the crew of the White Head Station, (First District,) coast of Maine, to the schooner *Ophir*, of Ellsworth, in the same State. The vessel was bound from Boston, Massachusetts, to Bangor, Maine, in ballast, with a crew of three men, and with the captain's wife and child on board. The weather being foggy, she got out of her course and came near striking on Brown's Ledges, about a quarter of a mile west of the station, only escaping disaster upon finding herself in the breakers by quickly letting go an anchor. It was about 4 o'clock in the afternoon. The station being closed for the summer, there was no one on duty but the keeper. The latter, as soon as he saw the schooner's signal of distress, hoisted the assembly signal for his crew, most of whom reside in the vicinity, and when they arrived the vessel was boarded. She was close in and in danger of striking the rocks at low water. The tide was then about half-flood, and there was a heavy swell setting in. The first thing done was to secure the safety of the woman and child by taking them to the station. The life-savers then hove up the schooner's anchor and skilfully worked her out from among the ledges, when, the wind dying out, they were compelled to cast anchor again and return to Seal Harbor and borrow a kedge from the schooner *Senator*, of Ellsworth, with which they kedged the *Ophir* farther off shore, and then anchored her for the night, the men remaining on board on watch until morning, (July 2.) Nothing further could be done until evening, when, at 5 o'clock, the keeper and his men, after kedging her to a good distance from shore, hoisted the sails, beat her round into Seal Harbor and safely moored her, the crew completing their labors shortly before midnight. The woman and child remained at the station until the next morning, (3d,) when the captain called and took them back on board. The vessel was no doubt saved by the prompt action of the White Head crew.

July 1.—At a about 10 o'clock at night, during a heavy squall from the northward, which lasted about twenty minutes, the yacht *Oberon*, of Toledo, Ohio, lying in the harbor near the Cleveland Station, (Ninth District,) Lake Erie, dragged her anchor, and, as she had but a short cable, drifted rapidly towards the rocks about one hundred yards southwest from the station. The alarm was sounded by the lookout at the station, the dingey was quickly launched, and the crew pulled off and boarded the yacht. They let go the other anchor which they found on the yacht, but, being so close in, she pounded on the bottom. The crew then went ashore and procured a long line, one end of which they secured to the station practice-spar and run the other end to the yacht. They then hove her close to the spar, where she lay until the storm abated, when she was again put out to anchor in the harbor.

July 2.—At about 9 o'clock in the morning the crew of the Cleveland Station, (Ninth District,) Lake Erie, launched their boat and recovered the body of a man named Proud, a resident of Cleveland, who had been drowned a few days previous while fishing in the lake. The corpse

Digitized by Google

was conveyed ashore and placed in charge of the proper authorities for the necessary inquest.

July 4–7.—The iron steamship *Gulf of St. Vincent*, of Hartlepool, England, from Calcutta for New York with a cargo of linseed and other commodities, stranded off the coast of Long Island, New York, about half a mile to the eastward of the Lone Hill Station, (Third District,) at 4 o'clock in the afternoon of July 4, during the prevalence of a dense fog. Besides a crew of thirty-two men, she had five Hindoo passengers on board. She ran on at high water, with the wind blowing fresh from the southeast. Although the Long Island stations were closed for the summer and the crews off duty, the steamer was fortunately discovered half an hour after she struck by Keeper Baker, of the Lone Hill Station, who at once obtained a crew of volunteers from an excursion party on the beach, and with their aid went off in his boat. The captain of the steamer declined assistance beyond the landing of the five passengers and the transmission to the nearest telegraph office of a dispatch to the consignees in New York advising them of the disaster. He proposed with his crew to lay out anchors and attempt to float the steamer upon the next tide that night. By the time the passengers could be landed and properly cared for darkness had set in. The boat's crew, therefore, returned abreast of the steamer and, after building a fire, established a watch for the night, the men holding themselves in readiness for instant service in case of signal. At 9 the next morning (July 5) they again put off through a heavy surf, and found that, although the captain had utterly failed to budge the vessel, even after jettisoning a portion of the cargo, he was still disinclined to land with his crew. During the forenoon Keeper Thurber and three of the crew of the Blue Point Station and Keeper Rhodes and one man of the Point of Woods Station arrived, and with their assistance the precaution was taken to establish line-communication and rig the breeches-buoy, the wind having increased almost to a gale and raised quite a high and dangerous sea. While the men were at work the district inspector, Lieutenant McConnell, also arrived from Bay Shore. As the situation was becoming serious, one of the surfmen was sent off in the buoy with a message advising the people to come ashore. This they declined to do. The next day, however, in the forenoon, as the sea continued bad, twenty of the men were glad to come to land, leaving twelve of their shipmates who still resolutely held out. By the afternoon, however, the surf was breaking over the unfortunate craft in such volume that six more were brought away in the boat, leaving but six, including the captain, to pass the night on board. Several boats had put off that afternoon, but none save the station boat succeeded in getting alongside. A sharp lookout was maintained during the night, but there was no signal from the stranded vessel. When the surf-boat went off the next morning (7th) the captain requested the return of the three engineers who had landed the day previous. They were accordingly taken on board, it being proposed to attempt to pump the steamer out. The effort was unsuccessful, and, as there was no abatement of the sea, the captain reluctantly made up his mind to leave. His little party was at once landed, and the beachmen breathed freer with the knowledge that all hands belonging to the steamer were at last safe. As many of the rescued crew as could be accommodated received shelter at the station and the rest were cared for in the vicinity. On July 8, the sea being smoother, the life-saving men made six trips to the steamer in landing the crew's personal

Digitized by Google

effects. The next day (9th) a party of wreckers arrived from New York and commenced operations. They worked steadily in removing the cargo until July 19, when the steamer was floated off and towed to New York. During most of this time the wreckers were furnished with sleeping accommodations at the station, it being unsafe for them to sleep on board.

July 4.—At about twenty minutes after 3 o'clock in the afternoon the lookout of the Louisville Station, (Ninth District,) Kentucky, reported that a skiff with four men in it had been swamped under the cross-dam of the falls. The keeper had the boat manned and pulled alongside the skiff, and picked up two of the men and took them to the station, after assisting the other two men, who waded in the water, to haul the boat to shore, where she was bailed out. These men had been fishing off the abutment of the cross-dam, and, while on their return towards shore, were caught in the reaction of the water under the dam and swamped in shallow water.

July 4.—Shortly after midnight the lookout of the Two Rivers Station, (Eleventh District,) Lake Michigan, observed a sloop-scow trying to make the harbor during a northeast rain-storm. The lights on the piers of this harbor having been discontinued, one of the surfmen ran out on one of the piers with a lantern to guide the vessel in, but while rounding the north pier the sloop became unmanageable and drifted off to leeward, bringing up on one of the sunken cribs of the south pier. An alarm was given and the life-saving crew launched the surf-boat, and with it took off the crew of three men and a boy, whom they landed, with their personal effects, at the station. They then returned to see what they could do towards saving the vessel. On their arrival they found that the heavy surf had jumped her over the crib and she was drifting off to the southward. They overtook her about three hundred rods south of the pier and took her in tow. She was nearly full of water, and, after proceeding a short distance, she sank in a depth of sixteen feet. At about 8 o'clock in the morning the tug *Boss* went out to try and get her into the harbor. The keeper loaned the tug two hawsers and a grapple, which the station crew assisted in making fast to the sunken craft. She was towed to the entrance of the harbor, but the tug was unable to move her any further. At 2 o'clock in the afternoon a more powerful tug, the *Joseph Goldsmith*, was engaged, and she pulled the scow up into the river and left her on a shoal, where her cargo, the outfit of a vessel, was taken off. She was pumped out and repaired, after which she was reloaded and proceeded on her voyage. She was bound to Sheboygan, Wisconsin. The following letter was sent to the district superintendent:

"TWO RIVERS, WISCONSIN, *July* 5, 1884.

"SIR: I do gratefully express my thanks to your life-saving crew at Two Rivers for the prompt and willing assistance which was rendered to me and my crew on July 4 in saving our lives and getting our sloop inside the harbor. They saved all the property aboard of her. Had it not been for the life-saving crew, all would have been a total loss.

"Capt. J. W. LOUDEN.
"E. MCGRAW.
"HENRY B. LOUDEN.

"NATHANIEL ROBBINS,
"*Superintendent of Life-Saving Service.*"

Digitized by Google

July 5.—On this date, during the prevalence of a southerly gale with rainy weather and a rough sea, the schooner *Hattie M. Mayo*, of New York, carrying a crew of three men, and with two passengers on board, bound in ballast from Boston, Massachusetts, to Calais, Maine, which had anchored in the eastern part of Moos-a-bec Reach, off Kelley's Point, coast of Maine, lost one of her anchors, through the violence of the gale, and came near dragging ashore. Her situation was fortunately discovered at 10 o'clock in the forenoon by two of the crew of the Crumple Island Station, (First District,) who were on their way from the mainland to Crumple Island, several miles from where she lay, and, thinking she was ashore, they notified the keeper as soon as they landed. The station being closed for the summer and the crew off duty, the keeper summoned the assistance of another of his men, and together the four hastened to the schooner's relief. Their arrival was most opportune, as she was then close to the breakers, and it was expected that the remaining cable would snap at any moment, when the vessel would at once be dashed on to the rocks and probably lost. At the captain's request, the life-savers took charge and skilfully worked her out of her dangerous situation, and then piloted her to a safe anchorage in Sawyer's Cove.

The captain was very grateful, and made the following acknowledgment:

"JONESPORT, MAINE, *July* 5, 1884.

"The captain of Station No. 3 (Crumple Island) and three of his men rendered me great assistance in getting into harbor. I was lying in a bad position, with one anchor gone, and for his assistance I am very thankful, as I think he was the means of saving my vessel.

"HENRY LUND,
"*Master Schooner Hattie M. Mayo.*"

July 5.—As in the case of the schooner *Ophir*, a few days previous, the crew of the White Head Station, (First District,) coast of Maine, on this date rendered important service to the schooner *Jennie M. Carter*, of East Greenwich, Connecticut, which, with a crew of six men, was proceeding in ballast from Boston, Massachusetts, to Bangor, Maine. She got caught in a dense fog and came near striking on Brown's Ledges. The two cases were very similar, the *Carter* just saving herself by anchoring about one hundred yards from Brown's Island, in nearly the same place as the *Ophir*. She was brought to at about half-past 2 in the afternoon, and when the fog cleared a little, half an hour later, was seen from White Head Island. The keeper quickly mustered his crew and went on board in answer to her signal for assistance. They kedged her off to a safe distance, when, the fog shutting in thick again and darkness coming on, the schooner was moored, with both anchors down, and everything made snug for the night. At 4 o'clock next morning (6th) they again went on board and kedged her well to windward against a strong wind and heavy sea, and then, hoisting sail, ran her up past White Head Island into Muscle Ridge Channel, Penobscot Bay, where she was left to pursue her way, all right. The life-saving crew were engaged on her altogether about nineteen hours, and no doubt were the means of saving her from dragging onto the rocks.

July 5.—At 7 o'clock in the morning, while standing in for Great Egg Harbor Inlet, a schooner struck the bar and disabled the rudder.

Digitized by Google

She soon floated off, anchored two miles south-southwest from the Great Egg Harbor Station, (Fourth District,) New Jersey, and hoisted a signal of distress. The station was closed for the summer season, but the keeper discovering the condition of the vessel, ran up a signal for a crew, and procured a horse to haul the surf-boat. He succeeded in obtaining five men, one each from his own and the Ocean City Station, the others volunteers, and boarded the schooner at half-past 1 in the afternoon. She proved to be the *Annie M. Reynolds*, of Wilmington, Delaware, from New York City bound to Frederica, Delaware, with a crew of five men and a cargo of lime. A temporary steering-gear was rigged, when the two crews safely sailed her up the coast into Absecom Inlet, where her damages could be properly repaired.

July 5.—While the wind was blowing fresh from the westward, at about 9 o'clock in the morning, it was discovered at the Cleveland Station, (Ninth District,) Lake Erie, that the yacht *Oberon*, of Toledo, Ohio, which had received assistance from the life-saving crew on July 1, had again dragged her anchor and was drifting rapidly down towards the west pier. She had been anchored in the bay. The station crew went off to her with an anchor and cable, and in a short time brought her to, so that she was enabled to ride out the gale in safety. But for their prompt action she would, in all probability, have been dashed against the pier and totally wrecked.

July 5.—The schooner-yacht *Louise*, of Detroit, Michigan, with seven men on board, was anchored in the bay near the Cleveland Station, (Ninth District,) Lake Erie. During the gale, which was blowing from the westward, at about 10 o'clock in the morning, the yacht dragged her anchor and drifted towards the pier. The station crew, who had just returned from the *Oberon*, went to her assistance, but, as they had no means of holding her, the captain requested the keeper to send for a harbor tug. In response to a message from the keeper, a tug soon came to the assistance of the yacht, but, the water being too shallow to allow her near approach to the drifting vessel, the life-saving crew bent on a long line belonging to the station to the hawser, and ran it out to the tug. She was then safely towed into the harbor without sustaining any damage.

July 5.—As soon as the crew of the Cleveland Station, (Ninth District,) Lake Erie, had seen the yacht *Louise* in a safe place, they went to the assistance of the sloop-yacht *A. G. Mason*, of Cleveland, Ohio, which had two men on board, and which had fouled her anchor and drifted on to another yacht that lay anchored just astern of her in the bay. The crew boarded her, hauled her up short, unshackled the chain and connected it with another anchor she had on board, which they ran out with the dingey, and hauled her ahead clear of the yacht with which she had collided.

July 5.—At about 4 o'clock in the afternoon the small fore-and-aft-rigged fishing-boat *Newsboy*, of Courtwright, Ontario, while seeking shelter from a strong westerly gale under the lee of Middle Island, Lake Huron, dragged on to the beach at the south side of the island, about a mile distant from the Middle Island Station, (Tenth District.) She was a craft of about five tons, and had a party of six excursionists on board, three of whom were from Detroit, Michigan, and three from Windsor, on the Canadian shore. They had left Detroit two days previous on a trip to Sault Ste. Marie and Georgian Bay, and had

Digitized by Google

reached a point some miles north of Middle Island, when the gale compelled them to turn back for a harbor. By the time the life-saving crew reached them in the surf-boat the men had waded ashore, the water being shoal, and were landing their provisions and outfit. An anchor was run out by the life-saving crew, and in three-quarters of an hour the vessel was hauled afloat. She was taken round to the station, where the party arrived at 6 in the evening. The men were supplied with dry clothing and made comfortable for the night. Their boat, which was full of water, was also bailed out and snugly moored in the little harbor in front of the station. On the following day, as the gale still lasted, one of the party was conveyed to the main-land and assisted in reaching Alpena to telegraph news of their safety to their friends. He was brought off again in the evening. The life-saving crew found some of the bottom planks of the boat started, and she was in a generally leaky condition. They therefore hauled her out on the shore and made what repairs were necessary to put her in thorough order, and also mended the sails, which had been split during the gale. The bedding, clothing, and provisions were also dried, and when everything was in trim again the party set sail on July 8, with a fair wind, up the lake to Sault Ste. Marie, after a stay of nearly three days at the station, They were very grateful for the assistance they had received, and freely acknowledged their indebtedness to the life-saving crew for the saving of their boat and outfit.

July 5.—The crew of the Chicago Station, (Eleventh District,) Lake Michigan, went off at half-past 6 in the evening to the assistance of two men and two boys on a catamaran, which had sprung a leak, become water-logged, and lost both rudders. They were about a mile from the station, off shore. The wind was blowing fresh from the westward, making it impossible for the catamaran to beat back, and the party, thoroughly frightened at the prospect of being blown out into the lake and darkness overtaking them, were waving for assistance when discovered by one of the surfmen. The life-saving crew succeeded, after an hour's hard pull, in towing them to the station. One of the men, whose shoes and socks had been washed overboard, was furnished with others to reach home with.

July 5.—The lookout at the Racine Station, (Eleventh District,) Lake Michigan, observed a small boat just outside of the harbor entrance, about a quarter of a mile distant from the station, filled with small boys who were in danger of drowning. It appears there were five in the boat, with only a stump of an oar to paddle her, and that soon after starting the boys became involved in a dispute as to who should be captain, and became so excited over the question that they listed the boat, and she filled with water. One of the surfmen, seeing their danger, ran out on the pier with a line, and threw one end to the boys, who grasped it and held on while the surfman pulled them and the boat ashore. While being thus towed in, the boat gradually sank until she struck bottom in water so shallow that the boys easily waded ashore.

July 5.—About 10 o'clock in the morning the lookout of the Racine Station, (Eleventh District,) Lake Michigan, saw a boat capsize and its only occupant, a small boy, precipitated into the water. Two of the surfmen speedily launched the Whitehall boat and started off to rescue the boy, but before they had time to pull around the end of the north pier he swam a few strokes, which fortunately brought him into

Digitized by Google

shallow water, and he waded ashore. The surfmen secured the boat, which was a dilapidated one with an old piece of canvas for a sail, and towed it to the station. The boat capsized about one hundred and fifty feet from shore.

July 6.—At about half-past 9 in the morning the crew of the Big Sandy Station, (Ninth District,) Lake Ontario, New York, went to the assistance of a small pleasure-yacht which had drifted ashore bottom up about two miles south of the station. She proved to be the *Rival*, of Oswego, New York, and after righting her they towed her with the surf-boat abreast of the station, and telegraphed a report of what they had done to the keeper of the station at Oswego. Word soon came back that the yacht had capsized in a squall two days previous (July 4) off Lake View, some twenty-five miles to the southward and westward of Big Sandy Creek, and that the party on board had been picked up and landed. The Big Sandy crew were also requested to put the yacht in repair, so she could be removed by the owner. This was accordingly done, and in due time the craft was taken to Oswego, not much the worse for her mishap. She would no doubt have gone to pieces had she been left, where found, on the beach.

July 7.—The schooner *Autumn Leaf*, of Saint John, New Brunswick, carrying a crew of four men, bound from Philadelphia, Pennsylvania, to Yarmouth, Nova Scotia, with a cargo of coal, ran ashore on the southwest point of Great Wass Island, coast of Maine, about a mile to the eastward of Crumple Island Station, (First District,) at 11 o'clock at night on the 6th of July. The weather was foggy, and there was a rough sea setting in from the southward. The station, as already shown in this record, was closed for the summer and the crew off duty, but the vessel was seen the next morning (7th) at daylight by two of the surfmen, who had been left in charge by the keeper, the latter having gone to Jonesport, on the main-land, several miles distant, on business. The two men put off in a boat at once, and found her deserted, the crew, as was afterwards learned, having taken refuge at the Moos-a-bec Light-house, on Mistake Island, three or four miles away. The schooner was in a bad situation, with the seas making a clean breach over her. While one of the surfmen remained to board her when the tide fell, the other proceeded with all haste to Jonesport to notify the keeper and the rest of the crew. They all arrived a few hours later, and went to work saving the sails, rigging, and other outfits, together with the personal effects and the captain's nautical instruments. The captain and sailors returned to the wreck while the station-men were thus engaged, and the former was much gratified to find them saving his property, as he had been unable to hire outside help, and his own men had utterly refused to strip the vessel. The work was prosecuted with vigor until late at night, the articles having to be carried with much difficulty over the rocks a distance of two or three hundred yards to place them beyond reach of the sea. The aggregate value of the salvage was estimated by the captain at $1,000. After getting ashore all that was possible, the men remained on the spot to watch the property and aid the captain all in their power until the evening of the 8th, when the State wreck-commissioner arrived with a gang of men and took charge, relieving them of further responsibility. The schooner became a complete wreck, and was, with the cargo, sold for a nominal sum. Her crew were taken care of at the station for a week, or until they could be sent home.

Digitized by Google

The captain expressed his thankfulness to the life-saving crew in the following note:

"CRUMPLE ISLAND, MAINE, *July* 7, 1884.

"This is to certify that Capt. William Marshall and crew, of the Crumple Island Station, rendered great assistance in saving the sails, rigging, outfit, and nautical instruments and the clothing of the entire crew of my schooner, *Autumn Leaf*, as she lay on the reef of rocks, and for that and their kindness to me and my crew I am very thankful.

"SIMON TUFTS,
"*Master of the Schooner Autumn Leaf,*
"*of Saint John, New Brunswick.*"

July 7.—At about half-past 7 o'clock in the morning the lookout of the Louisville Station, (Ninth District,) Kentucky, discovered a skiff, containing two boys, in a dangerous place near the Kentucky chute of the falls. The river life-skiff was soon manned, and the crew went off to the rescue and towed the skiff, with its occupants, to the station. The boys were not aware of the danger they were in until told by the keeper. The skiff was delivered to the owner.

July 7.—At about 7 o'clock in the evening of the 6th the schooner *Topsey*, of Chicago, Illinois, cleared from Manistee, Michigan, for her home port, with a cargo of shingles and a crew of six men. Soon after she left her dock the captain noticed that she had sprung a leak. He set all hands at work at the pumps, and by hard labor they managed to keep her from becoming water-logged until she reached the harbor of Ludington, Michigan, at six o'clock in the morning of the 7th. The captain told one of the surfmen belonging to the Ludington Station, (Eleventh District,) Lake Michigan, who happened to go to the schooner immediately after her arrival, that he desired the services of the life-saving crew to relieve his men, who were very tired after their hard night's work at the pumps. Upon receiving the report, the keeper with his crew immediately proceeded to the schooner in the surf-boat, and set to work at the pumps. By noon they had her pumped free, and soon after she started for Chicago in tow of a steamer, the captain thanking the life-saving crew for their valuable services before he left.

July 8.—The keeper of the Parramore's Beach Station, (Fifth District,) coast of Virginia, assisted in saving from destruction in the surf near his station a bateau belonging to a man named Sharpley, of Chincoteague, Virginia, which, after breaking from its moorings in Chincoteague Harbor on the 6th, and drifting out through the inlet with the tide, had been cast ashore on Parramore's Beach the following day. The keeper was alone at the station, the crew being off duty for the summer. It seems the owner and another man arrived on the 8th and endeavored to get it off. Upon reaching the breakers, however, the boat swamped and was driven back broadside on. The keeper arrived just in time to wade out and help the men ashore, and then aided in hauling the craft clear of the surf. As the men were injured and badly frightened by their mishap, he took them to the station and gave them proper attention. The next day, (9th,) with the aid of volunteers, in the surf-boat, he succeeded after some difficulty in getting the bateau afloat, when it was sailed in through Watchapreague Inlet and put in trim again to return by the inside passage to Chincoteague.

Digitized by Google

July 8.—The crew of the Oswego Station, (Ninth District,) Lake Ontario, New York, were alarmed by the report of the lookout that a man, while rowing about at the mouth of the harbor in a small skiff, had been upset and was in danger of drowning. The boat was at once launched, but before they could reach the man he was picked up by a passing sail-boat and safely landed. They, however, recovered the skiff and, after righting and bailing it out, towed it back into the harbor where it belonged.

July 8.—Between midnight and 4 o'clock in the morning, as the patrol of the Grindstone City Station, (Tenth District,) Lake Huron, just after he had interchanged signals with the patrol of the adjacent station south and was returning, he observed a great light in Grindstone City, and running as quickly as possible found that it emanated from a burning hotel. The patrol was the first man on the ground, and made himself useful in saving furniture. The building became a total loss, there being no means at hand to check the flames.

July 10.—The lookout of the Grand Point au Sable Station, (Eleventh District,) Lake Michigan, at about half-past 10 o'clock in the morning, saw through the fog that was prevailing, a small schooner coming directly for the beach. He immediately gave the alarm, when one of the surfmen sprang into a boat and reached her in time to warn her of her danger and save her from stranding. The vessel was bound to Ludington, Michigan. The surfman gave the master the correct course, and he went off all right.

July 11.—At about noon the lookout of the Louisville Station, (Ninth District,) Kentucky, informed the keeper that a small flat had landed above the cross-dam of the falls on the Indiana side of the river. The keeper had the boat launched, and instructed the crew to go to the craft and find out what the parties desired, and to pilot them over the falls if they needed such assistance. Four persons were found on the flat, two men and their wives, from Vevay, Indiana, on their way down the river, but they were afraid to venture over the falls. The two women were taken into the station-boat and the men directed to follow on the flat. They were all taken over the falls in safety. Having never been over the falls before, some of them would probably have lost their lives had they attempted the passage without assistance.

July 12.—A report came to the Chicago Station, (Eleventh District,) Lake Michigan, that the body of a boy was floating in one of the slips west of the station. The keeper sent two men in the supply boat, who found the body and took it to the station. The keeper delivered it to the city authorities for burial.

July 13.—Just before noon the keeper of the South Brigantine Station, (Fourth District,) New Jersey, observed a yawl-boat drifting past the station with no one in it. He went out and towed it ashore, and subsequently returned it to the owner.

July 13.—Soon after midnight, during a thick fog, the schooner *Ada S. Allen*, of Pembroke, Maine, with a crew of six men, while on a voyage from Boston, Massachusetts, to Hillsborough, New Brunswick, in ballast, ran onto the rocks in Carrying Point Cove, coast of Maine, about a quarter of a mile southeast of the Quoddy Head Station, (First District.) The station being closed for the summer, the vessel was not discovered by the keeper until daylight, when his attention was called to her by the shouts of her people for assistance. She was then afloat, as the crew, soon after she struck, had carried out an anchor and hauled

Digitized by Google

her off the rocks. Not knowing their whereabouts, however, they had anchored just clear of the ledge. The weather was still foggy at daylight. The keeper got together three of his men, all he could find, and went on board and helped warp the schooner well off into deep water, when sail was hoisted and she was piloted round into Quoddy Roads and up to Lubec, where the damage she had received on the rocks could be repaired. They were busy on board nearly all day.

July 13.—At about 1 o'clock in the afternoon the lookout of the Oswego Station, (Ninth District,) Lake Ontario, discovered a sloop-rigged yacht in distress near the mouth of the harbor, about one-eighth of a mile northwest from the station. She was soon boarded and found to be the yacht *Nonesuch*, of Fulton, New York, with her steering-gear disabled. The wind was blowing fresh from the westward, and the yacht had taken in her canvas and was drifting to leeward under bare poles. The life-saving crew towed her safely into the harbor.

July 13.—At 8 o'clock in the evening the pier-head lookout of the Buffalo Station, (Ninth District,) New York, discovered and reported a tug-boat on fire at the new breakwater, about a mile southwest of the station. The crew hurried to the spot at once in their surf-boat, with all the buckets they could muster, and after about an hour's work succeeded in extinguishing the flames and saving the vessel. She proved to be the tug *Compound*, of Buffalo, her crew numbering three men. The damage amounted to about a thousand dollars.

July 13.—At about 9 o'clock in the morning the lookout of the Cleveland Station, (Ninth District,) Lake Erie, reported that the yacht *Mary*, with three men aboard, on a sailing trip, when between the west pier light and the breakwater, had her mast carried away, rendering her helpless. The life-saving crew went to her assistance with the surf-boat, and towed her safely into the river.

July 13.—In the morning word came to the Louisville Station, (Ninth District,) Louisville, Kentucky, that a negro boy, named George Hayford, had drowned the night before in the river at the foot of Floyd street. Life-skiff No. 2 was immediately equipped with the necessary appliances and pulled to the spot, where the life-saving crew, after dragging for about two hours, recovered the body and turned it over to the coroner. The boy had been bathing with a number of others and went beyond his depth. Not being able to swim, he drowned before assistance could reach him.

July 13.—At about half-past 6 in the morning the crew of the Ottawa Point Station, (Tenth District,) Lake Huron, discovered a large raft of timber adrift some three miles off shore. It had drifted out of Tawas Bay during the night. They put off in the surf-boat and attempted to secure it, but finding it was more than they could manage alone, the assistance of the steam-tug *Gladiator* was obtained, and after several hours' hard work they succeeded in bringing it safely back into the bay. The raft contained about half a million feet of lumber. But for its prompt recovery it would have soon gone to pieces and proved a great loss to the owners, besides a dangerous obstruction to passing vessels.

July 14.—At about 7 o'clock in the evening the lookout of the Hammond's Bay Station, (Tenth District,) Lake Huron, reported a boat adrift about four miles north from the station. The keeper went out in the supply-boat and towed it into the harbor. It proved to be an old scow, or flat-boat, and it was hauled up on the beach to await the call of the owner.

Digitized by Google

July 19.—At 3 o'clock in the afternoon a large cat-boat, with four young men on board, from Englewood, New Jersey, which had anchored in Sandy Hook Bay near the railroad pier, dragged her anchor, owing to the strong southerly breeze, and was driven ashore about a mile and a quarter to the southwest of the Sandy Hook Station, (Fourth District,) coast of New Jersey. The station was closed for the summer and the crew off duty, but the keeper happening to be near, hastened to give his assistance. He carried an anchor out, and made a strong effort to get the craft afloat. She was too heavy, however, and the aid of a boat's crew from the revenue-steamer *U. S. Grant*, anchored in the vicinity, was gladly welcomed. Thus re-enforced, the party soon got the yacht afloat, and she was taken to a safe anchorage.

July 19.—At about 3 o'clock in the morning the lookout of the Kenosha Station, (Eleventh District,) Lake Michigan, saw the barge *John Breden*, of Buffalo, New York, stranded on the bar off the harbor piers, about three hundred yards east of the station and one hundred and fifty yards from shore. The station crew went out and ran lines from the barge to the piers, and after three hours' hard labor got her off and worked her into the harbor and up to her dock. She was bound from her home port to Kenosha with a cargo of coal and had a crew of seven men.

July 20.—At about half-past 3 o'clock in the afternoon the yacht *Julia*, with three men on board, who had gone out on a pleasure cruise, capsized in the breakers on Horse Shoe Reef, about one and a half miles northwest from the Buffalo Station, (Ninth District,) Lake Erie. They were observed and reported by the lookout on duty at the station. As quickly as possible the surf-boat was launched, and the life-saving crew pulled off to the relief of the capsized craft. Before arriving at the spot, however, a small fishing-boat pulled alongside and managed to take off one of the men and rowed him ashore. The other two were got into the surf-boat and taken to the station. Being much exhausted, wet, and suffering with cramps, they were given stimulants and dry clothing. Supper was also provided for them, after which some of their friends arrived with two suits, which they soon put on and left the station, first thanking the keeper and his crew for their rescue and for the attentions they had received. The fishing-boat towed the yacht into a safe place under the breakwater of Black Rock Harbor.

July 21.—At about 9 o'clock at night the crew of the Cleveland Station, (Ninth District,) Lake Erie, were called upon to go up the river about five miles to recover the body of Earl Verity, a lad aged nine years, who was drowned while bathing about 5 o'clock in the evening, having been seized with cramps. Three of the surfmen with the dingey went up the river to the spot designated, and commenced to drag for the body with boat-hooks and a long line to which fish-hooks were attached. The body was soon recovered and delivered to an undertaker.

July 21.—On this date one of the crew of the Sand Beach Station, (Tenth District,) Lake Huron, rescued from drowning a lad named Charles Rowe, who had fallen overboard from the schooner *C. Hart*. The little fellow was unable to swim, and would doubtless have lost his life but for Surfman Henderson's assistance.

July 21.—At about half-past 10 o'clock at night the schooner *Maggie Johnson*, of Sheboygan, Wisconsin, while attempting to enter the harbor of Ludington, Michigan, missed the entrance and only escaped disaster

Digitized by Google

by heeding the warning-signal of one of the crew of the Ludington Station, (Eleventh District,) Lake Michigan, and quickly luffing to windward of the south pier. The surfman then quickly took the end of a line thrown to him, and, making it fast to the pier, she was held from driving ashore. In the meantime another of the station crew arrived. He was at once dispatched to the station for help, but meeting on the way the tug *B. W. Aldrich*, she was pressed into service, and, with the aid of the two surfmen in running lines, the vessel was towed safely into the harbor before the rest of the station crew could arrive with their boat, and a disaster avoided.

July 22.—At about 3 o'clock in the morning the steam-tug *Laura Gibbs*, of Oscoda, Michigan, bound from East Tawas to Au Sable, Michigan, with a crew of four men, ran aground on the point about one and a quarter miles southwest from the Ottawa Point Station, (Tenth District,) Lake Huron. At the time she struck, the lake was covered with dense smoke from forest fires. The lookout at the station heard the puffing of the tug while trying to work herself off, but being unable to see anything through the smoke, and thinking she was towing a raft, paid no attention to it. At 8 o'clock the tug blew her whistle four times, when the station crew immediately went off in the surf-boat. Finding her too hard on to be moved without other assistance, they took the captain ashore for the aid of his steam-barge *Missouri*, which was loading at the dock. The life-saving crew ran a line from the barge to the tug, and the latter was pulled off.

July 23.—At 3 o'clock in the afternoon the small sloop *Bonnie Belle*, of Bar Harbor, Mount Desert, Maine, having a crew of two men, while leaving Cranberry Island for Bar Harbor, with a cargo of potatoes, ran onto a rocky ledge off Hadlock's Point. Little Cranberry Island, a little over a mile west-northwest of the Cranberry Isles Station, (First District.) The station was closed for the summer and the crew off duty, but the keeper, seeing her strike, called to his assistance the only two of his men within reach and went in a skiff to her relief. The life-savers carried out the sloop's anchors and winded her head round to the southward, and then, as she was afloat forward and only aground aft, managed, by hoisting their skiff to the end of the bowsprit and going out on the bowsprit themselves, to tip her sufficiently by the head to float her clear of the ledge without receiving any injury. The two men on the sloop were very thankful for the assistance thus rendered them, as the vessel lay in such a position that there was every prospect of her being badly damaged had she remained there another tide.

July 23.—Shortly after noon, the wind blowing fresh from the westward, one of the small schooner-yachts lying in the bay at Cleveland, Ohio, dragged her anchor and was rapidly drifting towards the pier, when she was discovered by the lookout of the Cleveland Station, (Ninth District,) Lake Erie, who gave the alarm, and at once the dingey was launched and the crew put off to her assistance. They ran out a line and towed her to the beach, upon which she was hauled and left until the wind abated, after which she was launched and anchored again. The yacht sustained no damage.

July 23.—At about 7 o'clock in the evening two of the crew of the Cleveland Station, (Ninth District,) Lake Erie, went up the river about eight miles to drag for the body of a boy drowned the day before, (the 22d.) After dragging the river unsuccessfully for about three hours and a half, the men returned to the station. Next morning (the 24th)

Digitized by Google

the same men proceeded up the river again, and after grappling for about four hours and a half succeeded in raising the body, which was that of Ernest Lafontaine, fifteen years of age. The body was placed in charge of an undertaker.

July 23.—In the afternoon the lookout of the Two Rivers Station, (Eleventh District,) Lake Michigan, observed a small boat, named the *Ephia*, capsized about a third of a mile southeast of the station, and the life-saving crew immediately went off to rescue the two men who had been sailing in her. They took one from the bottom of the boat, to which he was clinging, and then went in search of the other, who had swam off towards the pier, which he reached, but was unable to climb over on account of the heavy sea, which washed him away. When the life-savers came up to him he was drifting out into the lake again. Both men were taken to the station, whence they proceeded to their respective homes. They expressed their thanks to the life-saving crew for their prompt assistance, without which they would have perished.

July 24.—At 6 o'clock in the morning the crew of the Sand Beach Station, (Tenth District,) Lake Huron, received word from a tug that the schooner *Two Fannies*, of Kenosha, Wisconsin, had just arrived in the harbor in distress and needed assistance. They proceeded to her at once in their boat, and found she was leaking. She had a crew of nine, all told, and was loaded with coal from Cleveland, Ohio, for Chicago, Illinois. The captain reported that the schooner had encountered a heavy squall the previous night off Point aux Barques, during which she sprung a serious leak, compelling him to run back to the harbor of refuge at Sand Beach. The people were almost exhausted from pumping all night, and were glad to be relieved by the station crew. The pumps were continued in operation day and night by the organization of reliefs between the two crews, and the vessel thus kept afloat until the arrival on the 26th of steam-pumps, which the captain had sent for immediately upon reaching the harbor. The life-saving crew also assisted in hoisting the steam-pumps on board and setting them in position, and then, as soon as they were well in motion and the leak was under control, the schooner left in tow of the tug *Mocking Bird* for her destination, where it was intended to make necessary repairs. The captain of the *Two Fannies* was very grateful to the station crew, and freely stated that he was largely indebted to them for the safety of his vessel. She would doubtless have sunk in the harbor but for their assistance.

July 24.—The crew of the Evanston Station, (Eleventh District,) Lake Michigan, were engaged several hours in sweeping for an anchor which had been slipped the day previous by the Schooner *George C. Finney*, of Oswego, New York. The schooner was anchored off the Evanston pier, when a heavy squall came up and caused her to drag so near the beach that for safety she was compelled to slip and run for Chicago harbor, to the leeward. The station men located and buoyed the anchor, and then telegraphed to the captain to come out and pick it up.

July 24.—In the afternoon the crew of the Racine Station, (Eleventh District,) Lake Michigan, were requested to grapple for the body of a boy named Otto Thiese, who had been drowned while bathing in the river two miles above the station. They recovered it after a search of two or three hours, and delivered it to the care of the coroner.

July 24.—At about 3 o'clock in the morning, during a thick fog, the mate of the propeller *Argonaut*, of Marine City, Michigan, came

Digitized by Google

to the Milwaukee Station, (Eleventh District,) Lake Michigan, and stated that the steamer had run ashore about eight miles north of the station, at White Fish Bay. The life-saving crew immediately started off in their surf-boat in tow of the steam-tug *Welcome*. They assisted in throwing the cargo overboard until she was pulled off by tugs, at about half-past 9 o'clock. She was coal-laden, bound from Toledo, Ohio, to Milwaukee, Wisconsin, and had a crew of sixteen men. About one hundred tons of coal were thrown overboard.

July 25.—At about half-past 3 in the afternoon the lookout at the Big Sandy Station, (Ninth District,) Lake Ontario, New York, reported a small pleasure-yacht about two miles from shore, which had unsuccessfully attempted to get into Big Sandy Creek and appeared to be unmanageable. Three of the station crew, including the keeper, went immediately to her assistance, and found she was the *Water Witch*, of Woodville, New York, with a party of three persons on board, who had gone out for a sail on the lake, and, the breeze freshening and making the water rough, were unable to get back without aid. The situation of the craft was really quite serious, as she was old and unseaworthy, and ought not to have been out in such a rough place. The life-savers at once took charge and worked the yacht safely into the harbor, and thus probably averted a distressing accident. The service was highly appreciated by the occupants of the yacht, as will be shown by the subjoined communications:

"PIERREPONT MANOR HOTEL,
"*November* 4, 1884.

"DEAR CAPTAIN FISH:

"I trust that you will pardon the delay in not sooner acknowledging the service you rendered to my nephew, a friend, and myself by saving us from a watery grave in Lake Ontario on the 25th of last July. If I have not said anything to you about it, I have to a great many others, and I shall never lose an opportunity to tell of the affair whenever I can find a listener. The above sentiments are to be equally divided between yourself, Mr. Chapman, and Mr. Walters.

"Yours always, gratefully,
"JOHN WORTHINGTON MANSFIELD."

"PIERREPONT MANOR, JEFFERSON COUNTY, N. Y.,
"*December* 1, 1884.

"DEAR SIR: Will you have the kindness to read the enclosed report and then forward it to its destination at Washington, D. C. I have felt it my duty to make known to the proper authorities the facts in relation to an event which but for the watchfulness of Captain Fish and his men would have proved fatal to me and mine. The good done in warning people from danger is no small item in the Life-Saving Service, and the excellent reputation of Captain Fish in this respect is the common talk of people in this vicinity.

"I remain, very respectfully,
"JOHN W. MANSFIELD.

"Capt. D. P. DOBBINS."

Digitized by Google

[Enclosure.]

"PIERREPONT MANOR, JEFFERSON COUNTY, N. Y.,
"*December* 1, 1884.

"DEAR SIR: I am an artist from New York City, and have resided in this part of the State since last April. In the practice of my profession I am very often upon the shore of Lake Ontario, and at times on the lake itself. On the 25th of last July I had charge of a sail-boat, in which, beside myself, were a young man from Watertown and my nephew, a lad of twelve years of age. We were a mile and a half from shore, in a somewhat heavy sea, with a skiff towing astern. I endeavored to make the opening that leads into Big Sandy Pond, but failed to do so after several trials, as the wind from off shore would suddenly leave us tossing among the swells. We then stood out into the lake again, intending to make a long tack, but ignorant of the very heavy sea three miles from shore, which was about the distance I intended to go before coming in stays. The sail-boat was rickety and leaky, and I afterwards learned that the owner would not trust himself in her when the water was the least rough. In fact, he one day remarked to me that she had 'seen her day' and was 'about ready to sell.' We saw a boat coming towards us from the direction of Life-Saving Station No. 1, but could not tell what it was on account of the distance and the roughness of the water. However, it proved to be a boat from the station, in which we recognized Captain Fish and two of his men, who boarded us and took us home. We had been watched, and when our intentions of standing some distance into the lake were perceived Captain Fish promptly came and saved us from a danger of which we had no idea. Our rickety sail-boat would have been pounded to pieces, and, but for the watchful eye of the station men, we should surely have been drowned. About two miles north of the station is a summer hotel, where a number of skiffs and sail-boats are to hire. It is a great resort for picnics, and for hunters in the spring and fall. The number of services to the guests (in summer) and to sportsmen is very great, for among them are many inexperienced persons, who venture upon the lake or get into trouble in the immense marshes of that locality, and but for the vigilance and *prompt action* of Captain Fish there would be many fatal mishaps to record where now I have not heard of one. As a stranger I have an excellent opportunity to form a correct opinion of a person's reputation, and, having had a *personal* experience, I feel it my duty to add my testimony in behalf of a brave and faithful man.

"I remain, very respectfully,

"JOHN WORTHINGTON MANSFIELD.

"Hon. S. I. KIMBALL."

July 25.—At about 4 o'clock in the morning the patrol of the Ludington Station, (Eleventh District,) Lake Michigan, on duty on the south pier of the harbor, saw a small sloop-rigged yacht on the beach about three hundred yards north of the piers. He hastened to the spot and found her stranded and full of water, with no one on board. The surfman who had gone out to relieve the patrolman returned to the station and alarmed the crew. On their arrival they found that the patrol had bailed her out, and that there was nothing for them to do but to tow her into the harbor, which they did, and notified the owner,

Digitized by Google

who came for her the next day. He stated that she had been stolen from Manistee by a man who left that place to avoid arrest.

July 26.—At about noon the crew of the Point Marblehead Station, (Ninth District,) Lake Erie, went to the assistance of the schooner *Red Cloud*, of Port Clinton, Ohio, which had anchored too near the beach, and, the wind being fresh from the northeast, was in danger of dragging ashore. They helped get her under way, and took her to a sheltered berth at one of the quarry piers, thus preventing a disaster.

July 26.—At 8 o'clock in the morning the crew of the Muskegon Station, (Eleventh District,) Lake Michigan, went off in their boat and rescued a fisherman named John Robinson, whose boat, while towing into the harbor astern of two schooners in charge of a tug, had been swamped and capsized. After picking the man up they towed his boat to the station, where it was righted, bailed out, and put in good shape again.

July 26.—The steam-yacht *Joseph Triless*, of Chicago, Illinois, arrived at the entrance of the harbor of Two Rivers, Wisconsin, at 10 o'clock at night, and, the weather being cloudy, whistled for a pilot. The lights on the harbor piers having been discontinued, two of the surfmen of the Two Rivers Station, (Eleventh District,) Lake Michigan, with lanterns in their hands, went out on the pier, boarded the yacht, and piloted her into the harbor.

July 27.—In the morning, as a pleasure party were out rowing on the lake, they discovered a human body floating near the west corner of the breakwater, and reported the fact to the keeper of the Cleveland Station, (Ninth District,) Lake Erie. The latter immediately sent the crew off in the dingy, who towed the body to the station. Messrs. Hogan & Harris, undertakers, were then telephoned to and the body was removed to the morgue. It was that of a man apparently forty years of age, and had been in the water several days.

July 27.—The crew of the Saint Joseph Station, (Eleventh District,) Lake Michigan, recovered, after a brief search, the body of a man named Parkman, a waiter on the steamer *Lora*, who had been drowned while bathing in the canal. An attempt to resuscitate the body failed, as it had been under water nearly an hour.

July 27.—In the afternoon the crew of the Chicago Station, (Eleventh District,) Lake Michigan, went off in response to a signal from the breakwater, and made search for the bodies of a man and a girl, who had fallen overboard from a yacht and been drowned, near the southerly entrance of the harbor. They failed to find them that day, but after dragging the bottom some hours on the 28th, both bodies were recovered and given in charge of the relatives.

July 28.—At about a quarter to 11 o'clock in the morning the crew of the Cleveland Station, (Ninth District,) Lake Erie, were called upon to go up the Bay to try to recover the body of Charles Keeler, a lad about sixteen years of age, who was drowned while bathing with some other boys near the Lake Shore and Michigan Southern Railway, about three quarters of a mile from the station. He had gone beyond his depth, and, being a poor swimmer, became exhausted before he could get back. His companions, though not expert swimmers, nobly responded to his calls for help and went to his assistance, but failed in their efforts, as one after another they also became fatigued, and were compelled reluctantly to see him sink and drown before other help arrived. The dingy was launched and the crew, equipped with the necessary ap-

Digitized by Google

pliances, went to the place, and recovered the body after it had been under water about two hours. They telephoned for an undertaker, who took the remains to the morgue.

July 28.—At about 11 o'clock at night the steamer *M. Sicken*, of Marine City, Michigan, with a crew of twelve persons, from Cleveland, Ohio, in ballast, while attempting to reach one of the quarry docks at Point Marblehead, Ohio, where she was to load a cargo of stone for Bay City, Michigan, mistook the channel and ran ashore about a quarter of a mile to the eastward of the Point Marblehead Station, (Ninth District,) Lake Erie. The life-saving crew reached her a few minutes after she struck, and offered their assistance. Upon consultation with the captain, it was decided, as the steamer's fuel trimmed her by the stern, to get her on an even keel by moving it forward. The crew, therefore, returned to the station for wheelbarrows and all the shovels they could muster, and after two or three hours' work succeeded in getting the vessel in trim so she could be backed off the beach, when she was safely piloted to the place where she was to load.

July 28.—At about 2 o'clock in the afternoon two of the crew of the Ludington Station, (Eleventh District,) Lake Michigan, rescued from drowning the fourteen-year-old son of the keeper of the Pere Marquette Light-House, who, while out sailing in his father's boat on Pere Marquette Lake, had been upset by a sudden puff of wind, through the fouling of the sheet. The men were crossing the lake at the time, and seeing the boy endeavoring to clear the sheet, were on their way to his assistance when the accident occurred. He was clinging to the boat's bottom when they got alongside. After picking him up they took his boat in tow to the boom at the lumber-mill, not far from the station, where it was righted and bailed out and put in order for the lad to return safely home.

August 1.—The schooner *Georgiana*, of and from Bangor, Maine, for Gloucester, Massachusetts, with a cargo of lumber and empty barrels, and having a crew of three men, while passing down through Muscle Ridge Channel, Penobscot Bay, coast of Maine, at 9 o'clock in the morning, came in collision with the schooner *M. B. Mahoney*, of Castine, and received so much damage to her sails and rigging that she was compelled to anchor to avoid drifting onto Hay Island Ledge, about a mile east-northeast of the White Head Station, (First District.) The station was closed for the summer and the crew off duty, but as soon as the keeper saw what had happened he went off with four of his men to her assistance, taking needles and other articles for repairing the tattered canvas. The necessary repairs were made at once, and when everything was in order again, the schooner got under way and beat into Seal Harbor.

August 2.—The crew of the Chicago Station, (Eleventh District,) Lake Michigan, went off in the afternoon in response to a signal of distress on a small sloop-yacht near the breakwater, and found she was the *Alje*, of Chicago, with two men on board, who had been out for a sail up the lake, and, a strong adverse wind springing up, were unable through inexperience to work back into the harbor. One of the surfmen was placed in charge, and the yacht taken safely inside.

August 3.—In the evening of this date the keeper of the Narragansett Pier Station, (Third District,) coast of Rhode Island, went off to a sunken wreck, lying in twenty fathoms of water, some three or four miles southeast of the station, and hung a lantern to one of the spars as

Digitized by Google

a warning to vessels passing in or out of Narragansett Bay during the night. It was the wreck of the schooner *Marcena Munson, jr.*, of Port Jefferson, Long Island, New York, coal-laden, which had been run down the night previous, during a dense fog, by one of the steamers of the Old Colony Line.

August 3.—At about half-past 2 o'clock in the afternoon the crew of the Salmon Creek Station, (Ninth District,) Lake Ontario, went off to the assistance of a man and a woman in a small boat some two miles out. They had broken an oar and were unable to pull back. The life-savers brought them safely ashore.

August 3.—At about noon the lookout of the Oswego Station, (Ninth District,) Lake Ontario, discovered a sail-boat six and a half miles off shore in the lake in an apparently helpless condition. The surf-boat was launched, and the crew pulled off with all possible speed to her assistance. She had broken her rudder, and, as there was nothing with which she could be steered, she was in a disabled condition and fast drifting off shore, with three men on board, under the influence of the stiff breeze. The station-crew towed her into the harbor, after a long and tedious pull against the wind. In all probability the men would have drifted far out into the lake and been lost.

August 3.—At about 11 o'clock in the night, during a fresh northwesterly breeze, the small fishing-schooner *Olga*, of Cleveland, Ohio, which had been lying in Cleveland outer harbor, with no one on board, broke adrift from her mooring and fetched up on an old sunken wreck near the beach, about a hundred yards south of the Cleveland Station, (Ninth District.) The lookout at the station saw her coming, and at once called the crew, who turned out and succeeded in getting her afloat, and to a safe berth, before any damage was done by the projecting timbers and iron-work of the wreck.

August 3.—Shortly before 11 o'clock in the morning a man came to the Sand Beach Station, (Tenth District,) Lake Huron, and reported that a yacht was capsized, with two men clinging to her, about three miles south of the station. The surf-boat was manned at once, and the life-saving crew went off to relieve the men and secure the boat. They were, however, picked up by a passing steam-barge before the crew reached them. Seeing that the barge did not secure the yacht, the station crew kept on and made three unsuccessful attempts to right her. Her anchors were then let go, the crew having determined to let her remain there and get a tug to tow her ashore. Soon after a Government launch arrived and towed the yacht into the harbor, where the station crew righted and bailed her out, after which the launch towed her around to the station, where she remained until claimed by her owners, who had been taken to Detroit by the steamer that picked them up. They were much pleased when they found that the yacht was saved, and thanked the life-saving crew for their service.

August 3.—At 4 in the afternoon the crew of the Racine Station, (Eleventh District,) Lake Michigan, put off and rescued a boy, named Frederick Shultze, residing in Racine, who was adrift in a boat nearly a mile outside the harbor and unable to get back. He had but one oar, and was rapidly driving off shore before the strong westerly wind. The boat would have swamped had it drifted much farther. Young Shultze was very thankful for his escape.

August 6.—At half-past 11 at night, during the prevalence of a northeasterly blow with a rough sea, the crew of the Sheboygan Station,

Digitized by Google

(Eleventh District,) Lake Michigan, went off some five miles into the lake, in company of a tug, in response to the whistles of the steamer *Don N. Dickinson*, which it was found had some barges in tow and wished to drop one, the *Knight Templar*, at Sheboygan, whither it was bound with a cargo of coal. They assisted the tug in getting the barge safely to her berth in the harbor.

August 7.—At about half-past 7 in the evening during an easterly blow, the crew of the Cleveland Station, (Ninth District,) Lake Erie, picked up and hauled to a place of safety on the beach, to the westward of the station, a schooner-rigged open boat, named the *Anna*, owned in Cleveland, which had been left at anchor in the outer harbor, and was fast driving towards the rocks. They reached her in their boat just in time to prevent her destruction.

August 8.—At about 6 o'clock in the evening the lookout of the Chicago Station, (Eleventh District,) Lake Michigan, observed a flag flying at the mast-head of a schooner as a signal for a tug. The tug *William L. Ewing* responded, and took the vessel in tow. She proved to be the *Australia*, of Grand Haven, Michigan, bound from Michigan City, Indiana, to Chicago, with a cargo of sand and a crew of nine men. As she approached the harbor the keeper saw that the sailors were working the pumps, and sent four of his surfmen on board to relieve them. They kept the vessel afloat until she reached her dock, above Randolph Street bridge, being engaged in this service about three hours.

August 9.—Moses Osborn, one of the crew of the Lone Hill Station, (Third District,) Long Island, New York, on this date rescued a young man who had been taken with cramps while bathing in Fire Island Channel, Great South Bay, and was in imminent danger of drowning. Osborn reached him in a sail-boat just in time to save his life. The station at the time was closed.

August 10.—At about half-past 2 o'clock in the afternoon the keeper of the Louisville Station, (Ninth District,) Louisville, Kentucky, received information of the drowning of a colored man at the foot of Two Mile Island, distant about two miles east of the station. Boat No. 2 was immediately equipped with the necessary appliances and started off for the scene of the accident. In about fifteen minutes after they commenced to drag the river the life-saving crew recovered the body, took it ashore, and then telephoned for the coroner.

August 10.—About half-past 1 o'clock in the afternoon the row-boat *Governor W. B. Ransom*, of Saint Joseph, Michigan, capsized about fifty feet south of the north pier, in plain sight of the Saint Joseph Station, (Eleventh District,) Lake Michigan. It was occupied by two men, who were intoxicated and had started out for a row. The accident was witnessed by the station watchman on the pier, who gave the alarm and then jumped into the Whitehall boat, while the keeper and Surfmen Flynn and Keeler manned the keeper's boat and rowed out to assist. The watchman got one of the men, and the keeper and the two surfmen rescued the other. They then righted the boat, picked up the oars, and towed her to the station. One of the men was put ashore and the other returned the boat to its owner.

August 16.—Surfman James E. Drake, one of the crew of the Oak Island Station, (Third District,) coast of Long Island, New York, who was off duty at the time, the station being closed for the summer, while passing through Whig Inlet, Great South Bay, in his sail-boat, the *Gussie K.*, with a pleasure party on board, saw two persons knocked

Digitized by Google

into the water from another boat, the *Sadie B.*, some distance off, by the sudden jibing of the main-boom. By the time he could reach the spot they were picked up by their own boat. They were father and daughter, named Mills, the latter being taken from the water apparently dead. It seems the father had grasped the girl to save her, but being an indifferent swimmer himself, he had, in his effort to keep his head above water, unconsciously held her under until she became insensible. The girl was in that state when Drake arrived, and the parents fully thought her dead. Notwithstanding this, the surfman at once took charge and put into practice the knowledge he had acquired in the service for the resuscitation of apparently drowned persons, and after about half an hour of strenuous effort succeeded in bringing the girl to. There is no doubt that he saved her life. The case is noteworthy as showing the great value of the method of resuscitation employed by the service.

August 17.—At about half-past 1 o'clock in the afternoon three boys in a small skiff were discovered by the lookout of the Louisville Station, (Ninth District,) Louisville, Kentucky, to be drifting into danger in the Indiana chute of the falls. The keeper had one of the station-boats launched, and the crew pulled off to rescue the lads from their perilous position. The skiff was soon overtaken and made fast by a line to the stern of the station-boat and towed safely to shore. The lads, aged, respectively, five, seven and eight years, were playing in the skiff at the landing, when she parted her mooring and drifted out in the river, where she was caught in the current, and was being carried rapidly towards the river falls when overtaken by the life-saving crew. The boys were sent home and the skiff delivered to the owner.

August 17.—On this date the crew of the Ludington Station, (Eleventh District,) Lake Michigan, performed good service in rescuing two men who fell overboard from the steam-barge *Hattie P. Perene*, which had just made her landing in Ludington Harbor. The first one, a member of her crew, named Francois Grossia, fell as the barge was making fast to the pier. No one on board saw him fall, and as he struck the pier in his descent and received serious injuries, the man would in all probability have been drowned but for one of the station-crew who witnessed the accident and, instantly giving the alarm, rushed to the spot and helped take him from the water. The second rescue was that of the doctor who had been summoned to dress the man's wounds. It seems that when it was decided to remove the wounded man from the barge to the station, where he could receive better attention, the doctor, in climbing hastily down over the side to accompany his patient, also fell overboard and narrowly escaped being crushed between the barge and the pier. He was fished out by the keeper and another of the station-crew. The station-crew furnished him with clothing until his own could be dried, and also aided him materially in dressing Grossia's wounds.

August 17.—At 3 o'clock in the afternoon the crew of the Evanston Station, (Eleventh District,) Lake Michigan, picked up and hauled out onto the beach a boat which was found adrift in the lake a mile or two from the shore.

August 17.—About 4 o'clock in the afternoon the crew of the Kenosha Station, (Eleventh District,) Lake Michigan, rescued from drowning five young men whose boat had capsized in the harbor, about a hundred

Digitized by Google

yards from the station. The crew arrived very opportunely, as only one of the party could swim.

August 18.—At about half-past 3 in the morning the schooner *Ida C. Schoolcraft*, of Somers Point, New Jersey, bound from Richmond, Virginia, to Philadelphia, Pennsylvania, with a cargo of railroad-ties and a crew of seven men, stranded on Metompkin Bar, about seven miles northeast from the Watchapreague Station, (Fifth District,) Virginia; and one mile from the shore. The station was closed for the summer season, but the keeper raised a crew of six men, launched the surf-boat, and, after a hard pull against the wind, boarded the schooner about noon, when immediate preparations were made to get her off. An anchor was planted and the windlass manned to heave her off, but, the anchor being too light, their efforts were of no avail. The captain then signalled a passing steamer, which rounded to and, with the assistance of the two crews, succeeded in hauling her off, and towed her some distance off shore and let her go. She then resumed her course, having sustained no injury.

August 19.—At about 10 o'clock in the forenoon the schooner *Wave*, a small vessel belonging to the Government, bound from Newport, Rhode Island, to New London, Connecticut, while attempting to pass through the narrow channel inside the buoy off Watch Hill Point, coast of Rhode Island, struck upon the rocks at the point. The Watch Hill Station, (Third District,) a third of a mile distant, was closed for the summer, but the keeper, who was out fishing, seeing the vessel's situation, went to her assistance. By the time he got alongside her sails had been lowered and the crew were endeavoring to heave her afloat. Finding they did not succeed, the keeper advised them to hoist their sails again, and by that means the schooner was forced off the reef. He then piloted her into the channel, and saw her safely on her course up Fisher's Island Sound.

August 19.—At about noon the schooner *James M. Hall*, of Philadelphia, Pennsylvania, hove-to off the Chicamicomico Station, (Sixth District,) North Carolina, with her ensign at half-mast. The station being closed for the summer and the crew disbanded, the keeper collected a crew from among his neighbors, got out his boat, and boarded the schooner. The captain informed the keeper that he was short-handed, and requested his assistance in getting an additional man. The keeper went ashore, engaged a man, and took him aboard. The schooner was bound from Jourdan's Creek, North Carolina, to Philadelphia, with a cargo of barrels.

August 19.—This morning the lookout of the Buffalo Station, (Ninth District,) Lake Erie, reported that a boy was drowning near the beach about a quarter of a mile southeast from the station. Three of the boatmen, grapnel in hand, hurried towards the place to try to rescue the boy. They waded into the water and dived for him, but not being aware of the exact place where the child disappeared, their efforts were not successful. Later on, two skiffs belonging to the keeper were carried across the beach from the station, and with the aid of sweep-grapnels the crew recovered the body and delivered it to the distressed parents.

August 19.—At about 3 o'clock in the morning the patrol of the Ottawa Point Station, (Tenth District,) Lake Huron, observed a vessel standing too close inshore. He fired a red Coston signal, when the vessel went about and, coming to anchor, avoided stranding.

Digitized by Google

August 19.—Distress whistles were heard by the crew of the Thunder Bay Station, (Tenth District,) Lake Huron, early in the morning. The sounds appeared to come from the northeast, and from a distance of five or six miles. The life-boat was immediately launched, and the crew pulled off in the direction of the sounds, and shortly came alongside the steam-barge *Osceola*, the captain of which stated that his machinery was disabled, and that he desired to telegraph to Detroit, Michigan, and inquired whether the keeper would send a despatch off for him. The keeper assented, and the captain handed him a message, which he took ashore to the captain of the steamer *Golden Eagle*, who was on his way to Alpena, and who, on his arrival there, delivered it at the telegraph office.

August 21.—At about half-past 8 o'clock at night the patrol of the Humboldt Bay Station, (Twelfth District,) California, observed the light of a vessel heading directly on shore, and dangerously near. The night was very dark, and the people were evidently unaware of their danger, for as soon as he burned a Coston signal the vessel went quickly about and stood off shore.

August 22.—At 4 o'clock in the afternoon the schooner *J. W. Woodruff*, of Deer Isle, Maine, carrying a crew of four men, bound from Bangor, in that State, to Philadelphia, Pennsylvania, with a cargo of lumber, while lying in Seal Harbor, coast of Maine, during the prevalence of a southwesterly gale, dragged her anchors and drove afoul of the schooner *A. S. Townsend*, of Parrsboro, Nova Scotia, also lying in the harbor, lumber-laden, from Saint John, New Brunswick, bound to Boston, Massachusetts. The latter vessel had a crew of five men. The crew of the White Head Station, (First District,) a mile or so away, were off duty, the station being closed for the summer. As soon, however, as the accident was discovered from White Head Island, the keeper and four of his men, all he could muster at short notice, put off in their boat to render all the aid possible in getting the two vessels clear. The jib-boom of the *Townsend* had been broken short off at the cap and was hanging overboard, with the sail and gear attached. The two vessels were also rolling together in the heavy sea in a frightful manner. The first thing done, therefore, when the life-savers arrived was to get fenders between them, to prevent as much damage as possible. The keeper then divided his men to assist the respective crews in heaving up and clearing their anchors, and when that was accomplished the two schooners were dropped apart and both safely anchored again. The broken boom of the *Townsend* was also hoisted on board and everything made as snug as possible. It seems, also, that when the two vessels came together the mate of the *Woodruff* was struck on the head by the *Townsend's* jib-boom as it broke off, and knocked insensible. The keeper offered to get medical aid from the shore, but the captain preferred waiting until the next day, when, if the man was no better, he would return with him to Bangor. When the station crew boarded the schooner early the following morning to learn the mate's condition, they found him so much better that the captain had decided to continue his voyage.

August 22.—At about the same time that the schooners *J. W. Woodruff* and *A. S. Townsend* came into collision in Seal Harbor, coast of Maine, as above recorded, another schooner, the *Julia Ann*, of Machias, Maine, also weather-bound, on her way from Bangor to Portland, in the same State, with a cargo of empty fish-barrels, parted her cable

Digitized by Google

and drifted afoul of the sloop *United States*, of and for Portland, loaded with stone from the quarries at Vinal Haven, the schooner, when she struck the bow of the sloop, having her stern stove in, her main-boom broken and knocked overboard, the main-sail badly torn, and part of the deck-load of barrels swept overboard. The principal damage sustained by the sloop was the carrying away of her topmast and some of the rigging. As soon as they got through with the *Woodruff* and the *Townsend*, the crew of the White Head Station pulled to the *Julia Ann*, which by that time had swung clear of the sloop and come to with her other anchor, and picked up the floating barrels and put them back on board, also the boom and the sail. It was then 9 o'clock at night, and, as the sloop needed no assistance and nothing further could be done for the schooner until daylight, the life-savers returned ashore. The next morning (23d) at 6 o'clock, after going alongside the *Woodruff* to ascertain the condition of the mate, who had been injured the day before, they again boarded the *Julia Ann*, and, after taking the damaged main-sail ashore to Spruce Head for repairs, went to work and swept for and recovered the anchor and chain lost during the gale, and then assisted in properly securing the deck-load and getting the schooner in the best possible trim for resuming her voyage to Portland.

August 22.—At about 5 o'clock in the afternoon Keeper Benjamin H. Weston, of the Rockaway Point Station, (Third District,) coast of Long Island, New York, rescued from drowning the nine-year-old son of Mr. William T. Buckley, of Rockaway, who had fallen from the wharf in front of Mr. Buckley's residence. Weston, who was some distance off when Mrs. Buckley gave the alarm, rushed to the spot and gallantly sprang in after the little fellow as he went down the second or third time, and swam with him safely ashore, to the great joy of the parents. Mr. Buckley subsequently presented him with a watch.

August 22.—At 5 o'clock in the morning the crew of the Cleveland Station, (Ninth District,) Lake Erie, were alarmed by the lookout with the report that the small sloop-yacht *Siren*, of Cleveland, Ohio, which had been lying in the outer harbor with no one on board, had broken from her moorings and was drifting ashore. They turned out quickly in their boat, with an anchor and cable, but before the *Siren* could be reached she was dashed by the heavy sea against a jagged rock about five hundred yards from the station, which stove a hole in her starboard bilge, and she rapidly filled and sank. It was impossible for the life-saving crew to raise her. They therefore set to work stripping her, and succeeded in saving the sails, running-rigging, and main-boom, which were delivered to the owners. The yacht became a complete wreck.

August 22.—The crew of the Muskegon Station, (Eleventh District,) Lake Michigan, rendered good service to the tug *Kitty Smoke*, of Muskegon, which was temporarily disabled, while out in the lake, by the unhanging of her rudder. They went off in response to her signals of distress, and one of the crew, Surfman Kent, who was a good diver, succeeded, after considerable effort, in prying the rudder back into its place. The captain of the tug was very thankful to escape so fortunately from what might have proved a serious mishap.

August 23.—About 4 o'clock in the afternoon the sloop *Flying Scud*, of Onancock, Virginia, from Watchapreague to Metompkin, Virginia, deeply loaded with a cargo of dry fish-scrap and having a crew of three men, struck on Metompkin Bar and sank about eight miles

Digitized by Google

northeast-by-north from the Watchapreague Station, (Fifth District,) Virginia. Soon after she struck one of the crew succeeded in getting ashore in the sloop's boat, and proceeded to the main-land, six miles distant, for assistance. The station was closed for the summer season, and, the vessel being small and at such a great distance, the keeper knew nothing of the disaster until after the craft went to pieces. A crew of volunteer fishermen, with a fishing-boat, attempted to board her about 10 o'clock that night, but returned declaring it impossible. Soon after midnight she commenced to break up. District Superintendent B. S. Rich, who lives on the main-land, hearing of the disaster, hastened to the spot, obtained a fish-boat and a volunteer crew, and succeeded in reaching the wreck about 3 o'clock, and took off the remaining men, whom they safely landed. The vessel and cargo were a total loss.

August 23.—At about 11 o'clock in the forenoon a scow used in driving pound-net stakes by the fishermen of Point Marblehead, Ohio, with five men on board, ran onto a sunken stake half a mile out from the shore and received damage from which she sunk decks-to, about three-quarters of a mile northeast of the Point Marblehead Station, (Ninth District,) Lake Erie. The life-saving crew hastened to the spot in their boat, and succeeded, after an arduous pull, in towing the sunken craft in alongside one of the quarry-docks, where she could be repaired.

August 23.—At about 10 o'clock in the forenoon the crew of the Chicago Station, (Eleventh District,) Lake Michigan, observed a schooner, with a slight list to port, approaching the harbor in charge of a tug. She was then a mile or two out. It is no unusual thing, the keeper reports, for vessels to come in in that condition when there is nothing seriously the matter, but in this instance he thought he recognized her as a vessel which had passed out apparently all right a few hours previous, and, therefore, suspected she must be in trouble, although no distress signal was flying. He accordingly ordered out the boat. The men gave way with sturdy strokes towards the incoming craft, but just as they passed out by the end of the piers, with yet some distance to pull, she was seen to careen completely over on her beam-ends. She was then near the southeast end of the outer breakwater. The tug having her in tow immediately dropped alongside and appeared to be taking off the crew. The life-savers reached her a few minutes later, when it was found that four of the crew of five men were safe, and that the other, a man named John Scanlan, had lost his life in a foolhardy attempt to recover his personal effects by diving under the vessel. It seems he had clambered up outside of the vessel with the rest as she went over, but a sudden impulse seized him to get his bag of clothing, which he had previously brought from the forecastle and lashed to the rail forward. Scanlan sprang overboard with his knife between his teeth, and disappeared under the vessel, regardless of the remonstrances of his shipmates. He rose but once, as though for breath, and then went down a second time, never to come up again alive. The station men cruised in the vicinity for some time, hoping to find the body, but without success. They, however, picked up a number of articles belonging to the schooner, and also assisted in making her fast under the lee of the breakwater. She was the *Eugenia Vesta*, of Erie, Pennsylvania, and had left Chicago that morning for Cheboygan, Michigan, in quest of a cargo. When a few miles out it was found she was leaking so badly she was compelled to put back. Before the harbor could be reached,

Digitized by Google

however, she became water-logged, and that caused her to roll over. It appears the vessel had been laid up several months, owing to dull times, and the seams in her upper works had opened so badly from lying in smooth water exposed to the suns rays, that as soon as she got outside in the seaway the water flowed into her in such volume that the pumps were inadequate to relieve her. The schooner remained at the breakwater until the 30th, a week after the accident, when the station-crew helped right her and strip her, preparatory to hauling her onto the dry-dock for repairs.

August 25.—On this date, in the afternoon, the crew of the Middle Island Station, (Tenth District,) Lake Huron, while out for practice in their life-boat during a southeast gale with rainy weather, picked up a pile-driver adrift in the lake, which had broken from its moorings off Nine-Mile Point, a few miles to the southward, where it was used by fishermen in driving pound-net stakes. They towed it in under the lee of the island and moored it near the station. The owner arrived the next day, (26th,) and was very thankful to the life-saving crew for what they had done, as he had set out in search with very little hope of recovering it, supposing that the gale had driven it well outside the island and far up the lake. As the wind had shifted and was fair when he reached the station, the crew helped him get the craft under way again, and saw it safely on its way back to Nine-Mile Point.

August 25.—At about half-past 7 in the evening Surfman Vandenburg, of the Grand Haven Station, (Eleventh District,) Lake Michigan, rescued from drowning two young ladies, named Lizzie and Nellie Koning, of Holland, Michigan, who had fallen overboard while attempting to land from a small scow, in which they had been out for a row upon the river. But for the prompt arrival of aid they would have been drowned. Their rescuer assisted them to the station, near by, where proper care was given them, and when sufficiently recovered they were conveyed to their friends.

August 25.—At about 6 o'clock in the morning, during the prevalence of a strong southerly breeze, the crew of the Chicago Station, (Eleventh District,) Lake Michigan, went off to the assistance of the small sloop-rigged boat *Swallow*, of Chicago, Illinois, which while at anchor in the basin had sprung a leak, owing to the heavy sea rolling in from the lake, and capsized. When discovered by the lookout the cable had parted and the boat was drifting ashore. They towed it to the dock near the station, and righted and bailed it out, and upon the arrival of the owner turned it over to him in good shape. There was no one on board at the time of the accident.

August 26.—At half-past 5 in the evening the schooner *Myrtle*, of Chicago, Illinois, which had just unloaded a cargo of lumber at the South Evanston pier, attemped to leave for Ford River, Michigan, but, the wind being light from the eastward and directly on shore, she was unable to gather steerage way and drifted onto the beach, about half a mile south of the station. The crew of the Evanston Station, (Eleventh District,) Lake Michigan, upon observing the mishap, immediately put off to her assistance. They carried out her anchor ahead and, after heaving on it for an hour and a half, got her off all right, and she proceeded on her voyage. The captain was very grateful for the assistance given him.

August 27.—The fishing schooner *Mary E. Whorf*, of Wellfleet, Massachusetts, having a crew of sixteen men, bound home from a cruise,

Digitized by Google

with a fare of mackerel, while working out of Cranberry Island Harbor, where she had put in for shelter, ran onto a reef at the entrance of the harbor, about a mile west-northwest of the Cranberry Isles Station, (First District.) The accident occurred at about 6 o'clock in the morning. The station, as before stated in this report, was closed for the summer, but the keeper saw the vessel fetch up, and at once put off in a skiff and assisted in heaving her head around off shore. By the time that was accomplished his entire crew had assembled on the scene. As the schooner was only aground aft, they endeavored to get her afloat by placing empty barrels on deck forward and filling them with water and by shifting barrels of fish from aft, thus tipping her by the head. The tide was ebbing so fast, however, that it was impossible to get her off until the next tide, in the afternoon. In the meantime they procured heavy planks and shoved them under the vessel's bilge, to prevent damage from the rocks. They also removed the deck-load, which had the effect of lightening her sufficiently, so that when the tide flowed at noon but little difficulty was encountered in floating her safely clear of the reef. As she had received no apparent damage, she proceeded at once on her voyage.

August 27.—At about 5 o'clock in the evening, during a fresh southeasterly blow, the crew of the Middle Island Station, (Tenth District,) Lake Huron, observed a small steam-tug heading in for the shore as though desirous of making the harbor in front of the station. Seeing she was in danger of striking the reef a few hundred yards from the island, the keeper made signals for her to come to, which she immediately did by stopping her engine. Upon going off in the boat they found she was the *May Flower*, of about 23 tons, of Detroit, Michigan, on a pleasure cruise, with five persons on board, consisting of the owner and his family and one man as engineer. They were last from Cheboygan, Michigan, bound down the lake to Detroit, but, the weather looking threatening had run in under the lee of Middle Island with the intention of passing the night in the station harbor. The captain requested the keeper to pilot him in. This was accomplished with some difficulty, as the steamer drew nearly as much water as the deepest part of the channel afforded, and, consequently, took the bottom two or three times, through her sluggishness in answering the helm. The last time she struck they found it necessary to kedge her off. She suffered no damage, however, and was safely moored at the station wharf for the night. The next day, (28th,) the weather being fine, the station crew piloted the vessel out again, and she proceeded on her way. She touched several times as on the previous day, although the precaution was taken to run an anchor out ahead to keep her in the best water. The people were very thankful for the assistance given them.

August 28.—Just before noon Keeper Benjamin H. Weston, of the Rockaway Point Station, (Third District,) coast of Long Island, New York, who on August 22 so gallantly rescued the son of Mr. William T. Buckley, of Rockaway, was also instrumental in saving another child, the eight-year-old son of Dr. William T. Curtis. Doctor Curtis had just landed at Mr. Buckley's wharf with his three children, after a sail in the bay, when one of them fell overboard. The instant Weston heard the splash he jumped from his boat, ran across the wharf, and grasping the little fellow as he rose to the surface, drew him safely out.

August 29.—At half-past 6 in the evening, during a fresh gale from the southward, the keeper of the Sandy Hook Station, (Fourth Dis-

Digitized by Google

trict,) coast of New Jersey, in company with a man named James Shepherd, went to the assistance of the sloop-yacht *Hudson*, which had dragged into shoal water on the west side of Sandy Hook and was pounding hard on the bottom. The people on board, being inexperienced, were almost at their wits' end, and gladly welcomed the two men, who proceeded to get the craft under way, and then piloted her to a safer berth than the one she had dragged from.

August 29.—Shortly after 12 o'clock in the day the crew of the Oswego Station, (Ninth District,) Lake Ontario, went off in their boat to the assistance of three young men who had recklessly put out into the lake in a small ten-foot skiff, with nothing but a coat for a sail and two small pieces of board for paddles. A heavy squall was approaching from the westward, and the young men were making vigorous but unavailing efforts to get back when the life-saving crew reached them, two and a half miles from shore, and took them in tow. Had the squall struck them so far out, they would have been overwhelmed and lost.

August 29.—The steamer *Jim Sheriffs*, of Milwaukee, Wisconsin, with a crew of fourteen persons, bound from Cleveland, Ohio, to Toledo, in the same State, in ballast, stranded at half-past 3 o'clock in the morning, during a thick fog, on West Harbor Reef, Lake Erie, about five miles to the westward of the Point Marblehead Station, (Ninth District.) She was discovered by the life-saving crew when the fog lifted, at about 6 o'clock. They immediately telephoned to Sandusky, some miles distant, for the aid of a tug, and then went off in their surf-boat, arriving on board the stranded craft at half-past 7. The people were at work shifting fuel from aft forward, to lighten the stern, which hung the hardest aground. The life-saving crew gave them ready assistance in the work, until the arrival of the tug, by which time she was in good trim to be hauled afloat. She got off, with but slight damage, shortly before noon, and proceeded up the lake to her destination.

August 30.—At about 7 in the morning the crew of the Point aux Barques Station, (Tenth District,) Lake Huron, were called upon to assist in relieving the schooner *Galena*, of Sand Beach, Michigan, which while at anchor the night previous, two or three miles down the shore, waiting to load stone for the breakwater at Sand Beach harbor of refuge, had been driven onto Long Point Reef by a furious squall, her anchors failing to hold. She was a small vessel, having a crew of but two men. The life-savers hastened to the spot in their boat, with an anchor and line, and spent several hours in a vigorous but unsuccessful effort to get her off. At 3 o'clock in the afternoon, however, after the crew had gone back to their station, the wind having canted to the northward and driven the water higher on the shore, the vessel floated off the reef, half full of water. She at once anchored and made signal to the station for help. Upon arrival on board again, the surfmen manned the pumps and pumped her out, and then, repairing the damage she had received from contact with the reef, got her safely under way.

August 30.—On this date the crew of the Sturgeon Point Station, (Tenth District,) Lake Huron, went off in their boat to the assistance of a party of eight men, who had gone out early in the morning in a skiff to drive pound-net stakes, and, a westerly gale springing up, were unable to get back. They had but two oars in the boat, and one of them broke in their efforts to make headway against the wind and sea.

Digitized by Google

But for the life-saving crew so promptly going to their relief, they would probably have been blown out into the lake and fared badly.

August 31.—At 6 o'clock in the morning the keeper of the Sandy Hook Station, (Fourth District,) coast of New Jersey, discovered the sloop-yacht *Sunshine*, of New York, ashore on the point of the Hook, about a mile and a quarter northwest of the station. She was from New York on a pleasure cruise, and had four persons on board. She had struck the beach the night before, at 10 o'clock. As she lay in a rather bad situation, the keeper advised the removal of all the valuables, and with his aid that was accordingly done. A tug was also telegraphed for. Before the tug could get there, however, the sea in the afternoon became rough and caused the vessel to pound so heavily that it was feared she would go to pieces. As it was, she commenced leaking badly. At 4 o'clock the tug arrived, but was unable to get alongside on account of the surf. The keeper and one of the yacht's crew, therefore, put off in a yawl and landed the end of the tug's hawser inside the point and, dragging it across the beach with the aid of a group of bystanders, got it on board the sloop, where the keeper made it fast to the mast. The tug then commenced pulling, and as soon as the yacht moved Keeper Patterson sprang on board again and, seizing the tiller, steered her after the tug until she reached the Government wharf. The craft there filled and sank, but a steam-pump was sent for, and she was subsequently raised and taken to New York for repairs. The full life-saving crew were not on duty, as the station did not reopen until the following day, (September 1.) In recognition of his services, Keeper Patterson received the following very complimentary letter from the owner of the *Sunshine:*

"No. 50 Wall Street, New York,
"*September* 2, 1884.

"Dear Sir: Permit me again to thank you most heartily for your willing and efficient aid in getting my yacht off the beach at Sandy Hook on last Sunday. Judging you by what you did, I do not think compliments are agreeable to you; so I can only say that should there ever be an occasion when it will be useful to you, I hope you will call upon me, that I may tell what a brave and expert surfman did do.

"Yours, faithfully,
"Charles Edward Tracey.

"T. H. Patterson, Esq.,
" *Captain Life-Saving Station No.* 1,
"*Sandy Hook, New Jersey.*"

August 31.—At 1 o'clock in the morning, there being a fresh westerly breeze with quite a rough sea, the patrol of the Oswego Station, (Ninth District,) Lake Ontario, sighted a vessel close inshore near Four Mile Point, four miles to the eastward of the harbor, making signals of distress. He was not sure whether she was aground or not, but returned at once to the station and gave the alarm. The life-saving crew proceeded to the vessel in their boat and found she was the Canadian schooner *Erie Stewart*, of Port Dover, Ontario. She had a crew of seven, all told, and was bound to Oswego from Trenton, Ontario, with a cargo of lumber. The captain reported that while beating down the lake he had got rather too close in, and in attempting to tack the vessel had misstayed, compelling him to anchor to

Digitized by Google

avoid driving ashore. She was in shoal water, and there was no way, under the conditions of wind and sea, of releasing her except with a tug. The crew, therefore, returned to Oswego and engaged the steam-tug *M. J. Cummings*, which at once started with them to the schooner's relief. The station crew took with them a stout hawser belonging to the station, and as soon as it could be run from the tug to the schooner they helped get the latter under way, and she was taken in tow for Oswego harbor, where she arrived a few hours afterwards.

August 31.—At 9 o'clock at night the crew of the Chicago Station, (Eleventh District,) Lake Michigan, went out to the breakwater, in answer to a signal, and picked up the body of a drowned person, which they conveyed ashore and gave in charge of the city authorities.

September 1.—At 8 o'clock in the morning the crew of the Cross Island Station, (First District,) coast of Maine, who had that morning entered upon their duties for the season, received information from a passing vessel that a schooner was ashore on Libbey Island Bar, about seven miles, by water, to the southwest of the station. They proceeded thither at once in their boat, and found she was the schooner *E. W. R.*, of and from Annapolis, Nova Scotia, bound to Sydney, Cape Breton, in ballast. She had a crew of six men. The captain stated that she had run ashore, during a southwest storm, at 1 o'clock in the morning of August 27. When the station men arrived she was well up on the rocks, with her keel badly damaged. They carried out anchors and made a strong effort at high water to float her off, but did not succeed. The work was resumed on the following day and continued during the nights of the 4th and 5th when the tides favored, but, the appliances at hand being inadequate, they were unable to move her seaward more than about forty feet. This was a great gain, however, as it brought her within reach of a Saint John, New Brunswick, tug, which arrived with a wrecking party on the 6th, and the latter taking charge, succeeded in hauling her afloat two days later (September 8) and towed her to port for repairs.

September 1.—Surfman C. H. Herman, of the Quogue Station, (Third District,) Long Island, New York, signalized the first day of the active season by rescuing a lady who, while out bathing near the station, was carried beyond her depth, and would have been drowned but for Herman and another man, not belonging to the Service, who put out in time to save her. She was almost gone, but by the prompt efforts of Herman, supplemented by those of a physician, was soon brought to. The station crew furnished a mattress to carry her home on, and rendered all other aid in their power.

September 1.—At 3 o'clock in the afternoon a small sail-boat, with one man in it, was capsized about a mile and a half to the eastward of the Petunk Station, (Third District,) coast of Long Island, New York. Three of the station crew, who were near by at the time, hastened to the man's assistance, and, after righting and bailing his boat out, saw him safely on his way again.

September 2.—At half-past 1 in the afternoon the crew of the Cleveland Station, (Ninth District,) Lake Erie, received word by telephone that a boy named George Kraus had been drowned about two hours previous by the capsizing of a sail-boat on the lake, two or three miles to the eastward of Cleveland Harbor. The crew proceeded to the spot in their boat, equipped with the necessary grappling appliances, and after a short search recovered the body and had it properly cared for.

Digitized by Google

September 2.—At about 8 o'clock in the evening the south patrol of the Sturgeon Point Station, (Tenth District,) Lake Huron, came in and reported that he found a skiff ashore about a mile and a half south of the station, filled with sand and water. The keeper with his crew went down the beach and secured the craft to hold for its owner.

September 3.—At about noon the lookout at the Rye Beach Station, (First District,) coast of New Hampshire, observed a small sloop, which was beating down the coast, run ashore about a mile south of the station. She had stood too close in, and upon attempting to tack off shore missed stays and before she could recover steerage-way drifted onto the rocks. The life-saving crew went at once to her in their boat, and found her crew of three men had just landed on the beach. She was the *Berta*, of Gloucester, Massachusetts, whither she was bound from Booth Bay, Maine, in ballast. As it was ebb-tide and she could not be floated until the tide favored, later in the day, the three men were taken to the station for dinner. The vessel was subsequently visited at low water, to ascertain whether she had been damaged, and later on, after supper, at about 6 in the evening, the station men returned to her with her crew, and by carrying out both anchors and removing the ballast succeeded in getting her afloat on the flood-tide, with but slight damage. As the wind was still ahead, she was taken into Rye Harbor, a mile and a half distant, and there anchored for the night.

September 3.—At about half-past 3 in the afternoon two of the crew of the Ludington Station, (Eleventh District,) Lake Michigan, rescued two young men from drowning in Pere Marquette Lake. They were out for a sail in a boat belonging to the light-keeper, and capsized when about five hundred yards northeast of the station. The lookout on the pier witnessed the accident and put off in a ferry-skiff, and another member of the crew followed in the dingy. The boat had gone over on its beam-ends and the young men were clinging to it. As soon as they could be picked up, the boat was righted and bailed out and towed back to the wharf. The young men were very grateful for their deliverance.

September 4.—At about 11 o'clock in the day the crew of the Monomoy Station, (Second District,) Monomoy Island, Massachusetts, observed a small cat-rigged fishing-boat run ashore about three-quarters of a mile northeast of the station. Upon hastening to her on foot they found she was the *Sammie R.*, of Chatham, a few miles distant, whither she was bound. There was but one man on board. The wind was fortunately off shore. The surfmen rigged a purchase from the masthead to an anchor on the beach, and canted her inshore to save her from damage, and also bailed the sand and water out. As the tide was falling, nothing further could be done until evening, the man in the meantime being cared for at the station. Towards nightfall, at low water, the ballast was removed. An anchor was then planted off shore, and with the rising flood, at about 10 o'clock, the boat was warped safely afloat. They then boated the ballast off to her, and when everything was snug the man proceeded on his way rejoicing. Without doubt his craft would have been lost but for the station-crew's efforts.

September 4.—At 10 o'clock in the morning the crew of the Grand Point au Sable Station, (Eleventh District,) Lake Michigan, discovered the three-masted schooner *Major N. H. Ferry*, of Chicago, Illinois, in a dangerous situation close inshore, about a quarter of a mile south of the station. She had just left Hamlin Harbor with a cargo of lumber.

Digitized by Google

The wind was light, and there was a heavy sea rolling in from the southwest, and, not being able to work off shore, she had dropped anchor near the bar just in time to avoid driving into the breakers. The life-saving crew launched the surf-boat, and succeeded in towing the schooner out into deep water, whence she could safely proceed on her voyage. The captain thanked them very much for their timely assistance, as it had doubtless saved him from going ashore. The schooner had eight people on board, including two passengers.

September 6.—At 6 o'clock in the evening the crew of the Coney Island Station, (Third District,) Long Island, New York, went to the assistance of three men in a row-boat, which had been caught too near the surf and swamped a short distance to the eastward of the station. The men had been out fishing off Manhattan Beach, and were on their return to Sheepshead Bay. The station-crew bailed the boat out, and, as the men were inexperienced, pulled it round into the bay, and saw them well on their way to the village.

September 6.—On this date three of the crew of the Little Beach Station, (Fourth District,) coast of New Jersey, assisted the small steam-yacht *E. P. Carpenter*, of Philadelphia, Pennsylvania, which had lost her rudder and become temporarily unmanageable while plying in Great Bay, between Little Beach and Leed's Point. The damage was caused by the vessel striking a sunken obstruction. They steered her to her destination by means of oars taken with them from the station.

September 6.—At about 6 o'clock in the evening one of the crew of the Charlotte Station, (Ninth District,) Lake Ontario, rescued a man named Saunders, a resident of Kingston, Ontario, who, while out rowing upon the Genesee River in a small skiff, had been capsized by the swell from a passing steamboat. After putting Mr. Saunders safely ashore, the surfman returned to the scene of the accident and recovered the skiff, which he towed to where it belonged.

September 7.—At about 6 o'clock in the evening the lookout at the Rockaway Point Station, (Third District,) coast of Long Island, New York, observed a small sloop-yacht capsize while passing out through Rockaway Inlet, two miles to the westward of the station. The crew at once went to her assistance, but before they could reach her the party of excursionists on board at the time of the accident were picked up by another small yacht sailing in their company. The capsized vessel proved to be the *Katie J.*, owned in New York. The life-saving crew towed her back into the bay and took proper care of her until the captain, a resident of Canarsie, whom they knew, came and claimed her.

September 7.—On this date the crew of the Ocean City Station, (Fifth District,) coast of Maryland, searched for and recovered the body of a man named Dashiell, who had been drowned while bathing in the surf off Ocean City. The method in vogue in the Service for the resuscitation of apparently drowned persons was immediately resorted to and kept up for about two hours, but without avail, as the body had been too long under water.

September 8.—At half-past 2 in the day the crew of the Atlantic City Station, (Fourth District,) New Jersey, received word that a small boat with three men in it had capsized about two miles to the southward of the station, off the bar of Absecom Inlet. One of the crew hurried up into the light-house, adjoining the station, for the purpose of locating the boat, but no sign of it or the men could be seen. In the meantime

Digitized by Google

the boat was got ready, and as soon as the man returned from the light-house the crew put out in search of the craft. The surf was running very high. After a long pull they found the boat, with two of the men, named Blockhurst and Henry, of Philadelphia, clinging to the bottom, two or three miles from shore. They were fast sweeping seaward with the ebb-tide when picked up. They stated that when the boat swamped, their companion, Neil Parker, of Atlantic City, had struck out with the intention of swimming ashore, and they had seen nothing of him since. One of the two men was much exhausted. As soon as they could be landed, and the exhausted man placed under good care at the station, the crew set out again in search of Parker, although with but faint hope of success, as they knew that, in such a heavy sea and with the strong tide against him, the chances of his holding out were extremely slight. In fact it was so rough that even the surf-boat in passing out over the inlet bar was two or three times half filled with water. After diligent search they had almost given the man up for lost, when, to the great relief of all, he was descried clinging to the outer bar or sea buoy. He was rescued as quickly as possible, and taken ashore to his home. The life-saving crew were thus fortunately instrumental in saving all three men. The boat subsequently drifted ashore on Brigantine Beach, and was also recovered.

September 9.—The crew of the Smith's Point Station, (Third District,) coast of Long Island, New York, assisted some oystermen in moving and launching a flat-boat from the meadow, near the station, where it had been carried high and dry during a recent storm.

September 9.—About fifteen minutes past 3 o'clock in the afternoon a vessel was stranded on the north bar of Turtle Gut Inlet, New Jersey. The crews of the Holly Beach and Turtle Gut Stations, (Fourth District,) with their surf-boats, proceeded to the schooner, which proved to be the *Northern Light*, of Cold Spring, New York, from Philadelphia, Pennsylvania, bound to Holly Beach City, New Jersey, with a crew of two men and a cargo of coal. Both crews assisted in handling the sails and throwing overboard a portion of the cargo, by which means they succeeded in floating her off the bar, although in a leaky condition. The pumps were manned, and the captain requested the station crews to remain on board until he could get his vessel into a place of safety. The water continued to increase in her hold until it reached the cabin floor, and to prevent her sinking in deep water the vessel was run on a sand-bar in smooth water, and the crew safely landed at Holly Beach City, not far from the station. The vessel was slightly damaged, and two tons of coal were lost.

September 9.—At about 9 o'clock in the morning the crew of the Lewes Station, (Fifth District,) coast of Delaware, saw a schooner at anchor near the breakwater, a mile distant, hoist her colors union down, as a signal for assistance. While they were preparing to go off, a boat landed from the schooner and reported that three of her crew had fallen from the masthead and been seriously injured, one of whom was supposed to be at the point of death. The keeper promptly sought the services of Surgeon Stoner, of the Marine-Hospital Service, who went off, and rendered professional aid. The life-saving crew also boarded the schooner and assisted the doctor, all in their power, in dressing the men's injuries and making them as comfortable as possible until the captain, who was absent, returned in the afternoon. The schooner

Digitized by Google

was the *William G. Bartlett*, of and from New York, bound to Norfolk, Virginia.

September 9.—At 2 o'clock in the morning the patrol of the Grand Point au Sable Station, (Eleventh District,) Lake Michigan, sighted a schooner running too closely along the shore for safety. He quickly flashed a Coston light to warn her, when she sheered farther out and escaped disaster.

September 10.—The schooner *Lettie Wells*, of and from Calais, Maine, for New York, with a cargo of lumber, and having a crew of six men, while beating down Quoddy Roads to sea, late in the afternoon, against a strong southeasterly breeze and a heavy sea, missed stays while attempting to go about off Duck Point Ledge, on the easterly side of the channel off Campobello Island, New Brunswick, and was compelled to anchor to avoid driving onto the ledge. Her dangerous situation being observed by the crew of the Quoddy Head Station, (First District,) coast of Maine, about two miles to the westward of where she lay, they hurried to her assistance in their surf-boat, and succeeded in getting her under way on the right tack, and saw her safely off. It was a narrow escape, she being so close to the rocks that when the anchor was tripped she touched bottom twice, although not hard enough to cause serious damage. The captain was very thankful for the station-crew's aid.

September 10.—At 7 o'clock in the evening the schooner *Charles E. Balch*, of Bath, Maine, with a crew of nine men, bound up the Kennebec River in that State, from Boston, Massachusetts, for a cargo of ice, and had anchored in the mouth of the river off the Hunniwell's Beach Station, (First District,) was driven ashore some two or three hundred yards to the north of the station, by a sudden and very violent easterly squall. The accident was witnessed by the patrol of the station, who, upon hailing the vessel was requested to telephone for the aid of a tug. This he did at once. He then hurried to the station. The crew turned out immediately with the surf-boat, and upon the tug's arrival assisted by running her hawser to the stranded vessel. The latter was soon pulled afloat, without receiving any damage. She was subsequently anchored farther up the river in a safer berth.

September 10.—Shortly before 7 o'clock in the morning the crew of the Monomoy Station, (Second District,) coast of Massachusetts, discovered the topmasts of a schooner over the low-lying fog-bank off Monomoy Point, which, from the direction and distance, they judged must be ashore on the Shovelful Shoal, a little less than four miles to the southward and westward of the station. The boat was immediately launched, and the life-saving crew set out to the vessel's assistance. As they skirted the beach towards the point they met the south patrol coming up to report. He confirmed their fears as to the situation of the vessel. He could not see her from the beach, but had been notified of the fact by some boatmen. The station men reached her at about 8 o'clock, and found she was the *Tillie Vanderherchen*, of Mauricetown, New Jersey, bound from Philadelphia, Pennsylvania, to Boston, Massachusetts, with a cargo of coal and a crew numbering seven men. She had run on in the fog at half-past 4 that morning. Her crew had already got out a kedge, with about seventy-five fathoms of hawser, and hove taut, leaving nothing further to be done until the tide rose. She was afloat forward, but the receding tide had left her stern pretty well out of water. The life-saving crew remained on board, however, at the

Digitized by Google

captain's request. When the tide turned they helped make all sail, and then, in conjunction with the schooner's crew, manned the windlass, and by midday succeeded in getting her afloat, when she proceeded on her voyage, apparently uninjured.

September 10.—At half-past 12 o'clock P. M., while the crew were at dinner, the keeper of the Thunder Bay Island Station, (Tenth District,) Lake Huron, saw a boat capsize. He gave the alarm, and the crew, jumping from the table, manned the surf-boat, without stopping to put on coats or hats, and pulled off to the scene of the accident, which they reached within ten minutes, although a mile distant from the station. The boat proved to be the fishing-boat *Detroit*, of Alpena, Michigan, with a lot of fishing supplies aboard, and a crew of three men. She had capsized in a heavy thunder-squall. Being only about thirty rods from Sugar Island, a small skiff put off from the land before the station crew arrived, and took one of the men ashore, leaving the others clinging to the bottom of the boat, not being able to carry them all. The life-saving crew soon after took them into the surf-boat, and picked up their supplies. With the assistance of the fishermen and one of their boats, the *Detroit* was soon righted and towed into Sugar Island Harbor, where she was bailed out. This is the second time this boat has been found in the same condition and saved.

September 10.—At half-past 9 at night the keeper of the Two Heart River Station, (Tenth District,) Lake Superior, fired a red rocket as a danger-signal to three lumber-laden Canadian vessels which had put in to the mouth of the river for a harbor some hours previous and, a westerly gale springing up after dark, were caught in a dangerous situation. They had not suspected the risk they ran until the warning was given them, and at once got under way and stood out, thankful to escape being driven ashore.

September 11.—At about half-past 5 in the evening two men arrived at the Highland Station, (Second District,) Cape Cod, Massachusetts, and requested the aid of the crew, reporting that they belonged to the small sloop-yacht *Bertie*, of Newport, Rhode Island, and that, getting out of water while *en route* from Portland, Maine, to Block Island, they had anchored about two and a half miles to the southward of the station, and landed in their yawl for a fresh supply. The surf being much rougher than they anticipated, their boat had been upset and badly damaged. As supper was ready, the men were invited to partake of it, while the keeper and two of the surfmen proceeded to where the boat lay, and put it in repair for use, the garboard strake being badly split. Upon their declining to remain at the station for the night, on account of their craft lying directly in the track of vessels passing along the coast, the life-saving crew assisted in launching their boat and saw the two men safely off, the signal agreed upon as announcing their safe arrival on board being the display of a light. In due time a light, apparently on board the sloop, was seen from shore, and matters were supposed to be all right until daylight next morning, when the patrol reported the sloop still at anchor, and evidently abandoned. As the surf was extremely rough, the station-crew waited until the tide fell before going off. Even then the trip was attended with great danger, the surf-boat being partially swamped in going out over the bar. There was no one board the sloop, her yawl was gone, and she was in a sinking condition. The life-saving crew, therefore, set to work and bailed the water out of her, and then the keeper got the captain of the schooner

Digitized by Google

Flying Cloud, which was passing at the time, to tow the sloop round into Provincetown Harbor, some twenty miles distant. It was subsequently learned that the two men had been picked up during the night, by an eastern-bound vessel, and carried to Portland.

September 11.—The morning patrol to the westward from the Point Judith Station, (Third District,) coast of Rhode Island, found in the surf a quantity of logwood and fustic, (145 pieces,) evidently from a passing vessel. He carried it up beyond high-water mark, and it was subsequently turned over to the custody of the State wreck commissioner.

September 11.—During the night one of the crew of the Assateague Beach Station, (Fifth District,) coast of Virginia, warned off, by Coston signal, a vessel which was running too close to the beach, and in danger of getting ashore.

September 12.—On this date, in the afternoon, the crew of the Hunniwell's Beach Station, (First District,) coast of Maine, went off in their boat to Seguin Island, two or three miles distant, in response to a signal from the light-keeper, and found that an ox had fallen into a well, and that there was not force enough upon the island to hoist it out. The crew went to work and rescued the animal, for which service the owner was very thankful.

September 12.—About 11 o'clock at night a patrolman of the High Head Station, (Second District,) Massachusetts, fired his Coston signal and warned off a vessel which had approached dangerously near the shore.

September 12.—The sloop *Everard H. Preston*, of East Rockaway, New York, with a crew of two men, bound from New York to Little Egg Harbor, New Jesey, in ballast, stranded on the coast of New Jersey, just to the northward of Little Egg Harbor Inlet, about three-quarters of a mile east of the Little Egg Station, (Fourth District,) at half-past 7 in the evening. She was seen just before she struck by a station patrol, who burned a Coston signal to warn her off, but, the weather being calm and a heavy sea rolling in, the vessel had no steerage-way, and was thrown ashore before anything could be done to prevent it. The alarm was quickly given, and the life-saving crew hastened to the spot with their boat. The surf was breaking clean over the little craft, and she lay in a bad position. As nothing could be done that night to relieve her, the two men were landed, with their effects, and taken to the station. This was on Friday, and it was not until the following Monday (September 15) that the sea was smooth enough for operations on the sloop. She had become deeply embedded in the sand. With the aid of the keeper of the Tucker's Beach light-house, who loaned them hawsers and shovels and timber rollers, the life-saving crew set to work and dug the sand away and blocked the sloop up for launching. Anchors were then planted off shore, and after six hours of unremitting effort they succeeded in heaving her afloat. She was taken in through the inlet, and, as the the captain did not know the channel, was piloted by the keeper to Tuckerton, to be hauled out on the ways for repairs, some of her planking being started. The two men were sheltered and fed at the station until the sloop got off.

September 12.—Shortly after 2 o'clock in the morning the patrol of the Cleveland Station, (Ninth District,) Lake Erie, reported that the sloop-yacht *Cora*, of Chicago, Illinois, with a crew of three men, lying in the outer harbor, was dragging her anchors and in danger of going onto the rocks. The wind was blowing heavy from the northeast, mak-

Digitized by Google

ing the harbor quite rough. The station crew cast about for the aid of a tug, but the tug men were averse to going out, as their craft drew too much water to go near the sloop in such a heavy sea. When, however, the keeper offered to furnish the longest line he had at the station, and agreed to run it between the two vessels with his boat, besides detailing two men to assist on the tug, the captain of the *N. B. Gates* consented to go. The water, however, was shoal a long distance out, and the line proved too short. This caused delay, while the crew returned to the station for an additional line to tail on. They finally succeeded, after the greatest difficulty, in making fast to the yacht, which by that time had dragged into the breakers, and as soon as her anchors could be hove up she was towed to windward again and safely moored under the lee of the breakwater. The sloop had narrowly escaped destruction on the rocks.

September 12.—While the crew of the Cleveland Station, (Ninth District,) Lake Erie, were engaged in relieving the yacht *Cora*, the small schooner-yacht *Camilla*, of Cleveland, which had been lying in the harbor with no one on board, also commenced slowly dragging. The keeper reports that she had started her anchor early the previous evening, when the station-crew went off and let go a second one, which effectively held her until 3 o'clock in the morning, when she again got adrift. By the time they had the *Cora* safe, at half-past 5, the *Camilla* was almost on the rocks. They therefore hastened to her assistance, in concert with the tug, and, after making fast the tow-line, hove up her anchors, which, by the way, had been fouled by the cables, thus causing her to drag, and she was towed out under the lee of the breakwater, and safely moored near the *Cora*.

September 13.—At about noon of this date Surfman Albert M. Johnson, one of the crew of the Rye Beach Station, (First District,) coast of New Hampshire, who had been out alone in a dory fishing opposite the station, in attempting to land was upset in the surf nearly two hundred yards from the shore. The accident was observed by the lookout, who instantly gave the alarm and started in another dory, with the keeper, to the man's relief. They reached him in good season, and while the keeper held his head above water the other manœuvred the boat, in dodging the succession of heavy seas which broke around them, until an opportunity presented to get the man safely ashore. The undertow was so strong that Johnson could never have reached the beach unaided. The dory was recovered afterwards.

September 13.—At daybreak, the wind blowing fresh from the northeast, the crew of the Lewes Station, (Fifth District,) coast of Delaware, discovered a large schooner apparently aground on the bar opposite the town of Lewes, about a mile west-northwest of the station, with her colors in the rigging for assistance. They hastened to her in the surf-boat, and found she had dragged inshore during the night, and at low water had taken the bottom at the outer edge of the shoal. She was the *John A. Griffin*, of Wilmington, Delaware, with a crew of seven men, bound from Philadelphia, Pennsylvania, to Wilmington, North Carolina, laden with coal and hardware. An officer and boat's crew from the revenue-steamer *Alexander Hamilton* were already on board. The captain gladly accepted the life-saving crew's offer of assistance, and requested them to stay by him until high water, when he expected to get afloat. When the tide was about half up, the *Hamilton* steamed in and, with the station-crew's assistance, got her lines

Digitized by Google

fast to the schooner and attempted to pull her off. The hawser, however, getting afoul of her propeller, she was compelled to abandon the effort. In the meantime the wind had canted more northerly, and it was quickly taken advantage of by the life-saving crew. They picked up the anchors, which had been dropped under foot when the *Hamilton* left, and, as the tide was pretty well up, succeeded by crowding on sail in getting the schooner to a good offing near the breakwater. The captain was very profuse in his expression of thanks.

September 14.—At 1 o'clock in the afternoon the crew of the Tom's River Station, (Fourth District,) coast of New Jersey, assisted a fisherman named Crocker in landing in a dory through the surf, not far from the station. He belonged to the schooner-smack *C. F. Lawrence*, of New London, Connecticut, and had been dropped the previous evening in the dory to go fishing. A fresh breeze springing up soon afterwards and night coming on, he got lost, and had rowed about all night in a fruitless search for the vessel. He said he caught sight of her once that morning, but the sea was too rough for those on board to see his signal. As the smack soon went about and stood off shore out of sight, evidently in search of him, he concluded, as he was almost exhausted, to make for the beach, where, as before stated, he met with prompt assistance from the station. The crew made him comfortable until the next day, and paid his fare to New York, where he expected to rejoin the vessel.

September 14.—The crew of the Cape Fear Station, (Sixth District,) Smith's Island, coast of North Carolina, afforded succor to three men who had succeeded in reaching Smith's Island at about daybreak on portions of the cabin of the steamer *Dos Hermanos*, of Tobasco, Mexico, which had foundered in the gale of the night previous off Frying Pan Shoals, several miles from the land. The men were in an almost nude condition, and were furnished with clothing from the supply donated by the Women's National Relief Association. The following day, when able to travel, they were taken to Smithville for passage to their homes, in New York and Providence. As soon as the life-saving crew learned that there were four other men clinging to portions of the wreck off shore, they launched the surf-boat and made diligent search for several hours, but, on account of the high sea, were unable to find them. They were picked up, however, seven or eight miles at sea, by the steam-tug *Blanche*, of Wilmington, and landed at Smithville.

September 15.—At 7 o'clock in the evening of the 14th the schooner *Cricket*, of and from Saint John, New Brunswick, lumber-laden, for Boston, Massachusetts, with a crew of five men, while passing down through Lubec Narrows towards Quoddy Roads on her way to sea, got becalmed, and was swept by the strong tide onto what is known as Shop Point, and stuck fast. She was observed from the Quoddy Head Station, (First District,) coast of Maine, at about the time she struck, but being so far away, (about three miles,) and darkness coming on, the crew could not tell whether she was aground or simply at anchor. At daylight of the 15th, however, they learned her actual situation, and at once hastened in the surf-boat to her relief and endeavored to heave her off. They were unsuccessful that tide, and had to wait until evening. Accordingly, at 4 o'clock in the afternoon, they again went on board, and after some hours' work succeeded, just before 9 at night, in getting her afloat, when she was anchored safely in the channel to await

Digitized by Google

a favorable opportunity to proceed on her voyage. The captain was very warm in his thanks for the assistance extended to him.

September 16.—At about 9 o'clock in the morning, while the crew of the White Head Station, (First District,) coast of Maine, were out for practice in the life-boat during the prevalence of a strong southwesterly breeze with a rough sea, they sighted a small sail-boat off shore, about four miles southeast of the station, in the direction of Green Island. They realized at once that the boat was in danger of swamping in such a sea, and set out to render all the assistance that might be needed. On the way they suddenly lost sight of the boat, and it was feared that it had gone under. The life-savers kept on, however, and in half an hour came up with the craft, which was then half full of water and with the mast carried away and sail badly torn. The only occupant of the boat was a boy sixteen years old named Davis, a resident of Saint George, Maine, who was on his way from Green Island to Seal Harbor. He was quickly taken into the life-boat, which then put back with his boat in tow to White Head Island, where the station-crew repaired the mast and sail, to enable him to reach home without further adventure. The discovery of his situation was exceedingly fortunate, as the boat could not have lived much longer in the gale then setting in.

September 16.—On this date, at about noon, the crew of the Sandy Hook Station, (Fourth District,) coast of New Jersey, assisted the sloop-yacht *Lettie*, of New York, with two men on board, which had anchored in shoal water rather too near the Government wharf at Sandy Hook, and, a southwest gale having sprung up, was pounding hard on the bottom. They took an anchor and warped the craft to a safe offing, whence she was enabled to get under way and reach a safer berth until the blow was over. But for the station crew's aid she would probably have been wrecked.

September 16.—At about half-past 2 o'clock in the morning the patrolman of the Smith's Island Station, (Fifth District,) Virginia, discovered a schooner standing into danger, and warned her off with a Coston signal.

September 16.—At half-past 12 in the day the lookout at the Cleveland Station, (Ninth District,) Lake Erie, reported a small vessel about four miles off shore, to the northward of the harbor, dismasted. A fresh westerly gale was blowing and there was a high sea. The life-saving crew set out in their surf-boat as soon as they got the alarm, and after nearly an hour's pull came up with the disabled craft, which proved to be the sloop yacht *Davis*, of Cleveland, Ohio. A party of six men had gone out in her early in the forenoon, and through carrying too much sail they had lost their mast. They had been warned before leaving the harbor that the weather looked threatening, and that their inexperience might lead them into difficulty. The cautionary or storm signal had also been hoisted at the signal-station shortly after their departure. The life-saving crew took the yacht in charge and towed her safely back into the harbor, where they arrived shortly before 3 o'clock, to the great relief of the excursion party, who would in all probability have been overwhelmed by the heavy sea and lost but for the timely arrival of aid.

September 16.—At about 10 o'clock in the morning a schooner, while trying to make the harbor, ran on a reef outside the breakwater, about a mile and a half northeast from the Sand Beach Station, (Tenth District,)

Digitized by Google

Lake Huron, Michigan. The life-saving crew launched the life-boat and hastened to her assistance. She proved to be the schooner *James E. Gilmore*, of Cleveland, Ohio, bound from that port to Elk Rapids, Michigan, with a cargo of coal and oil and a crew of seven persons. It was soon determined that nothing could be done to relieve the vessel until after at least a part of her cargo should be taken off. At the request of the captain, the station-crew returned to the harbor and engaged a steam-tug and lighter, and went back to the schooner with them. All hands turned to and took off and put on board the lighter three hundred barrels of oil, when the tug succeeded in pulling her off the reef and towed her into the harbor. The life-saving crew then assisted in reloading the oil and pumped the vessel out, after which they returned to the station, bringing ashore the captain, who desired to settle with the owners of the tug and lighter, and one of the crew. The captain of the schooner expressed gratitude for the valuable services rendered him and his vessel.

September 17.—During the early hours of the night, there being quite a brisk northwesterly breeze, the crew of the Cleveland Station, (Ninth District,) Lake Erie, saved four small vessels from probable destruction in Cleveland Harbor. The first alarm was given shortly after dark, or at half-past 7, when the lookout reported that the small schooner-yacht *Silver Spray*, of Cleveland, Ohio, lying in the harbor, with no one on board, had parted her cable and was drifting ashore just to the southward of the station. The life-saving crew went to her assistance in their boat with a line, intending to tow her off, but as she had struck and was pounding heavily when they reached her, the attempt to get her out into deep water failed. They therefore returned to the station for a hawser and tackles and the sand-anchor, with which they rigged a purchase and hauled her high and dry onto the beach, where she was safe. The damage she received was very slight.

The crew had scarcely more than left the *Silver Spray*, when they discovered through the darkness another small craft adrift. They pulled out and found she was a cat-boat without name. She was driving shoreward towards an old sunken wreck, which, if she had struck, would have made short work of her. The boat was towed well clear of the wreck, and hauled up out of harm's way on the beach.

The third occasion of service was that rendered the sloop-yacht *Freddy*, also of Cleveland. Her cable had not been sufficient to hold her against the high wind, and as soon as it gave way, at a little after 9 o'clock, she drifted down afoul of the harbor-pier, where she was thumping hard when the station-men arrived. Some of them fended her off with poles and boat-hooks until the rest could get the boat to the spot, when the yacht was towed away to safer moorings in the harbor.

The men had scarcely reached their quarters, supposing the rest of the small craft in the harbor would ride out the blow without needing help, when the sloop-yacht *Ina* was reported dragging in towards the west pier. Before they could reach her she struck. There was no one on board. Her ground-tackle being too light to hold her if taken out into the harbor again, they got out a line and warped her round the end of the pier into the Cuyahoga River, where she was safely moored in a slip, about a quarter of a mile from the river's mouth. That fortunately was the conclusion of their labors for the night.

Digitized by Google

September 17.—At about 10 o'clock in the morning the sloop *Shom Wah*, of Sand Beach, Michigan, with one man aboard, capsized inside the harbor, about three quarters of a mile east of the Sand Beach Station, (Tenth District,) Lake Huron. She was in charge of her owner, and engaged in carrying stone to be used in the Government works in the harbor. A fresh breeze was blowing from the west, and a puff of wind struck her, causing her to careen and sink, her occupant not being able to handle her quickly enough to avert the accident. The man escaped in the sloop's yawl. On arriving at the scene, the life-saving crew took the man into the life-boat and towed the yawl ashore.

September 18.—On the morning of the 17th, about 10 o'clock, the sloop *J. H. Crittenden*, of Norfolk, Virginia, from Smith's Island, Virginia, bound to York River, Virginia, with a cargo of oysters and a crew of three men, struck an old wreck in Little Inlet and sunk about five and a half miles northeast from the Smith's Island Station, (Fifth District,) Virginia. Owing to the smoky condition of the atmosphere, she was not discovered until about 6 o'clock in the morning of this date. The surf-boat was manned and rowed to the wreck, which had already been abandoned by her crew, who had taken refuge in a vessel near by. The station-crew stripped the sails and rigging from the sloop, and delivered them to the captain. The articles saved were valued at one hundred dollars, and with this excepion the boat and cargo were a total loss.

September 18.—At half-past 5 in the evening the lookout at the Buffalo Station, (Ninth District,) New York, gave the alarm that the steamer *John B. Lyon*, of Buffalo, a vessel of over seventeen hundred tons register, lying at Williams & Co.'s coal-wharf, a few hundred feet southeast of the station, was on fire. The crew instantly proceeded to the spot with their fire-boat, equipped with force-pump and hose, and in ten minutes from the time of the alarm had a stream of water on the fire and an axeman at work cutting away the light joiner-work in its vicinity. Additional streams were soon brought to bear from a steamer lying astern of the burning vessel, and three harbor tugs, and by that means the fire, which at first bade fair to be a most disastrous one, was brought under control and finally subdued, with a damage of not more than $500. The vessel and her cargo of coal were valued at $150,000.

September 19.—The west patrol of the Peaked Hill Bar Station, (Second District,) Cape Cod, Massachusetts, shortly before midnight warned off, by flashing his Coston light, a steam-tug which was dangerously near the bar.

September 19.—A man belonging to a pleasure party on board a small yacht from Bridgeport, Connecticut, lying in Napeague Harbor, not far from the Napeague Station, (Third District,) coast of Long Island, New York, was injured in the foot by the accidental discharge of a pistol. As no surgical aid could be obtained nearer than East Hampton, eight miles distant, the keeper of the station harnessed up his team and conveyed the man thither, and had the ball properly extracted.

September 19.—Shortly after noon the lookout of the Salmon Creek Station, (Ninth District,) Lake Ontario, saw a steamer trying to get into the mouth of Salmon River, distant about five miles east-northeast of the station. The Francis life-boat was launched and all the necessary gear placed in her. The crew pulled off and arrived alongside at about 1 o'clock, and found her to be the steam-propeller *Geo. A. Bagley*, of Henderson, New York, bound from Chamont to Port Ontario,

Digitized by Google

New York, with a cargo of limestone, and having a crew of four men. She drew five and a half feet of water, and stranding in three and a half while attempting to cross the bar, she broached to and shipped a sea which put out her fires. Her pumps choked with sand, and she became unmanageable, and in this condition drifted on the beach. The station-crew bent their hawser to the steamer's anchor and ran it off to windward, hove on it, and succeeded in floating her at 7 o'clock in the evening, and worked her inside the mouth of the river.

September 20.—At about 1 o'clock in the day, during the prevalence of a fresh southwesterly breeze, the sloop-yacht *Mamie*, of Plymouth, Massachusetts, which had been anchored inside Gurnet Point, Massachusetts, broke loose from her moorings and drifted down afoul of a small sail-boat, belonging to one of the harbor-pilots, and sunk it. The crew of the Gurnet Station, (Second District,) as soon as the sea became smoother on the ebb-tide, went off in a couple of dories, with grapnels, and assisted the owner in raising his boat and in towing it ashore and bailing it out. They also put the yacht in good order again, and took her back to her moorings.

September 20.—At noon the schooner *H. M. Somers*, of Somers Point, New Jersey, bound from Philadelphia, Pennsylvania, to Great Egg Harbor, New Jersey, with a crew of three men and a cargo of cordage and lumber, became unmanageable, owing to the parting of her wheel-rope, and stranded on the North Shoal off Cape May, about two miles and a half south of the Cape May Station, (Fourth District,) New Jersey. The life-saving crew immediately proceeded to her assistance, and found her in a very bad situation, with the sea breaking over her deck. After repairing the steering-gear, they succeeded, by the skilful disposition of her sails and using poles taken from the deck-load, in winding her around in the right direction, and in forcing her into deep water, when she at once squared away on her course. She received but slight damage. The captain of the vessel, however, stated that she was old and weak, and that the coming flood-tide and the prevailing strong wind would have destroyed her had not the life-saving crew got her off.

September 20.—The crew of the Chicago Station, (Eleventh District,) Lake Michigan, were busily engaged for several hours in recovering the rigging, and all other material within reach, from the schooner *Capella*, of Muskegon, Michigan, which had been wrecked during the night while attempting to enter Chicago Harbor. It seems that an alarm was given by an incoming steamer, soon after midnight, that there was a small vessel pounding against the breakwater, the wind at the time being fresh from the northward. The station-crew, after an unsuccessful effort to obtain the assistance of a tug to bring the vessel in, went out in the surf-boat, but, after a long search, could find no trace of her. She was discovered, however, at daylight ashore behind the north pier, which accounted for their failure to find her in the darkness. Her crew of two men were safe, having scrambled onto the pier as soon as she struck. The accident was occasioned by the captain mistaking the lights and taking a wrong course. Being an old vessel, she became a complete wreck.

September 21.—The crew of the Chicago Station, (Eleventh District,) Lake Michigan, gave succor to two men, named Ernst Rubel and Max Feldman, of Lake View, Illinois, who had been rescued from a capsized boat, some miles north of Chicago Harbor, by the steam-tug *Edward*

Digitized by Google

Shelby. They had been in the water some time, and were so exhausted and weak when the tug arrived with them at the station that they were unable to walk. After a few hours' good care, however, the life-saving crew sent them home apparently all right.

September 21.—Shortly after 8 o'clock in the morning the crew of the Two Rivers Station, (Eleventh District,) Lake Michigan, discovered a schooner several miles out in the lake, to the eastward, flying a signal of distress. The surf-boat was at once manned, but before the station crew had gone more than half-way to the vessel she was seen to go over on her beam-ends. They found upon reaching her that she was water-logged and abandoned, the crew evidently having taken to their boat. Returning shoreward, a landing was made at the Twin River Point light-house, some five or six miles north of the station, where they found the crew of six men, who had recently arrived. They stated that she was the *Bessie Boalt*, of Milwaukee, Wisconsin, whither she was bound from Leland, Michigan, with a cargo of cord-wood. She had sprung a leak while crossing the lake, which had soon water-logged her, and in that condition she capsized. As the captain was about to take a conveyance to Two Rivers to telegraph to Milwaukee for a tug, the rest of the men, with their baggage, were also conveyed thither in the surf-boat, and quarters obtained for them. The trip was quite tedious, as the wind was fresh, with a high sea, and right in their teeth. The next day it was ascertained by despatching one of the surfmen up the shore to Twin River Point, that the vessel had drifted several miles to the northward. On the 25th she was picked up by the Milwaukee tug *Welcome*, and an attempt made, with the assistance of the life-saving crew, to right her. They failed, however, for want of the necessary appliances, and she was towed inshore and grounded, about half a mile northeast of the station, where she eventually went to pieces about October 4. The station-men aided the captain all in their power, from day to day until October 6, in recovering the cargo and stripping the wreck of everything of value.

September 23.—The schooner *Modoc*, of Machias, Maine, carrying a crew of six men, bound from Sand River, Nova Scotia, for New York with a cargo of piling, while beating down Quoddy Roads on her way to sea, just before 8 o'clock in the morning, struck on the Middle Ground, about a mile and a half northeast of the Quoddy Head Station, (First District,) coast of Maine. The station-crew were watching her when she grounded, and at once started in their surf-boat to her relief. They found that, instead of endeavoring to back her off, her crew had kept the sails trimmed, for the purpose of forcing her afloat, the result being that she was driven the harder aground, and almost onto a ledge of rocks. The keeper, seeing the captain's mistake, at once had the jibs run down and the foresail and mainsail guyed flat aback, and by that means, as the schooner lifted on the swell, she was forced astern, and soon floated in deep water. The head-sails were then reset, and the schooner was got on her course and piloted safely down the Roads on her way to sea.

September 23.—At about 5 in the evening a party of three men, who had been out in a boat gunning at the mouth of the Kennebec River, Maine, upon attempting to land opposite their cottage, near Hunniwell's Beach Station, (First District,) were capsized by the heavy surf. They would have fared badly but for the prompt aid of the life-saving crew. When first seen by the latter, it was too late to warn them of

Digitized by Google

their danger, as they were already entering the breakers, which a few moments later upset the boat. The boat was cast ashore bottom up, with two of the men beneath it, while the other, a Mr. Torrey, was partly under the boat, which lay across his hips. They were all quickly extricated by the station-crew, who then waded out and recovered the guns and other articles which had sunk where the boat upset. The men also hauled the boat up and helped house it at the cottage. Two of the party, Mr. Torrey and his son, had also on a previous occasion been rescued from a capsized sail-boat by Keeper Haley, prior to the establishment of the station at that point.

September 23.—At 5 o'clock in the evening the crew of the Brazos Station, (Eighth District,) Brazos Island, Texas, launched their boat in response to a signal for assistance, and recovered a yawl which had broken adrift from the barge *Hattie*, lying in the bay.

September 23.—At 2 o'clock in the morning, as the schooner *Guido*, of Manistee, Michigan, with a crew of six men and loaded with lumber from Pierport, Michigan, was entering Kenosha Harbor, Wisconsin, during a heavy blow from the north, she fouled the trestle-work on the north pier and carried away her jib-boom, besides sustaining other damage. As soon as they learned of the accident through the patrol, the crew of the Kenosha Station, (Eleventh District,) Lake Michigan, hastened to the schooner and assisted in clearing away the wreckage and in taking her up the river to a safe berth.

September 23.—At about 4 in the afternoon the lookout at the Kenosha Station, (Eleventh District,) Lake Michigan, sighted a vessel off shore, about one mile east of the station, flying a signal of distress. The alarm was given, and the crew started at once in the surf-boat to offer their aid. She proved to be the schooner *J. F. Tracy*, of and for Chicago, Illinois, with a cargo of wood from Cedar River, Michigan. Besides a crew of six men, she had three passengers. She had encountered bad weather and was in a leaky condition, and had sprung her foremast, and lost sails. The life-saving crew returned and got the assistance of the steam-tug *F. H. Stanwood*, which went out and towed the schooner into the harbor. She was fortunate in getting in safe, as the succeeding night was very stormy, and she would doubtless have become a wreck before morning.

September 24.—Shortly before 8 o'clock in the evening, the weather being foggy and dark, with a heavy sea setting in from the southward, one of the patrolmen of the Hunniwell's Beach Station, (First District,) at the mouth of the Kennebec River, Maine, heard the shouts of men out on the river as though lost in the fog. Their hail was quickly answered, and upon their approaching the shore he learned there were two men in a boat, who had got bewildered and knew not which way to steer. He guided them with his lantern as far as Fort Popham, and then, going out upon the rocks as far as safety would permit, held his lantern as a beacon until they could make the opposite shore and were all right.

September 24.—At about half-past 7 o'clock in the morning, during the prevalence of a high wind blowing from the southwest, the storm-signal being set, the lookout of the Cleveland Station, (Ninth District,) Lake Erie, discovered the schooner-rigged yacht *Trio* in the bay drifting rapidly towards the pier, having parted her cable. The crew immediately rowed out to her and towed her into a slip in the river, where she was safe.

Digitized by Google

September 24.—Shortly before noon, after the crew of the Cleveland Station, (Ninth District,) Lake Erie, had safely moored the yacht *Trio*, they discovered that the small sloop *Ida* was dragging her anchor in the bay and drifting down upon the yacht *Camilla*, which was lying at anchor just astern of her. The station-crew launched their dingey at once and pulled off to try to prevent a collision, but before they reached her she drifted broadside across the *Camilla's* bow and afoul of her jib-boom. They boarded and soon cleared her, and, running a long line off to the pier, towed her into the river and moored her in a safe place.

September 24.—Immediately after the return of the crew of the Cleveland Station, (Ninth District,) Lake Erie, from the sloop *Ida*, they were again called out to render assistance to an open cat-rigged boat, which had parted her cable and was drifting towards the pier. The station-men started down the pier with a line and boat-hooks. When close enough they made the line fast to her, and towed her to the station, where she was hauled up out of danger.

September 24.—For the fourth time this day, the crew of the Cleveland Station, (Ninth District,) Lake Erie, were called upon to aid a vessel in distress in the harbor. In this case, at about 2 o'clock in the afternoon, it was to assist the large sloop-yacht *Cora*, which, during a high wind from the southwest and a rain-storm, had dragged her anchors in the bay and drifted very close to the pier. The steam-tug *N. B. Gates* was sent for, but was not able to go near her, owing to the shallowness of the water. The tug, therefore, returned to the station and procured one of the long hawsers belonging to the establishment, and a part of the crew to handle it, while the rest manned the dingey and put off to the yacht. They run the line from the tug to the sloop, and the latter was towed to a safe place in the river.

September 24.—At about half-past 8 o'clock in the evening of the 23d the steam-barge *Manistique*, of Detroit, Michigan, tried to make Black River Harbor in a heavy gale and rain-storm from the southward. The atmosphere was so hazy that lights appeared to be farther off than they really were, and the captain mistook a light on shore for the Black River Pier Light, and ran his vessel on the reef two miles south of Black River Island and about ten miles north from the Sturgeon Point Station, (Tenth District,) Lake Huron. The barge was laden with coal and bound from Detroit to Black River, Michigan, and had a crew of seventeen persons. As soon as the captain found that she could not be backed off, he ordered the sea-cocks to be opened to fill the hold with water, to make her lie on the reef easily and keep her from pounding holes in her bottom. To the station-crew the next morning (the 24th) she seemed to be lying at anchor, but a little after 3 o'clock in the afternoon a flag at half-mast in the rigging was observed by the lookout. The keeper had the surf-boat launched, and with his crew pulled off for the barge, arriving alongside at fifteen minutes before 5. The captain informed the keeper that he had telegraphed for a tug with steam-pumps, and, thinking that she would arrive about dark, had raised his flag at half-mast to attract the attention of the tation-crew, whose assistance he desired to help work the vessel off he reef. About midnight the tug *Torrent* arrived alongside, and the crews went to work to free the barge of water. The tug with the steam-pumps which had been telegraphed for had not yet put in an appearance, and the *Torrent* not being provided with steam-pumps, a part of the crews commenced to work the pumps and the rest rigged a

Digitized by Google

whip and dipped the water out of her after-hatch with a coal-bucket holding about thirty gallons. After working in this manner for about four and a half hours, they succeeded in getting the vessel free of water and in readiness to commence lightering the coal. About half-past 4 o'clock the next morning (the 25th) the station-crew went ashore to get breakfast and to hurry up a steam-tug which was expected at daybreak with a lighter and a gang of men. After breakfast they returned to the barge. About ninety tons of coal were taken off, and the captain wishing the tug brought as close as possible to the barge, the station-crew took soundings of the adjacent water, and at 9 o'clock the tug got within four hundred feet of her. They then ran two large tow-lines to the tug, and three-quarters of an hour later the barge was pulled afloat. The station-crew then piloted her into deep water, and she steamed around into the harbor. The crew returned to the station after a service of twenty-one hours, and having rowed, in all, thirty miles. The captain of the barge was highly pleased with the services rendered by the life-saving crew, and commended them for their promptness and efficiency in responding to his signal for assistance.

September 25.—The 8 o'clock (night) patrol to the south from the Plum Island Station, (Second District,) coast of Massachusetts, sighted a vessel standing inshore and almost in the breakers. He quickly burned a red Coston signal, when she hauled out into the offing. She was evidently bound to Newburyport, as she soon afterwards anchored to wait for daylight.

September 26.—During the night one of the crew of the Assateague Beach Station, (Fifth District,) coast of Virginia, discovered a vessel in danger of striking on Ship Shoal, to the southeast of the station, and warned her off by flashing a red Coston signal.

September 26.—At about 10 o'clock at night the crew of the harbor tug *L. B. Johnson* brought to the Chicago Station, (Eleventh District,) Lake Michigan, a man named McCabe, whom they had rescued from the sloop-rigged boat *Dauntless*, which had capsized about three-quarters of a mile from the station. He stated that he had started, with a companion named Cummings, for South Chicago, and when well outside the harbor the boat upset, throwing them both into the water. As he did not know what had become of Cummings, the surf-boat was at once launched, and, with McCabe to pilot them, the life-saving crew set out in search of him. The man was not found, but they fell in with the sloop, which, after a hard pull, was towed to the station. The next morning it was righted and bailed out and delivered to the owner. They learned then that Cummings had succeeded in swimming to the north pier, and was all right. But for its recovery by the station crew the sloop would doubtless have drifted away in the darkness and been lost.

September 27.—Shortly before daylight one of the crew of the Saluria Station, (Eighth District,) Matagorda Island, Texas, while on patrol, warned off by red Coston signal a vessel which was too close in and almost ashore.

September 28.—At about 9 o'clock at night the patrol of the Cape Disappointment Station, (Twelfth District,) Washington Territory, warned off by Coston signal a vessel which was standing too close inshore for safety.

September 29.—One of the crew of the Hunniwell's Beach Station, (First District,) coast of Maine, during the first night-watch, observed

Digitized by Google

a vessel too close to the beach and in danger of running ashore. He instantly shouted to the people on board to keep off, which they did, the men answering the patrolman's hail as the vessel sheered away into the darkness. The craft was within easy hail, and but for the warning given would have grounded in a few moments.

September 29.—At about half-past 8 in the morning, as a man named Ryder, a resident of Chatham, Massachusetts, was beating down the western shore of Monomoy Island, Massachusetts, in the small sloop *Tubal Cain*, on his way from Chatham to Monomoy Point, he observed a quantity of plank in the surf. He at once rounded to and anchored, and endeavored to obtain it by veering cable and allowing his craft to drop in towards the beach. The operation failed, however, as the anchor refused to hold, and before he could prevent it the sloop drifted broadside onto the shore, about half a mile to the westward of the Monomoy Station, (Second District.) The accident was witnessed from the station, and as quickly as possible the crew went to the man's assistance. The sloop had struck at high water, and nothing could be done until the next tide. At low tide they removed the ballast and placed skids, or ways, under the craft to launch her on, and when the tide flowed she was slid safely into the water, without damage. The crew then replaced the ballast, and the man went his way, glad of his release.

September 29.—The lookout of the Point Marblehead Station, (Ninth District,) Lake Erie, Ohio, at about half-past 9 o'clock at night observed a bright light out on the lake, which lasted about a minute. This was repeated three times, and was answered by the lookout burning a red Coston signal. The keeper and crew then manned the surf-boat and pulled off in the direction of the lights, to ascertain the cause. When about five miles from shore they fell in with a schooner, the captain of which stated that he was in need of a tug and had burned his torch to attract the attention of one. The crew returned to the station and sent out a tug as desired.

September 30.—At 8 o'clock in the morning the crew of the North Manitou Island Station, (Eleventh District,) Lake Michigan, went to the assistance of the small schooner *Lulu*, at Leland, Michigan, which the captain was desirous of hauling out on the beach to land some live-stock he had on board. The wind was blowing hard from the southward, making it unsafe to attempt to land the cargo at the wharf. After getting the live-stock out, they hauled the vessel afloat again, although she took the bottom and thumped quite hard, besides fouling some broken piles alongside Pickard's Wharf. They succeeded, however, in towing her with the surf-boat out into deep water to a safe anchorage. But for their timely services the vessel would have been badly damaged, and probably wrecked.

October 2.—At 8 o'clock in the morning the captain of the schooner *Charles H. Sprague*, of Providence, Rhode Island, called at the White Head Station, (First District,) coast of Maine, for the assistance of the crew in floating his vessel, which had grounded on the flats, in the direction of Racklift's Island, the night previous at 9 o'clock, while leaving Seal Harbor in charge of a pilot. She had just loaded a cargo of granite in Mill Cove, and was bound to New York, her crew numbering six men. Prior to the captain's arrival the life-saving crew knew nothing of the accident, as the vessel was effectually hidden from their view by the intervening islands. Upon learning the facts, they set out at once in their boat, and, after planting a kedge in the channel,

Digitized by Google

made a vigorous effort to heave the schooner off. The forenoon tide was not quite high enough, but that night, when the tide again flowed, they succeeded in getting her afloat. Before, however, she could be taken to a safe anchorage, the wind freshened from the northeast, and as the channel was very narrow she swung back onto the flats, where the ebbing tide soon left her almost dry again. On the following morning, (October 3,) the wind having moderated, the life-saving crew renewed their labors, and as soon as the schooner floated she was warped about half a mile to where the channel was wide enough to work her under sail, and then beat back into Seal Harbor to await a favorable opportunity for a fresh start on her voyage. She had fortunately sustained no damage. During the operations for the schooner's relief one of the surfmen belonging to the station received a painful injury, which disabled him from duty for some time.

October 2.—At half-past 7 in the evening, during the prevalence of a heavy rain-squall, the patrol of the San Luis Station, (Eighth District,) Galveston Island, Texas, sighted a vessel, apparently a steamer, in danger of running ashore. He at once flashed a red Coston signal, from which the craft took warning and sheered off.

October 2.—On this date, during a heavy southeasterly storm, the crew of the Sand Beach Station, (Tenth District,) Lake Huron, saved a scow, which was dragging her anchor, from being driven ashore by the gale. They took another anchor out in their boat, and succeeded in fetching her to before any damage was done.

October 2.—Shortly after noon, during a heavy easterly gale, the crew of the Sturgeon Point Station, (Tenth District,) Lake Huron, were called to the assistance of the schooner *Garibaldi*, of Mount Clemens, Michigan, which was lying at the Harrisville dock, four miles to the southward, in a very insecure situation and in danger of being driven ashore by the gale and high sea. It was learned that she was scantily equipped with mooring-lines, and these, being old and worn-out, had parted several times, so that the captain, who came to the station for aid, feared she would break adrift and go onto the beach before he could return. The life-saving crew, therefore, as quickly as possible procured a wagon and took their best four-inch line to the vessel, and with it made her properly fast so she could hang on in safety. They remained by her until near midnight, by which time the storm had abated and all danger was past. The captain told them they had undoubtedly saved his vessel, and was very grateful. He had just taken on board a load of shingles, and was about ready to sail for Saint Clair, Michigan, when the gale set in.

October 2.—On this date, at about 8 o'clock in the morning, during the prevalence of a heavy easterly gale with rainy weather, the crew of the Middle Island Station, (Tenth District,) Lake Huron, launched their life-boat and went over to Monaghan's Wharf, on the Michigan shore, three miles southwest of the station, and landed a party of seven men from the schooner *Acontias*, of Detroit, Michigan, who had been temporarily employed to help her crew in hauling her from the wharf to an anchorage, to save her from damage in the heavy sea. When the gale set in the schooner was alongside the wharf loading cord-wood for Detroit, but the sea causing her to thump badly, it was found necessary to haul off and let her ride at her anchors. In the meantime, however, her yawl broke adrift and was dashed onto the shore, badly damaged, so

Digitized by Google

that, with no boat at command, the captain was compelled to signal for the help of the life-saving crew. The party being composed of landsmen, they were all wretchedly sea-sick from the motion of the schooner, and a great deal of difficulty was experienced in getting them into the boat and safely onto the wharf, two of the men, in their helpless condition, having a narrow escape from being crushed between the boat and the side of the vessel as they were being helped down. They were all very grateful for the assistance given, and glad to reach the shore. Although somewhat damaged from contact with the wharf before she hauled off to her anchors, the schooner rode out the gale, notwithstanding the fears entertained for a time by the captain that she would drag ashore. The life-saving crew kept a good watch from the station after their return, and also boarded her again the next day, but their services were not required further.

October 2.—Early in the morning the crew of the Hammond's Bay Station, (Tenth District,) Lake Huron, were called upon to save the small schooner *Robin*, of Spencer's Dock, Michigan, a fish-boat, which was thrashing about in the heavy surf, with the timber and drift-wood from a dock to which she had been moored, located about two miles east from the station, and which had gone to pieces during a northeasterly gale. The crew got her safely out of the surf and hauled her up on the beach.

October 2.—At about half-past 1 in the afternoon, during a southeast gale and rain-storm, the crew of the North Manitou Island Station, (Eleventh District,) Lake Michigan, went off in their surf-boat and recovered a small schooner-rigged fishing-boat which was drifting past the island with no one on board. The craft was two or three miles out from the land, and half full of water. She had broken adrift from her moorings at Leland, on the main-land, some ten or twelve miles distant. They bailed her out and took her to the anchorage off the station to await the arrival of the owner, to whom she was delivered a few days later.

October 2.—At half-past 9 at night the crew of the Racine Station, (Eleventh District,) Lake Michigan, recovered the body of a girl named Maria Hanson, eleven years old, who had been drowned in the river just after dark, not far from the station.

October 2.—At about noon, during a southeasterly gale, with foggy weather, the south patrol of the Sheboygan Station, (Eleventh District,) Lake Michigan, discovered and reported a schooner ashore about half a mile south of the station. The crew manned the surf-boat as quickly as possible, and went out to the stranded vessel in tow of the harbor tug *Minnie Karl*. She was pounding heavily on the bar, and the crew of two men had taken refuge in the rigging from the seas, which swept her deck fore and aft. By skilful management the surf-boat was dropped in under the stern, and the two men taken off and conveyed to Sheboygan, where the party arrived at 2 o'clock. The schooner proved to be the *Rose*, of Sheboygan, whither she was bound from Ludington, Michigan, with a cargo of shingles and lumber. She had encountered heavy weather in crossing the lake and lost her yawl, which had been washed from its davits. The gale abated considerably during the afternoon, and at 6 o'clock a stout hawser was put into the boat and the station-crew again went out to the schooner in tow of the tug, and in a short time succeeded in getting her off, with but slight

Digitized by Google

damage, when she was at once taken into the harbor. It was a good day's work.

October 5.—The sloop *Hadley*, of New London, Connecticut, with a crew of two men, from Westerly, Rhode Island, in ballast, while beating down Little Narragansett Bay towards Fisher's Island Sound, at about 8 o'clock in the morning, misstayed in attempting to go about, and, before steerage-way could be recovered, drifted onto Seal Rock, about a mile and a quarter to the northward and westward of the Watch Hill Station, (Third District,) coast of Rhode Island. She was quickly seen by the keeper, who went at once with four of his crew to her assistance. The men on the sloop had already run out an anchor, but the services of the surfmen were gladly accepted, and with their aid she was hauled afloat. They then hoisted sail and piloted the sloop out of danger and put her safely upon her course. She received no apparent damage.

October 5.—During the midnight watch the patrol of the Turtle Gut Station, (Fourth District,) New Jersey, saw a vessel dangerously near the beach, and warned her off with his Coston signal.

October 5.—At 11 o'clock at night the north patrol of the Hog Island Station, (Fifth District,) coast of Virginia, while returning over his beat, discovered a vessel very near the beach, and almost in the breakers. He at once swung his lantern and burned a Coston signal, when she tacked and stood out of danger.

October 5.—On this date, in the forenoon, Keeper Lucien M. Clemons, of the Point Marblehead Station, (Ninth District,) Lake Erie, very gallantly swam to the rescue of a young man named Doran, who had gone out after a garment floating in the lake and was unable to get back on account of the strong undertow. He had already sunk once when the keeper reached him and brought him to land. The young man was thoroughly chilled by the mishap, but a good rubbing with warm flannel, and the application of hot flat-irons to his feet, soon brought him round all right. The keeper was assisted in the latter work by his wife and near neighbors. It was a narrow escape.

October 6.—At about half-past 7 in the evening the patrol of the Manomet Point Station, (Second District,) coast of Massachusetts, discovered a cat-boat ashore near Rocky Hill Point, about two miles north of the station. Upon reaching the craft he found she was the *Robert Newman*, of Boston, Massachusetts, and that there were two young men on board. He hurried back to the station and alarmed the crew, who at once proceeded to the place indicated. The boat was laboring hard on the rocks. They got her afloat and towed her along the shore to where the beach was smooth, and there hauled her well up beyond reach of the surf. The two men were then conducted to the station for the night. When the owner of the boat subsequently arrived, they assisted him in getting the boat afloat and saw him safely on his way to Boston, for which he was very grateful.

October 6.—At half-past 6 in the evening the crew of the Buffalo Station, (Ninth District,) Lake Erie, discovered the Government boat-house situated at the end of the Erie Basin pier, about seven hundred feet northwest of the station, on fire. They immediately hastened to the spot with their fire-boat, equipped with force-pump and hose, and, with the assistance of harbor tugs in the vicinity, succeeded in getting the flames under control by the time the city fire apparatus arrived, and thus prevented their spread to adjacent buildings.

Digitized by Google

October 6.—At a little after 11 o'clock in the day two steam-tugs, the *Mary Virginia* and *C. E. Bolton*, called at the Cleveland Station, (Ninth District,) Lake Erie, and requested the assistance of the crew in releasing a steam sand-pump scow ashore near Gordon Park, some six miles to the eastward of Cleveland Harbor. The scow had been towed there that morning to pump sand, but, a fresh breeze springing up from the northwest while she was at work, her anchors failed to hold, and she dragged onto the beach. The life-saving crew took two of their best hawsers and were towed to the spot in their boat by one of the tugs. They ran their lines between the scow and the tugs, and then assisted in lifting the scow's anchors, when, by a strong pull, the tugs succeeded in hauling her afloat, and she was towed back to Cleveland Harbor.

October 6.—The keeper of the Louisville Station, (Ninth District,) Louisville, Kentucky, in the morning received intelligence of the drowning of a small boy the evening before. It appears that the lad had been playing on a coal-flat at the foot of Clay street, about a mile east of the station, and accidentally fell overboard and drowned. No. 2 boat, equipped with drags and lines, was launched and proceeded to the spot to recover the body. Their efforts, after dragging for two hours, were successful, and the remains were delivered to the child's father.

October 7.—The schooner *Mary H. Stockham*, of Philadelphia, Pennsylvania, whither she was bound from Boston, Massachusetts, in ballast, stranded at about half-past 5 in the evening on the eastern part of Bearse's Shoal, about three miles to the southward of the Monomoy Station, (Second District,) coast of Massachusetts. She was attempting to pass through the narrow channel between Bearse's Shoal and Pollock Rip. Her crew numbered six men. One of the surfmen saw her fetch up, and in an hour afterwards the life-saving crew were alongside in their surf-boat. The captain warmly welcomed them and requested their aid. As the tide was then at about half-ebb, but little could be done until the flood came in. A party of wreckers arrived soon afterwards, but their services were declined. When the time for operations arrived the life-savers assisted in hoisting and taking in sail as occasion required, and rendered excellent service generally in working the vessel off into deep water. She floated at about midnight. Fortunately the sea was smooth, and she received no damage. The wind being fair, she proceeded at once on her course.

October 7.—At about half-past 11 in the day the small schooner-rigged boat *Susie*, of New York, with two men on board, while beating to the westward from Rockaway to Barren Island, in Jamaica Bay, Long Island, New York, was capsized by a sudden gust of wind when about a mile and three-quarters to the northwest of the Rockaway Point Station, (Third District.) She was quickly discovered, and the station-crew went at once to her assistance. They overtook her as she was drifting with the ebb-tide out of Rockaway Inlet. The two men were safe, as they had succeeded in getting into their skiff when the vessel went over. The life-saving crew got a line to her as quickly as possible, and, as the tide was too strong to take her up into the bay, she was towed alongside a schooner near by, and there righted, bailed out, and put in good order.

October 7.—About half-past 11 o'clock in the morning the yacht *Cele*, of Sea Isle City, New Jersey, was discovered capsized in the south side of the channel of Townsend's Inlet, New Jersey, where she had been

Digitized by Google

anchored. The keeper of the Townsend's Inlet Life-Saving Station, (Fourth District,) New Jersey, with three of his crew, proceeded in a sail-boat to the yacht, which they found nearly submerged, and concluded that they would be obliged to wait until slack-water before attempting to right her. At 4 o'clock in the afternoon, the keeper and his crew, in company with the captain of the yacht, returned and succeeded in righting her, after which she was bailed out, towed to the station landing, and hauled ashore. No one was aboard the yacht when she capsized.

October 8.—At half-past 3 in the afternoon, during the prevalence of a fresh southerly wind with rainy weather, the schooner *Water Lily*, of Elliot, Maine, with a crew of six men, while on her way to Boston, Massachusetts, from a fishing cruise with a fare of fish, ran ashore on Hampton Ledges, off Hampton River, about six miles north of the Plum Island Station, (Second District,) coast of Massachusetts. She was discovered an hour later by the lookout, a close examination with the glasses revealing the fact that a number of boats had gone off to her from the village of Hampton. One of the surfmen was despatched to Newburyport for a tug to help get the vessel off; but as none of the harbor boats cared to venture out that night, the life-saving crew set out alone in the surf-boat later in the evening, as soon as moonrise enabled them to find the vessel. The schooner lay on the northernmost ledge, about a mile from shore. When the station-men arrived the fishermen had already carried an anchor off into deep water and hove taut on the cable. As there was quite a sea running, they had also landed their personal effects and other movable articles on the beach, fearing that the schooner might bilge at high water. The wind in the meantime had canted to the northwest, or off shore, and was blowing fresh. As the tide rose the vessel began pounding heavily, and all sail was hoisted to steady her and help as much as possible in getting her off. At one time the thumping was so severe that the fears of her bilging came near being realized. By hard heaving, however, on the anchor, and with the aid of the canvas, they succeeded in getting her safely afloat. The outfits and baggage were then taken on board again and the schooner got under way. The life-saving crew piloted her as far as Newburyport Bar on her course for Boston, when they cast off and pulled ashore, it being half-past 4 in the morning (October 9) when the station was reached.

October 8.—At about 6 o'clock in the morning the keeper of the Gurnet Station, (Second District,) coast of Massachusetts, observed a schooner fetch up on what is locally known as Stony Garden Shoal, a little over half a mile to the westward of the station. The weather being fine and the vessel in no immediate danger, he waited until the tide turned, a few hours later, when he went off to her in his dory. She was the *Georgiana*, of Saint George, Maine, bound from Bangor, in that State, to Sandwich, Massachusetts, with a cargo of barrel staves and headings. Her crew consisted of three men. The captain thought it would be necessary to kedge her off, but the keeper, thoroughly familiar with the locality, advised him to back the vessel afloat with her sails. The advice was followed, and, with the keeper's aid, the schooner was soon afterwards backed safely off into the channel.

October 8.—The schooner *Sea Foam*, of New Castle, Delaware, trying to work out of Indian River Inlet, about 7 o'clock in the morning, the wind being light from the northwest, was swept onto the bar on the

Digitized by Google

south side of the inlet by the strong current and sea. The crew of the Indian River Inlet Station, (Fifth District,) Delaware, about a mile distant, went to her assistance, ran out the anchor, and by heaving on her succeeded at noon in floating her, and soon after safely anchored her inside the harbor. She was bound from Ocean View, Delaware, to Philadelphia, Pennsylvania, with a crew of two men and a cargo of pine lumber.

October 8.—At about 9 o'clock in the morning the schooner *Neva May*, of Philadelphia, Pennsylvania, bound from that port to New Berne, North Carolina, with a cargo of coal, and having a crew of seven men, ran ashore on Hatteras Bar, about four miles northeast from the Ocracoke Station, (Sixth District,) North Carolina. Her signal of distress was observed by the life-saving crew, who immediately launched the surf-boat and went to her relief. She was lying on the point of the shoal in the mouth of the inlet. The station-crew ran out her anchor, worked her off, and towed her up the channel out of danger. The captain was profuse in his thanks to the life-saving crew for their assistance.

October 8.—During the prevalence of a fresh northerly gale, at about half-past 1 in the afternoon, the sloop-yacht *Gypsy*, of Cleveland, Ohio, parted her cable in Cleveland outer harbor, and was dashed onto the rocks, about five hundred yards to the southward and westward of the Cleveland Station, (Ninth District.) She was a small craft, of less than five tons, and there was no one on board. The life-saving crew hastened to the spot with an anchor and cable, intending to warp her off, but the sea was so high that before they could reach her she bilged and commenced breaking up. Finding she was too badly damaged to be pulled off, they went to work saving all the property possible, and succeeded in recovering the standing and running rigging and the sails, which were stored at the station until removed by the owner. While they were at work stripping her an unusually heavy sea broke on board, and Surfman Lyon, who was cutting the sails adrift, accidently fell as she heeled over, and received a painful wound in the arm, which required surgical treatment, and disabled him for several days.

October 8.—At about 3 in the afternoon, soon after their return from the wrecked yacht *Gypsy*, the crew of the Cleveland Station, (Ninth District,) observed another small vessel, the schooner-rigged yacht *Kittie Welsh*, in trouble in the harbor. It appears she commenced dragging while they were at work on the *Gypsy*, and the man in charge of her had gone on board and endeavored to check her by veering the cable. While he was doing so a sea boarded the vessel, and in saving himself from being washed overboard he lost his hold of the rope. Before he could grasp it again and catch a turn she went adrift towards the rocky shore. The life-saving crew reached her with an anchor and cable as she neared the breakers, but were unable to hold her against the sea, and she soon struck. They succeeded, however, in getting her clear of the rocks and onto the sandy beach, where it was thought she would be safe; but, notwithstanding their efforts, the surf gave her such a severe pounding that she speedily became a wreck, and the only course left was to strip her. They saved the standing and running rigging and the sails.

October 8.—On this date, during the prevalence of one of the severest storms of the season on Lake Erie, the gale blowing from the northwest with a copious rainfall, the crew of the Point Marblehead Station, Ohio, (Ninth District,) rendered assistance to the crews of three

Digitized by Google

vessels, and for a time were kept very busy. The first case was that of the schooner *M. O. Keyes*, of Cleveland, Ohio. She carried a crew of four men, and had just received a load of building-stone from the Point Marblehead quarries for conveyance to Lorain, Ohio. At about 11 o'clock in the day a tug was towing her in the offing, when the tow-line parted, and she drove ashore a few hundred yards east of the station. The life-saving crew hastened to the spot on foot, and found that she had bilged and was rapidly filling with water. The captain had been knocked overboard by the mainsail just as the vessel struck, but managed to reach the shore all right with the aid of the people on the beach, who joined hands and waded out to meet him as he swam in. He was taken at once to the keeper's house, near by, revived with a stimulant, and provided with dry clothing. The rest of the men found no difficulty in jumping ashore without assistance. As the schooner was old and too badly damaged to be got off, the station-crew, later on, helped strip her of her sails, rigging, and all else that could be got at. The cargo was also subsequently saved. The wrecked crew received shelter and subsistence at the station for four days, or until they could be sent to their homes.

October 8.—The next mishap on this date near the Point Marblehead Station, (Ninth District,) was to the schooner *Bertie Crowell*, also of Cleveland, Ohio, with a crew of two men. She had no cargo on board, and was being convoyed by a tug to an anchorage off shore to avoid damage at the quarry-dock by the heavy sea, when the hawser parted. She was then about two hundred yards out, and an anchor was quickly let go to hold her until the tug could make fast again, but the strain was so great that the cable snapped as soon as it tautened, and she drove onto the beach a short distance east of the station. The accident occurred nearly at the same time as that to the *M. O. Keyes*. Her crew jumped ashore without difficulty before the station-men could reach them. Like the *Keyes*, she was an old vessel, and soon went to pieces. The two men were sheltered at the station for two or three days, and the life-saving crew assisted them in stripping the wreck and recovering the lost anchor.

October 8.—The succor extended by the crew of the Point Marblehead Station, (Ninth District,) to the crews of the schooners *M. O. Keyes* and *Bertie Crowell* was quickly supplemented by a more important service, in the rescue of three fishermen from the bottom of the schooner-rigged boat *Maggie*, of Lake Side, Ohio, which swamped and capsized about two miles off shore, while the keeper was administering to the comfort of the captain of the *Keyes*. Upon being apprised of the accident the keeper hurried to the station, and as soon as the boat could be launched the life-saving crew set out, in the teeth of the gale. The rain was falling in torrents and there was a tremendous sea against them. After a hard pull of about an hour, the men had almost reached the capsized craft, when the tug *Mystic*, of Sandusky, overhauled them and towed them the rest of the way. The three fishermen were well-nigh exhausted when picked up by the surf-boat, and were at once put on board the tug. The latter then, with the station-crew's help, made fast to the *Maggie* and took her in tow for Sandusky Harbor.

October 8.—At about 8 o'clock in the morning, during the prevalence of a violent northwest gale, the schooner *Julia*, of Port Huron, broke adrift from her moorings alongside the breakwater at Sand Beach, Michigan, where she was delivering a cargo of stone, and was blown out into

Digitized by Google

Lake Huron. An anchor was quickly let go, but it failed to hold her. As soon as the accident was discovered and reported by the lookout of the Sand Beach Station, (Tenth District,) the crew jumped into their life-boat and went out to offer their assistance. She was then some distance off shore, and they found it difficult to get alongside on account of the heavy sea. As her sails were all blown away and nothing could be done for the vessel without the aid of a tug, her crew of three men lost no time in jumping into the life-boat as soon as it arrived, and the boat was headed back for the harbor. The gale, however, was too fierce for them to pull directly to windward, and they were compelled to land at White Rock, some nine or ten miles to the southward. As the gale lasted all day, they were unable to return to Sand Beach until the following morning, (9th,) and in the meantime the steam-tug *Balize* had gone out and picked the schooner up, about thirty-five miles to the leeward. She reached the harbor at noon of the 9th, two hours after the arrival of the life-boat crew with the three sailors. The schooner was full of water and in a bad plight. The station-crew, therefore, boarded her as soon as she got in, and helped pump her out and put her in good trim again. The captain of the schooner told them that, but for the rescue of himself and men, he had intended, when he found the anchor would not hold, to run the vessel ashore. In that case there can be little doubt that she would have been totally wrecked and all hands drowned.

October 8.—On this date a terrific storm swept over Lake Michigan from the north, carrying widespread destruction in its path. Its most saddening feature, probably, was the loss of life attending the demolition of a structure erected a few days previous upon piles a mile out in the lake, for the accommodation of a party of fifteen men engaged in the construction of the inlet crib of the new water-works at Hyde Park, a suburb of Chicago, Illinois, some seven or eight miles south of the harbor. Ten of the party lost their lives, one succeeded in reaching the shore on a plank, and the remaining four were rescued by the crew of the Chicago Life-Saving Station, (Eleventh District,) who hastened to the scene as soon as word reached them by telephone that the people were in peril. It appears from the accounts received that the contractors were endeavoring to complete the work before winter set in, and, to avoid losing time in going to and fro between the crib and the shore, quarters had been built upon the platform overlaying the piling, so that the men could remain on the spot. It was here that they slept and took their meals. The contractors, Messrs. Hean & Corbyn, were of the number, in personal superintendence of the work. The gale had set in soon after midnight, and it increased so rapidly that ere the day broke the men became apprehensive, as the huge waves rose higher and higher beneath the floor of their dwelling. Breakfast was prepared as usual, but the meal was scarcely over when the shanty began to totter, and they were compelled to forsake it for the open platform, where they clung shivering to the chains and timbers, drenched by the seas and fearful that every moment would be their last. The house was swept away at about half-past 6, and soon after the platform went, plank by plank, until nothing was left but a few piles and stringers and a truss—a mere fragmentary skeleton of the former structure sticking a few feet out of water.

Superintendent Hawkins, of the Hyde Park Water-Works, had early perceived the men's danger from the foot of Sixty-eighth street, but hav-

Digitized by Google

ing no boats on the shore fit to cope with such a sea, he hastily telephoned to the office of the Vessel-Owners' Towing Company imploring aid. In the meantime an anxious and excited crowd had gathered on the shore, watching the movements of those on the crib, but powerless to do anything for their relief. As soon as the alarming news reached the life-saving station the surf-boat was run out, and the men were preparing to start when the tug-boat *Union* came down the river. It was then about 8 o'clock. A glance lakeward was sufficient to convince those on the tug that their boat would be swamped if they attempted to accompany the life-savers, and the latter were, therefore, compelled to brave the storm alone. It was indeed a forlorn hope when none of the harbor-tugs dared venture out. Although the crib lay directly to leeward, it was problematical whether they would ever be able to get there, and Keeper St. Peter, knowing it would be impossible to row back, despatched one of the crew for a team, with instructions to take the boat-wagon down the shore to meet the boat when its errand was accomplished. Leaving another man in charge of the station, he lost no time in getting off. The boat fairly flew before the gale under the foresail, minus its sprit, which practically reduced the sail to a close reef, and was all the gallant craft could stagger under. The devoted little band narrowly escaped disaster several times, and when off the foot of Forty-second street, four or five miles below the harbor, where a dangerous reef makes out a long distance from the shore, two heavy combers broke over the quarter and nearly swamped the boat. They immediately luffed to the wind, dowsed the sail, and took to the oars, excepting one or two to bail the water out. They were now about a mile out from the shore. The scene was indescribably wild. As far as the eye could see, the lake was one mass of white crested foaming breakers, and the question whether the boat could reach the crib, yet three miles away, was growing more and more serious.

After their late experience, the keeper deemed it unsafe to scud before the gale any longer, and the boat was, therefore, kept head to it and allowed to drift the remainder of the distance. Upon nearing the spot where but a few hours before the shanty had stood in apparent security, they found not a vestige of it left. It had been washed away, and, to their great dismay, there were but seven men left, and they, poor fellows, were standing upon a piece of timber whose ends rested upon two piles nine or ten feet above the level of the water, clinging for life with their arms around two smaller timbers which extended from the piles to an apex over their heads. They were liable to be engulfed at any time by the huge seas which momentarily swept over them. As was afterwards learned, seven of the party, including the two contractors, had already been torn from their precarious perch and drowned. One, a young man named Clausen, had miraculously reached the shore on a plank. But the sacrifice was not yet complete. The boat was scarcely more than two hundred yards from the fatal spot, drifting down stern-to, when, to the horror of the crew, three more of the little group were dashed struggling into the surging billows, leaving but four on the truss. One man succeeded in reaching a cylindrical iron shaft or tank projecting from the water, and a second grasped one of the chains attached to the piling. The third went quickly out of sight and was drowned. By a skilful manœuvre the surf-boat was dropped round to the leeward, and the work of rescue commenced. It was vain to think of reaching the truss, on account of a row of short piles just awash, which effectually

Digitized by Google

barred the way. To attempt a passage between them would have resulted in the destruction of the boat. By this time, also, the surfmen were well-nigh exhausted by their labor at the oars. They managed, however, to force the boat up to a piece of timber attached to two of the exterior piles at the southwest angle of the work, and made fast to it by grapnel and line. The difficulty which now arose was how to reach the unfortunate men. Surfman Thomas Wilson promptly solved it by volunteering to take up a position on the timber to which the boat was grappled, and throw them the end of a line. It was a hazardous undertaking, but the brave fellow sank all thought of self in the presence of the great peril to which those on the truss were exposed, knowing well that they must soon drop off one by one into the merciless waves if succor failed to reach them. The boat was, therefore, rowed up near enough, and the next moment Wilson had sprung onto the timber with a heaving-stick and line in hand. He slipped as he landed on the stringer and barely escaped falling into the wreckage, where he would have been crushed to death. His attention was first directed to the man on the tank, and, dropping on his knees to steady himself by clutching the timber with his feet, he adjusted the line and with splendid accuracy sent it whirling through the air. It caught on one of the guy-chains leading from the edge of the tank, but slipped below the man's reach. The latter immediately threw off his coat and prepared to jump down for it. The tumultuous uproar of wind and waves prevented him from hearing Wilson's hail to unwind the line, which had taken a round turn on the chain, and in his bewilderment he failed, after grasping the line, to clear it. The man was evidently half-dazed, and, after a moment or two, he loosened his grip and was swept away. He grasped a chain on the other side of the tank, just for an instant, when the next wave carried him out of sight. It was a trying moment for the boat's crew, unable to get within forty feet of him. In the meantime the other poor fellow who was in the water clinging to the chain at the truss underwent a fearful ordeal. In plain view of those who had come so far and braved so much to save him, he was literally battered to death against the timbers and swept away. This now left but the four men on the truss, full fifty feet from where the heroic Wilson stood. The sad fate of the two men almost unnerved him, but, quickly recovering himself, he regathered the line, and after several efforts succeeded in throwing it over the truss, and then by signs got the men to make it fast. This done, the boat was drawn up near enough for him to jump back with his end of the line, and all hands breathed freer. One at a time three of the men slid down into the water and came hand over hand along the tautened line, and were soon safe in the boat. They were almost gone. Had the distance been greater, their feeble strength would have given out. Only one man was now left on the truss. Obeying the directions of the keeper, he cast off the line and passed it around his body, and then, springing off, he was quickly hauled into the boat. The names of the men thus rescued were Martin Neilsen, Peter Theiss, and two brothers, Hans and Erasmus Christiansen. It was nearly noon when the boat started for the shore. With five men at the oars and another tending the drag and assisting the keeper with the steering-oar, the life-savers beached the boat in a handsome manner a mile or so to the leeward and below the scene of the calamity, where an eager crowd had followed and was in readiness to aid them and the poor men they had so gallantly snatched

Digitized by Google

from the very jaws of death. The assembled multitude fairly rent the air with their cheers, and picking the boat up bodily carried it over the sand-banks to the roadway beyond, where it was placed on its wagon for the homeward journey. It is related by the keeper that a very affecting scene was enacted when the aged mother of the Christiansen brothers, with tears of joy, embraced her two sons. She had been on the beach watching and praying for their delivery since early morn. It was from the crowd that the crew learned of the safety of young Clausen, who, as before stated, had reached the shore on a plank. Thus out of the party of fifteen men but five escaped, four owing their lives to the station-crew. The Chicago papers gave the latter unstinted praise for their good work, and freely conceded that but for their efforts the young man Clausen would have been the only survivor of the dreadful catastrophe.

October 8.—At about half-past 9 in the morning, during the absence of the crew of the Chicago Station, (Eleventh District,) at the Hyde Park Water-Works crib, as previously recorded, the man left in charge of the station, Surfman Dionne, observed three men on the south breakwater making signals for assistance. He at once telephoned to the office of the Vessel-Owners' Towing Company, and shortly thereafter one of the company's tugs, the *M. Shields*, arrived in charge of the manager, Mr. George Kirkham. They attempted to reach the breakwater, but the tug, being an old craft, was not good for much in rough water, and was obliged to put back. Another tug, the *Rebel*, being sent for, Dionne accompanied the latter out, and at considerable risk the three men were rescued and taken to the station, where they were properly cared for. It appears the men had gone out to the breakwater before daylight, and the sea, rising fast, had swept away their boat, leaving them without means of returning to the shore. The boat was afterwards found on the beach some miles to the southward.

October 8.—In the afternoon the crew of the Kenosha Station, (Eleventh District,) Lake Michigan, went to the assistance of the schooner *D. S. Austin*, of Buffalo, New York, which, while discharging her cargo of coal at the south pier of Kenosha Harbor, had been caught in a very exposed situation by the northeast gale prevailing, and was in danger, through pounding against the pier, of being stove and sunk. As there were but three men on board, who were powerless to do anything unaided, the life-saving crew ran lines to windward and hove the vessel clear, and then, procuring the aid of a tug, she was taken up the river to a place of safety until the gale abated.

October 8.—During the afternoon the crew of the Milwaukee Station, (Eleventh District,) Lake Michigan, went off in their boat, in company with the tug *Welcome*, to the assistance of the schooner *C. J. Wells*, of Buffalo, New York, which had anchored outside the harbor and was in danger of dragging ashore, there being a very heavy sea. The vessel was almost in the breakers, and too near shore for the tug to go alongside. The life-saving crew, therefore, did good service in running the necessary lines, and as soon as the tug started ahead the schooner slipped her anchors and was towed safely inside.

October 9.—At 7 o'clock in the morning the schooner *Helen*, of New Bedford, Massachusetts, with a crew of four men, while leaving Newburyport Harbor, Massachusetts, on her way to Boston, in ballast, stuck fast on the bar, owing to the insufficient depth of water, the tide being nearly out. As soon as she struck the fresh northwesterly

Digitized by Google

wind and ebb-tide swung her stern round, cutting her bow into the breakers on the north side of the channel. The crew of the Plum Island Station, (Second District,) about a mile to the southward, saw her fetch up, and at once put off to proffer their assistance, which was gladly accepted. As the sails had all been run down before their arrival, the station-crew hoisted the jibs to force her head round into the channel again, and when this was accomplished the anchor was dropped under foot to hold her there. They remained on board waiting for the tide to turn, and then, on the first of the flood, as soon as she floated, all sail was set and, with the anchor aweigh, the schooner was piloted safely out over the bar to sea. The captain thanked the men very warmly for their services, when they shoved off in the boat to return to the station.

October 9.—Between 4 o'clock and sunrise, while one of the crew of the Peaked Hill Bar Station, (Second District,) Massachusetts, was patrolling his beat, he discovered a three-masted schooner dangerously near the bar. She had evidently been in collision, as her head-gear was all gone. She was warned off by means of a Coston signal.

October 9.—As a small sailing-skiff, with two men in it, who had been outside fishing, was running back into Absecom Inlet, coast of New Jersey, at about 3 o'clock in the afternoon, it was swamped and capsized by the heavy sea, and the two men thrown into the water. The crew of the Atlantic City Station, (Fourth District,) about a mile north of where the accident occurred, at once put out to the men's assistance. By the time they arrived, however, the two men had been picked up by the sloop *Annie J*, one of a fleet of small fishing-craft sailing in company, while the skiff was taken in tow by the *Charm*, another of the fleet. The life-saving crew, however, rendered good service by righting and bailing the skiff out and recovering various loose articles which had drifted off when the craft went over. They also helped get the skiff into smooth water, so the men could manage it again.

October 9.—At 9 o'clock in the morning the crew of the Point Marblehead Station, (Ninth District,) Lake Erie, went off in their surf-boat and assisted in getting up the anchors of the schooner *Alice Richards*, of Marine City, Michigan, laden with coal from Cleveland, Ohio, for Bay City, Michigan, which had been run into and badly damaged by a steam-barge which was attempting to take her in tow. The schooner was leaking, and, the sea being very heavy, there was danger of her sinking unless quickly gotten into a harbor.

October 9.—At 9 o'clock in the morning one of the crew of the Ludington Station, (Eleventh District,) Lake Michigan, went out and rescued two boys, named Rumbeck and Moore, who were adrift on the lake in a pound-net skiff, and unable to get back without assistance.

October 9.—On this date, at about daybreak, the crew of the Chicago Station, (Eleventh District,) Lake Michigan, rescued with the surf-boat two men from the Fullerton Avenue conduit, two or three miles north of the station, who had lost their own boat and were unable to return ashore. The sea was still very rough after the great storm of the previous day, and considerable difficulty was experienced in getting the men off. It seems they had gone out to the conduit early in the morning of the 8th, just as the storm was setting in, and their boat soon afterwards breaking adrift, they were compelled to remain in their isolated situation until relief reached them from the station.

Digitized by Google

October 9.—On the same day that the crew of the Chicago Station, (Eleventh District,) rescued the two men from the Fullerton Avenue conduit, they were called upon to assist in freeing the schooner *Sea Star*, of Racine, Wisconsin, which had arrived from Ahnapee with a cargo of railroad-ties, during the storm of the day previous, in a leaky condition. She was moored to the north pier, near the light-house, and the sailors had left her with no one on board but the officers to keep her afloat. The station-crew took their force-pump on board, besides borrowing another one from a scow near by, and after pumping steadily for an hour or two got all the water out of the vessel, so she could be unloaded and removed for repairs.

October 10.—At about noon, during the prevalence of a fresh southwesterly breeze, the small steamer *Acadia*, of Ellsworth, Maine, with a crew of four men and one passenger, while passing Crumple Island, coast of Maine, on her way from Eastport to Ellsworth, became disabled by the breaking of her propeller-shaft. The accident occurred about two miles off shore. Her signal of distress was quickly responded to by the crew of the Crumple Island Station, (First District,) who went off and assisted in rigging her awning as a sail, and then piloted her safely into the harbor at the island, where she was moored with an anchor belonging to the station until a fishing-schooner could be engaged to tow her to Jonesport for repairs.

The master and the owner of the steamer joined in the following acknowledgment to the life-saving crew for their services:

"JONESPORT, MAINE, *October* 10, 1884.

"This is to certify that we are under obligations to the captain and crew of the Crumple Island Life-Saving Station for their prompt and valuable assistance rendered while we were disabled off said station.

"LYMAN L. LORD, *Master*,
"W. H. TRUE, *Owner*,
"*Steamer Acadia.*"

October 10.—The sloop *Gull*, of Bath, Maine, having a crew of two men, bound from Phipsburg, on the Kennebec River, to Cundiz Harbor, with a load of lumber, got becalmed on her way down the river and was swept onto the rocks by the strong current, at half-past 7 in morning, when abreast of Fort Popham, about a mile north of the Hunniwell's Beach Station, (First District.) She commenced leaking as soon as she struck, and the rapidly ebbing tide caused her to heel off shore. In this dangerous situation she was found by the crew of the station three-quarters of an hour later, upon being notified of the accident by the patrol. They had taken all the buckets they could muster, and while part of the crew worked the pumps the rest operated as a bailing gang, and by this means the leak was got under control, so that when the tide flowed the sloop was floated off the rocks and grounded on the flats above the fort, where her damages could be repaired. The captain expressed his gratitude in the highest terms for the assistance given him.

October 10.—At about the time the crew of the Sand Beach Station, (Tenth District,) Lake Huron, went off on the morning of October 8 to assist the people on board the schooner *Julia*, which had been blown out into the lake by the heavy northwest gale, the schooner *Yankee*, a small craft owned at Sand Beach, foundered in the harbor. The cap-

Digitized by Google

tain succeeded in partially raising her before the station-crew returned from White Rock. The latter rendered good service, however, on the morning of the 10th in pumping the water out of her, and again on the 11th in hauling the vessel onto the beach for repairs, thus saving a considerable outlay to the owner, who was a comparatively poor man.

October 11.—The small sloop-yacht *Mabel B.* of and from Newburyport, Massachusetts, with two men on board, bound on a pleasure and fishing trip off shore, capsized at about noon, when a quarter of a mile distant from the Plum Island Station, (Second District,) coast of Massachusetts, the accident being caused by their jibing the main-boom without attending the sheet. It was witnessed from the station, and in ten minutes' time two of the crew were on the spot in a dory. They promptly rescued the two men, and then towed the yacht in to the beach, where the rest of the life-saving crew met them and aided in righting her. The craft was also bailed out and put in good order, after which the two men set out in her for home, rejoicing over their fortunate escape.

October 11.—At about half-past 10 o'clock at night the patrol of the Cobb's Island Station, (Fifth District,) Virginia, saw a vessel too close inshore, and burned his Coston light to warn her of her danger. She immediately went about and stood off.

October 11.—The crew of the Middle Island Station, (Tenth District,) Lake Huron, pulled out a mile and a half to the schooner *Skylark*, in response to her distress-signal, and found on board one of the men, John O'Donnellan, badly injured by a block having fallen on him. At the request of the master he was taken into the surf-boat and rowed for medical aid to Alpena, twenty-two miles distant, but expired on the way. His remains were delivered to the coroner, and finally buried at Alpena.

October 12.—On this date the crew of the Sand Beach Station, (Tenth District,) Lake Huron, were engaged for several hours in floating the schooner *Lula Whiting*, of Sand Beach, Michigan, which had dragged ashore in the harbor on October 8, during the same gale which so nearly wrecked the schooners *Julia* and *Yankee*, previously mentioned in this report. As it was found necessary to send for jack-screws to lift the vessel, nothing could be done until they arrived, on the 12th. Upon getting her off, the life-saving crew towed her with the surf-boat alongside the steamboat-wharf, where she could make necessary repairs.

October 12–14.—At about 1 o'clock in the afternoon of the 12th one of the crew of the Grand Point au Sable Station, (Eleventh District,) Lake Michigan, discovered and reported a steam-tug and a schooner ashore nearly three miles south of the station. The surf-boat was at once launched, and the crew went to their assistance. The tug was the *Albion*, of Chicago, Illinois, with six persons on board, including three passengers, and the schooner, which she had been towing, was the *A. J. Mowry*, also of Chicago, bound to Hamlin, Michigan, a small port a couple of miles north of where they lay, to load lumber. The latter had a crew of seven. The *Albion's* engine had broken down, and, to make matters worse, the schooner's tow-line was foul of her propeller. The wind was very light from the southward, with foggy weather, and, the schooner being unable to help herself, both vessels had drifted ashore together. The first thing done by the station-crew was to return as far as Hamlin for a hawser to get them off with. By the time they got back the tug *B. W. Aldrich* arrived from Ludington,

Digitized by Google

a few miles south, and the hawser was at once stretched from her to the *Albion*, and in four hours the latter was hauled afloat and towed to Hamlin for repairs. Before she got off the life-saving crew landed her three passengers and four other men, who had boarded the steamer when she struck and were unable to return, as the sea was growing so rough their own boats were unsafe. The next day, (13th,) after considerable trouble, the station-men succeeded in clearing the hawser wound around the *Albion's* propeller, and in the afternoon they returned with her to the schooner and made an effort to get her off. In the evening, however, the *Albion* again broke down, and she was taken by the tug *Aldrich* a second time to Ludington for repairs. As soon as she was ready, the next morning, (14th,) operations were resumed on the schooner, the *Albion* being assisted by the tugs *Aldrich*, *Sport*, and *Kittie Gaylord*. The *Kittie Gaylord* and the *Albion* got aground themselves during the day, and the latter's rudder was broken. The life-saving crew assisted in getting them both off. They also worked hard on the schooner until 8 o'clock in the evening, when she was floated and towed into Hamlin Harbor, apparently undamaged. It was a fortunate escape for both her and the two tugs, as a gale set in a few hours later, which would have made short work of them had they remained aground. It thus appears that the station-crew rendered important service to all three vessels, viz., the *A. J. Mowry*, the *Albion*, and the *Kittie Gaylord*. Two days later (the 16th) they went to Hamlin, at the request of the captain of the *Albion*, and assisted him in hanging a new rudder. The captain subsequently sent the following commendatory letter to the General Superintendent:

"HAMLIN, MICHIGAN, *October* 21, 1884.

"SIR: To do justice to the United States Life-Saving Service and the Grand Point au Sable life-saving crew, I write this letter to say that I highly appreciate the service rendered to me in releasing the tug *Albion* and schooner *A. J. Mowry*, lately stranded south of Hamlin. Without their assistance it would have been doubtful whether we would have got off or not. There was a heavy sea from the southwest, and we should undoubtedly have gone to pieces without the aid of the Point au Sable crew. They are a credit to the nation in saving property as well as lives. It is the banner service of the country.

"Yours, very respectfully,

"FREDERICK LYSOTT,
"*Master of Tug Albion.*"

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

October 13.—The fishing-schooner *Racer*, of Gloucester, Massachusetts, which had sprung a dangerous leak while on her way home from Brown's Bank, Atlantic Ocean, with a fare of fish, arrived in Cranberry Island Harbor, coast of Maine, at 5 o'clock in the morning of this date, for the purpose of making temporary repairs, and in trying to make Hadlock's Wharf ran onto the rocky beach of Little Cranberry Island, just to the southward of the wharf. The west patrol of the Cranberry Isles Station, (First District,) quickly learned her situation, and, as soon as he could reach the station and give the alarm, the life-saving crew repaired to her assistance. The schooner had a crew of eleven men, who were almost worn-out with their labors at the pumps in trying to keep

Digitized by Google

her free. As she had taken the beach at high water, the keeper, as soon as the tide fell, had some auger-holes bored in her bottom to let the water out. The holes were then plugged and the leaks repaired as well as circumstances would permit. They also lightened her by removing the anchors and chains and a portion of the cargo, and when the tide again flowed the schooner was righted up, kedged off the beach, and taken safely to the wharf, where further repairs could be made to enable her to proceed. The station-crew were engaged upon her all day until about 6 in the evening. Upon her arrival at Gloucester, the owner published the following card of thanks in the Mount Desert Herald, of November 7, 1884:

"I hereby tender thanks to captain and crew of the Cranberry Island Life-Saving Station for their prompt and efficient services rendered in getting schooner *Racer*, of Gloucester, Massachusetts, off the rocks and putting her alongside Hadlock's Wharf, at Little Cranberry Island, October 13, 1884.

"WALTER M. FALT,
"*Owner and Agent.*"

October 13.—On this date, at about noon, during a violent squall, attended by a sudden shift of wind from the southward into the northwest, the crew of the White Head Station, (First District,) coast of Maine, sighted a fishing-dory, with one man in it, vainly endeavoring to get up into Wheeler's Bay, to the westward of the station. As the man was pulling his utmost at the oars without making headway, but rather losing ground, they launched the surf-boat and went to his assistance. A pull of fifteen minutes brought them alongside the dory, when it was at once taken in tow into Seal Harbor, whence it could proceed in safety. The occupant was an old man, named David Wiley, seventy-four years of age. He had been out fishing, and was on his way back when the squall struck him. But for the prompt aid of the life-saving crew he would have been driven out to sea, and probably lost.

October 13.—At about 3 o'clock in the afternoon the keeper of the Shinnecock Station, (Third District,) coast of Long Island, New York, saw a sail-boat, with one man in it, capsize during a violent northwesterly squall in Shinnecock Bay, half a mile or so to the northward of the station. He put off in a boat with three of the crew as quickly as possible, and picked the man up and took him to the station. The boat was also righted and bailed out and towed ashore. The man's clothing was dried, and, after partaking of refreshment, he was soon in condition to resume his journey. When the accident befel him he was on his way to Atlanticville from Southampton. He would probably have been drowned but for the station-crew's assistance.

October 14.—At daybreak the north patrol of the Rye Beach Station, (First District,) coast of New Hampshire, sighted the masts of a vessel over a point of land to the northward, which he at first supposed to be at anchor off Portsmouth Harbor. She was some distance beyond Rye Harbor, the limit of his beat, but he kept a sharp watch, and ere long saw that the masts appeared to list over, as though the vessel was aground and had fallen over on her side with the ebbing of the tide. He accordingly reported the facts at the station, and all hands at once turned out with the boat. The vessel, which proved to be the schooner *Statesman*, of Machias, Maine, was aground near Odiorne's Point, upward

Digitized by Google

of three miles north of the station. There was comparatively little surf on the beach, and her crew of five men had already landed in their own boat when the station-crew arrived. The captain reported that she had stranded the night before, (13th,) at 9 o'clock, while endeavoring to make Portsmouth Harbor, whither she was bound from Hoboken, New Jersey, with a cargo of coal. Being an old vessel, she had bilged and was full of water, and as there was no hope of getting her off, the life-saving crew set to work stripping her. They worked all that day, and also the two following days, and succeeded in recovering the standing and running rigging, the sails, anchors, and chains, and everything else movable, including the crew's personal effects. They also cut away the masts and saved them. The hull and cargo proved a total loss.

October 14.—The sloop-yacht *Bonita*, from New York for Cape May, New Jersey, with a crew of three men, while running down the coast before a fresh northerly breeze, shaped her course too close in under the beach, and, at about half-past 6 in the evening, when a mile or two north of Barnegat Inlet, got caught in the outer breakers, and, broaching to, narrowly escaped stranding. In keeping away again, she was thrown by the sea on her beam-ends, and two of the men were knocked overboard. Being in very shoal water, they managed to wade ashore, while the vessel, with their comrade alone on board, went off out of sight in the darkness. The accident occurred in the vicinity of the Forked River Station, (Fourth District,) and the life-saving crew hastened to the men's assistance. They were in a sorry plight, but, by the administration of restoratives and with good care, soon came out all right. The station-crew also instituted diligent search for traces of the sloop, but nothing was found, and it was concluded that she had gone safely off shore. The two men were furnished with such clothing as they needed, and the next day, upon leaving, were also provided by the life-saving crew with money to pay their fares homeward.

October 14.—At 7 o'clock in the morning, during a fresh northeast gale with hazy weather, the crew of the Parramore's Beach Station, (Fifth District,) coast of Virginia, discovered a three-masted schooner stranded on the shoals off Little Machipongo Inlet and gradually driving in before the sea towards the beach. She was off Stingray Point, at the northerly side of the inlet, about four and a half miles south of the station. They launched the surf-boat and put off to her as quickly as possible, arriving just before 9 o'clock. She had by that time fetched up within two hundred yards of the shore, and the seas were sweeping the deck fore and aft, compelling the crew to seek refuge in the rigging. Such of the effects as they had hastily gathered together when she struck were also lashed in the rigging. She was the *Sarah Shubert*, of and from Philadelphia, Pennsylvania, with a crew of five men, bound to Petersburg, Virginia, with a cargo of coal. The captain reported that when two miles off shore the steering-gear had been disabled by the yawl breaking adrift in the heavy sea, and that the vessel, thus unmanageable, had drifted onto the shoal before anything could be done to prevent it. It was impossible to go alongside for fear of swamping the boat, and, as the men were unwilling to leave their effects behind, the keeper told them to get them out on the bowsprit, while he in the meantime dropped in to the beach and bailed out the water which the boat had shipped in going off. After freeing the boat it was hauled alongshore well to windward, to allow for the current, and as soon as the people made

Digitized by Google

signal that they were ready the station-crew again shoved off. The sailors on the bowsprit failed to catch the line thrown them, and the boat, influenced by the wind and current, drifted rapidly past to the lee ward, compelling the crew to again head for the beach. The boat was again dragged to windward, and at the second attempt they succeeded in making fast. Much difficulty was experienced in rescuing the men, owing to the danger of swamping and the impossibility of keeping the boat steady, each man having to watch a favorable opportunity to drop from the flying-jib boom. In this way the men, with their effects, were safely taken into the boat, which was then cast off and headed for the beach. All hands then walked to the station, four and a half miles distant, and after taking dinner two of the men were despatched back with a team for the baggage. The vessel and cargo were a total loss. On the day after the wreck the captain was aided in reaching the mainland to enter protest before a notary, and the next day, when a wrecking-steamer arrived from Norfolk, all hands were taken on board of her for passage to that port. The life-savers made two trips to the inlet that day, pulling altogether a distance of about twenty miles.

October 14.—A British steamship was observed about 10 o'clock in the morning bearing southeast from the False Cape Station, (Sixth District,) Virginia, close-hauled with fore and aft sails set. When nearly abreast of the station she appeared to be dangerously near the outer shoals. There was a northeast gale blowing, with a heavy sea. The International Code signal J. D. ("You are standing into danger,") was hoisted on the station flagstaff, and in a few minutes the steamer hauled off, steering northeast, just in time to escape serious disaster.

October 15.—At 2 o'clock in the morning the north patrol of the Parramore's Beach Station, (Fifth District,) coast of Virginia, sighted a schooner almost in the breakers. He instantly flashed a Coston signal, from which she took warning and sheered off out of danger.

October 15.— The crew of the Sand Beach Station, (Tenth District,) Lake Huron, on this date rendered valuable assistance to the barge *Richard J. Carney*, of Buffalo, New York, lumber-laden for Cleveland, Ohio, which had put into Sand Beach harbor of refuge in a water-logged condition. She had sprung a leak through being overloaded. They lightened the vessel by removing the deck-load, and then manning the pumps, kept the latter going all night, and by daylight of the 16th succeeded in freeing her of water. The weather being fine, the tug-boat having her in charge shortly afterwards proceeded with her in tow to her destination, the deck-load being left behind. The captain was very thankful for the aid afforded him from the station.

October 16.—At 5 o'clock in the morning the south patrol of the Parmet River Station, (Second District,) Cape Cod, Massachusetts, discovered the body of a man floating in the surf about two miles from the station. Being unable to reach it single-handed, he continued on until the patrol from the Cahoon's Hollow Station was met, when together the two men waded out and brought the corpse ashore. An attempt was made at resuscitation, but the futility of this course was apparent when daylight came, as it was then seen that it had been in the water several days. The body was evidently that of a sailor lost overboard from a passing vessel. It was given decent burial, and a description of it published in Boston and other papers.

October 16.—At about 3 o'clock in the afternoon, as the sloop *Favorite*, with a crew of three men, of and from New London, Connecticut, in

Digitized by Google

ballast, was entering the harbor of New Shoreham, Block Island, she ran afoul of the outer end of the breakwater, which stove several planks forward, and caused a serious leak. The crew of the New Shoreham Station, (Third District,) witnessed the accident, and at once hurried to her assistance. They manned the pumps to keep her from filling, and grounded her on the beach near the station. The keeper then went below with the captain, and, by cutting away the ceiling, succeeded in getting at the damaged part, and stopped the leak in a temporary manner, after which the sloop was hauled afloat again, and taken to a safe berth in the basin. The next day the captain was assisted in making more permanent repairs, to enable the vessel to reach her home port.

October 16.—At about half-past 7 in the morning the crew of the Buffalo Station, (Ninth District,) Lake Erie, recovered the body of a drowned man, found floating in the harbor, which they conveyed to the station, and subsequently delivered to the coroner.

October 17.—The schooner *Champion*, of and from Saint John, New Brunswick, for Rockport, Maine, with a cargo of wood, and having a crew of four men, while beating through the eastern passage between Little Cranberry and Sutton's Islands towards Cranberry Island Harbor for shelter, during the prevalence of a strong southwesterly wind, on the night of October 16, ran ashore at Bunker's Neck, north side of Little Cranberry Island. She was discovered at early dawn next morning (17th) by the patrol of the Cranberry Isles Station, (First District,) a little over a mile distant, and as soon as he could give the alarm the life-saving crew launched their boat, and pulled around the island to the schooner's assistance. They found her lying in an easy position on the rocks. An anchor and cable was at once carried out, and when the incoming tide lifted her aft she was swung around and hove afloat stern first. She was then got under way and worked up into the harbor, apparently without damage from her contact with the rocks.

The station-crew received the following testimonial for their services:

"OCTOBER 17, 1884.

"We, the captain and crew of the schooner *Champion*, wish to render thanks to Keeper Hadlock and crew, of Cranberry Isles Life-Saving Station, for their assistance in getting our vessel out of a very dangerous position, we having run on shore in working in the eastern passage at Cranberry Island.

"JAMES GLASPY.
"FRED. BATTIE.
"WILLIAM GLASPY.
"CHAS. MCCAVER."

October 17.—Two of the crew of the Parmet River Station, (Second District,) Cape Cod, Massachusetts, while out in a dory opposite the station, fishing, were called to the assistance of the crew of the fishing-schooner *Actress*, of Boston, Massachusetts, who had set their seine around a large school of mackerel, but were unable to manage it. The surfmen aided in pursing the seine, and also in bailing about seventy-five barrels of the fish on board, for which the captain of the smack was very grateful, as there had been danger of losing the entire haul, amounting to about one hundred and twenty-five barrels. They would have remained longer but for squally weather setting in, which compelled them to return ashore.

Digitized by Google

October 17.—At about half-past 8 o'clock at night the pierhead lookout of the Buffalo Station, (Ninth District,) Lake Erie, reported a tug stranded on Horseshoe Reef, about two miles northwest of the station. The surf-boat was quickly manned and launched. A hawser, tackle, and kedge were placed in her, and then the crew pulled off to the assistance of the stranded tug, which proved to be the *John W. Cramer*, of Tonawanda, New York, bound to Buffalo, New York, with a crew of three men and one passenger. At the time she struck there was a strong current and a high sea, the wind blowing from the northwest. On the way out the surf-boat was overhauled by the steam-tug *James Ash*, which took her in tow. Arriving abreast the tug, the hawser was run out from her to the *James Ash*, which pulled on her for about an hour, but failed to work her off. The tug in pounding on the rocks sprung a leak and filled, and the water soon put out the fires. The captain and three men were then taken off by the life-saving crew, and conveyed to the station. Next morning, (the 18th,) at the request of the captain of the stranded tug, who desired to ascertain her condition, the station-crew went off in tow of the tug *T. H. Tutton*, but returned to the station without being able to accomplish anything. At about half-past 5 in the afternoon the lookout reported a tug and two canal-boats going out to the *Cramer*. The crew manned the surf-boat, and pulled off to render any assistance within their power. They worked all night, rigging purchases and assisting in other ways, but the combined efforts of the wreckers and the life-saving men proved fruitless, and the latter returned to their station at 6 in the morning of the 19th. The vessel became a total wreck.

October 17.—The crew of the Muskegon Station, (Eleventh District,) Lake Michigan late in the afternoon went off and rescued four men from the crib-work of the new breakwater at Muskegon, Michigan. A westerly gale had sprung up while they were at work, raising quite a heavy sea, and as the crib was not more than three feet out of water, and the men had no boat of their own in which to escape, they were in momentary danger of being washed off. One of the station-crew also, at great risk, sprang onto the crib after the men were safe and recovered their tools. The following is an extract from a letter dated November 22, 1884, from Mr. E. P. Bates, overseer of the harbor improvements at Muskegon, addressed to Keeper H. J. Woods, thanking him for the above and subsequent services:

"I wish to thank you for coming to my assistance on the 17th of October, when I had no means of rescuing my men from the north breakwater when caught out there by a sudden gale and high sea. The men and tools would have been washed off had you not promptly responded to my signal. * * *

"Very respectfully,

"E. P. BATES,
"*U. S. Harbor Inspector.*"

October 18.—At half-past 8 o'clock at night the schooner *Commander*, of and from Portland, Maine, for New York, with a cargo of hogshead-heading, and having a crew of five men, was driven ashore by stress of weather on Race Point, Cape Cod, Massachusetts, about three-quarters of a mile southwest of the Race Point Station, (Second District.) The wind was blowing a gale from the northwest, and there was a heavy

Digitized by Google

surf. It being flood-tide, she was driven well up on the beach. She was discovered almost as soon as she struck by the patrol, who, after making signal to the people on board, hurried to the station and gave the alarm. The life-saving crew turned out at once, and upon arrival found that the captain and mate had just landed in their yawl. They had attempted to bring the end of a line ashore, but, the boat swamping in the surf, they had lost the line, and narrowly escaped with their lives. After several efforts, the station-crew hove a line to the three men remaining on board, and brought them all safely ashore. The schooner's masts soon afterwards went by the board, and she commenced breaking up. The captain, mate, and cook lost everything but what they stood in. The men were all conducted to the station and furnished with dry clothing, in part from the supply donated by the Women's National Relief Association and in part from the surfmen's own wardrobes. These were subsequently returned, upon the Seamen's Relief Society of Provincetown giving the men a full suit apiece. The schooner became a total wreck. Four of the men remained at the station two days, or until arrangements could be made to send them home, the captain staying two days longer to attend to the sale of the wreck and the remnant of the cargo lying upon the beach. A goodly portion of the wreckage and cargo thus sold had been recovered from the surf by the station-crew. The captain, in his report of the disaster upon arriving in Portland, stated as follows: "The life-saving crew performed their duty admirably, and saved the lives of the crew."

October 18.—At a little after 1 o'clock in the afternoon the schooner-barge *Guard*, of New London, Connecticut, bound from Hoboken, New Jersey, to Boston, Massachusetts, with a cargo of nearly fifteen hundred tons of coal, while passing through Watch Hill Race, in tow of the steam-tug *Minnie*, of New London, struck a rock off Watch Hill Point, Rhode Island, about three-quarters of a mile to the southward of the Watch Hill Station, (Third District,) and immediately filled with water. The vessel had a crew of three men, and the wife and child of the mate were also on board. The life-saving crew went off at once and aided in saving and transferring the cabin furniture and other movable articles to the tug, which then left for New London with two of the men and the woman and child. The station crew remained by the barge some time longer, recovering all the property possible, and then conveyed the captain to their quarters, where he remained until the following day. In the evening they placed a lantern upon the wreck as a warning to passing vessels, the channel at that point being very narrow. About nine hundred tons of the cargo was subsequently saved by wreckers, but the vessel became a total loss.

The following card of thanks was published in a local paper:

"OCTOBER 22, 1884.

"The undersigned desire to testify to their efficiency and give public expression of their thanks to Capt. John F. Nash, keeper of the life-saving station at Watch Hill, and the crew of the station, for their prompt assistance rendered in rescuing the captain and crew of the barge *Guard* from their peril when that vessel went down off Watch Hill on Sunday last.

"THAMES TOW-BOAT COMPANY,
"By F. H. CHAPPELL, *Treasurer.*
"THOMAS P. SMITH,
"*Captain of Barge Guard.*"

Digitized by Google

October 18.—On this date the crew of the Grand Point au Sable Station, (Eleventh District,) Lake Michigan, went to Hamlin, three-quarters of a mile down the lake shore, and after about eight hours' hard work succeeded in picking up, outside the harbor, the anchors and cables and a six-inch hawser belonging to the schooner *Lincoln Dall*, of Chicago. The vessel had arrived from Chicago on the 15th, during a southwesterly blow, and, missing the piers, had let go both anchors close-in, in ten feet of water, to avoid going onto the beach, but, the gale increasing, she was compelled to slip and stand out into the lake for safety. The captain was very thankful to the station crew, as he had given up his ground-tackle as lost.

October 18.—Early in the morning the crew of the Milwaukee Station, (Eleventh District,) Lake Michigan, searched for and recovered the body of a man who had been drowned that morning in the river some distance above the station.

October 19.—The schooner *James Barrett*, of Hallowell, Maine, with a crew of four men, and with the captain's wife also on board, while beating up the Kennebec River on her way to Bath, Maine, from Portland. missed stays in attempting to go about off Parker's Point, and, being in danger of drifting onto the rocks, was compelled to anchor. This occurred at about noon. She lay just clear of the ledge. The crew of the Hunniwell's Beach Station, (First District,) half a mile distant on the opposite side of the river, seeing her danger, at once went to her assistance. They carried out a small anchor and kedged her off to a safe distance, and then dropped her with the tide to a good berth, whence she could proceed without trouble. The station-crew were warmly thanked by the captain for their assistance.

October 19.—At about 9 o'clock at night the patrol of the Hog Island Station, (Fifth District,) coast of Virginia, saw a steamer running directly towards the breakers on Hog Island Shoals. He quickly burned a Coston signal, when she changed her course and stood clear.

October 19.—At about 6 o'clock in the evening the north and south patrols of the Big Kinnakeet Station, (Sixth District,) North Carolina, saw a steamer coming in from the southeast too close to the shore, and both fired their red Coston lights. The steamer immediately changed her course, and soon afterwards disappeared.

October 19.—Shortly after 2 o'clock in the afternoon, during the prevalence of a fresh southwest breeze, with quite a rough sea, the crew of the Chicago Station, (Eleventh District,) Lake Michigan, discovered two objects out in the lake far to the northward, which they took to be men clinging to a capsized boat or a piece of a wreck. The surf-boat was at once launched, and the crew pulled to the spot with all the speed possible, finding as they approached that their surmises were correct. The two men were clinging to a small boat which had capsized. When the surf-boat was within two hundred yards of them, however, a passing steamer, the *Lawrence*, bound in to Chicago, stopped and lowered a boat and picked the men up. Although the station crew were thus too late to be of assistance to the men, they took charge of their boat and righted and bailed it out, and then with, the aid of the excursion steamer *Josie Davison*, which gave them a tow, took it to the station. It appears the men had hired the boat at the breakwater for a sail on the lake, but, the craft being too small, it had capsized, the accident nearly costing them their lives.

Digitized by Google

October 20.—At a little after 4 o'clock in the morning, during a westerly gale, the schooner *Curtis Tilton*, of and from Philadelphia, Pennsylvania, for Boston, Massachusetts, loaded with coal and having a crew of six men, stranded on the shoals off Jones' Inlet, south side of Long Island, New York, about two miles southwest of the Short Beach Station, (Third District.) She struck near the outer edge of the shoal, about a mile from shore, where the sea was breaking quite heavily. Her situation was discovered at half-past 5 by the station-patrol, and an hour later the life-saving crew arrived alongside in their boat, and rescued all hands. The men were at once taken to the station. By the next day the vessel was full of water, and showed signs of breaking up. The sailors were, therefore, discharged by the captain and left for New York, being conveyed to the railroad station on the main-land by the life-saving crew. The captain and mate remained a few days longer, to arrange with wreckers for the recovery of the sails and rigging. The hull and cargo became a total loss. On the day of the wreck the crew of the Point Lookout Station, the next station to the westward, also launched their boat as soon as the vessel was discovered at daylight, but, the distance being greater, they arrived too late to be of service.

October 21.—The schooner *Patriot*, of Machias, Maine, bound from Jonesboro', to Rockland, in the same State, with a cargo of wood, and having three men on board, ran ashore on Sperlin's Point, north end of Great Cranberry Island, at about half-past 4 in the afternoon, while proceeding through the passage between Mount Desert and Great Cranberry Islands on her way to the westward. As soon as the crew of the Cranberry Isles Station, (First District,) three miles away, learned of the accident they hurried to her assistance in their boat, arriving at about 6 o'clock. The falling tide had by that time left her almost dry, and she had heeled over on her side. The first thing done, therefore, was to shift the deck-load on the lee side over to windward, so as to assist her in righting when the tide swelled and before the water could reach the hatches and fill her. By taking that precaution they found but little difficulty at near high water in getting her afloat without damage. She was then piloted into Cranberry Island Harbor and safely anchored. It was nearly midnight when they left her. Her crew published the following acknowledgment in the Mount Desert Herald of November 7, 1884:

"CRANBERRY ISLES, *October* 21, 1884.

"We, the captain and crew of the schooner *Patriot*, wish to render thanks to the keeper and crew of the Cranberry Isles Life-Saving Station for their assistance in getting our vessel off the rocks and into Cranberry Island Harbor.

"NOYES W. FISH.
"D. C. MARSTON.
"B. H. LOOK."

October 21.—At 1 o'clock in the morning the crew of the Hunniwell's Beach Station, (First District,) coast of Maine, were aroused by the patrol, who reported a vessel's light, evidently a signal for assistance, near the opposite shore of the mouth of the Kennebec River. The surf-boat was at once launched, and the crew, proceeding in the direction indicated, found the brig *Castalia*, of Richmond, Maine, ashore in Heal's Eddy Cove, about three-quarters of a mile east-northeast of the station. She was bound up the river, from Boston, Massachusetts, in

Digitized by Google

ballast, and had a crew of eight men, the captain reporting that he had missed the channel in the darkness, and before he could rectify his mistake the vessel had run aground. As the tide was ebbing, the keeper saw that nothing could be done until the next high water. The crew, therefore, returned to the station. They boarded the brig again after breakfast, and proceeded to lighten her by throwing the ballast overboard, and when the tide rose succeeded in kedging her off without damage.

October 21.—At a little before 1 o'clock in the morning, the weather being hazy, with a fresh southwesterly breeze, the south patrol of the Chatham Station, (Second District,) Cape Cod, Massachusetts, saw the flash of a signal-torch in the direction of Chatham Bars, about half a mile from the beach, as though from a vessel ashore. He at once answered the signal with a Coston light, and hurried back as fast as he could to alarm the crew. The vessel was aground on what is known as the South Breaker, about two miles from the station, and in an hour from the time of her discovery the life-saving crew were alongside in their boat. She proved to be the schooner *Calvin P. Harris*, of Lynn, Massachusetts, whither she was bound from Philadelphia, Pennsylvania, with a load of coal. There were nine persons on board, including one passenger. The captain welcomed the station men very warmly, and complimented them on arriving so promptly. As the vessel had struck at the top of high water, it was impossible to do much until the next flood. The men remained on board, therefore, and when daylight came a party of wreckers arrived and contracted with the captain to float his vessel off. As soon as the necessary ground-tackle could be brought from Chatham the anchors were planted off shore. All hands then began removing the cargo, part of which was discharged into boats and the rest dumped overboard. When about fifty tons had been taken out, or enough to lighten her, the windlass was manned, and by hard heaving upon the cables the schooner was floated at about noon, without apparent damage. The coal was then reloaded from the boats, and when everything was in order again the vessel proceeded on her voyage. The life-saving crew were on board about twelve hours.

October 21.—The patrolman of Monomoy Station, (Second District,) Massachusetts, who was on duty from midnight to 4 o'clock in the morning, discovered a schooner standing in towards the shore, and, as she came dangerously near, he burned his Coston light to warn her off, but the signal was not heeded. A second signal was made, when she at once luffed in stays, but in going round on the other tack appeared to strike bottom. The vessel would have stranded but for the patrolman's warning.

October 22.—At about half-past 8 in the morning, during the prevalence of a fresh southwesterly gale with thick fog, the crew of the Cranberry Isles Station, (First District,) coast of Maine, received information from Great Cranberry Island that the schooner *Glad Tidings*, of Saint John, New Brunswick, from Moncton, New Brunswick, bound to Salem, Massachusetts, with a cargo of bark, had stranded at half-past 2 that morning on South Bunker's Ledge, off the southwest end of Great Cranberry Island, about four miles to the westward of the station. The life-saving crew proceeded to her at once in the surf-boat, reaching the vessel, after a hard pull, at about noon. The heavy sea from the southwest had forced her completely over the ledge just before they arrived, and she was then afloat, although, badly damaged and nearly full of water. Her crew of five men had left her in their own boat at low water,

Digitized by Google

at about daylight, and landed at Southwest Harbor, Mount Desert. A party of men from Great Cranberry Island had boarded her just in advance of the life-savers, and were preparing to take her into port. The station crew joined in the work at once, and the schooner was safely navigated into Cranberry Island Harbor. They also saved most of the personal effects of her crew. The vessel being from a foreign port, one of the surfmen was then left in charge until the customs authorities at Southwest Harbor could be communicated with. On the following day (23d) her crew arrived from Southwest Harbor, when, with the aid of the station men, she was hauled alongside the wharf for temporary repairs. The five men were sheltered and furnished with subsistence at the station for three days, or until she could be pumped out and made habitable again. The following card was subsequently published by her officers in the Mount Desert Herald:

"We hereby tender our thanks to the keeper and crew of the Cranberry Isles Life-Saving Station for their strenuous efforts in rowing so far, trying to reach our vessel, the *Glad Tidings*, of Saint John, New Brunswick, to save her from being lost in the blow of October 22, (she having run ashore on Bunker's Ledge,) and for their saving and care of the personal effects of ourselves and crew, also for the shelter and kind care of us at the station.

"EVANDER COLE, *Master.*
"GILBERT R. GREEN, *Mate.*"

October 22.—During the night a vessel standing into danger was warned off by the patrol of the Corson's Inlet Station, (Fourth District,) New Jersey, who flashed his Coston signal.

October 22.—Shortly after 8 o'clock in the evening the patrol of the Vermillion Point Station, (Tenth District,) Lake Superior, discovered the lights of a steamer standing too close in and burned his red Coston signal to warn her of her danger. She immediately went about and stood off shore.

October 22.—In the watch from 8 o'clock to midnight, during a snow-squall, the patrol of the Crisp's Station, (Tenth District,) Lake Superior, fired a Coston signal to warn off a steamer which was running into danger.

October 23.—During the night the patrol of Townsend's Inlet Station, (Fourth District,) New Jersey, discovered a vessel standing into danger, and warned her off with a Coston signal.

October 23.—The patrol of the Watchapreague Station, (Fifth District,) Virginia, during the night prevented a vessel from stranding on Dawson's Shoals. She was sailing dangerously near when observed by the patrol, who fired his Coston light. The signal caused her to change her course further off shore.

October 23.—At 10 o'clock at night the north patrol of the Hog Island Station, (Fifth District,) coast of Virginia, observed a vessel heading directly towards the beach and close in. He immediately flashed a Coston signal as a warning, when her helm was put hard up and she went clear. A moment later she would have struck.

October 23.—At about 3 o'clock in the afternoon the three-masted schooner *Jessie Drummond*, of Toronto, Ontario, collided with the east breakwater in the harbor of Oswego, New York, and had her quarter and stern badly stove. She was bound from her home port to Oswego with a cargo of lumber. The crew of the Oswego Station, (Ninth Dis-

Digitized by Google

trict,) Lake Ontario, witnessed the disaster and immediately launched their life-boat and put off to assist the vessel, but before they could reach her a steam-tug arrived and towed her inside. The life-saving men, however, picked up the schooner's yawl, part of her steering-gear, and some other things, and subsequently delivered them to the captain.

October 23.—At about half-past 2 o'clock in the afternoon word reached the Grindstone City Station, (Tenth District,) Lake Huron, that a small schooner was lying at anchor about two miles and a half west of the station, with her flag at half-mast. The informant hitched his team of horses to the wagon on which the surf-boat was loaded and pulled it to a point abreast of the vessel, where the boat was launched and the crew pulled off to assist her. She proved to be the *Jordan Beebe, jr.*, of Bay City, Michigan, with a crew of two men. About noon the 22d she had run into the bay for a lee, the wind blowing heavy from the northwest, with a heavy sea, and fearing that the wind would shift to the northeast and cause the schooner to drag onto the stone bank, the crew desired to be taken ashore. The life-saving crew landed them at the station, where they remained all night. Next morning, (the 24th,) the wind having shifted to the south, the surf-boat was launched and the two men were conveyed back to the schooner, which was found all right. (For subsequent assistance rendered to this vessel, see November 11.)

October 23.—Soon after midnight the patrol of the Sturgeon Point Station, (Tenth District,) Lake Huron, saw a vessel standing too close, and warned her of her danger by firing a red Coston signal.

October 24.—The patrol of the Smith's Island Station, (Fifth District,) Virginia, at daylight discovered a schooner anchored about four miles and a half east-northeast from the station, flying her ensign in the rigging union down. The station-crew immediately manned the surf-boat and pulled for the vessel. They found her full of water and listed over so that her starboard rail was under water. The captain stated that at about 1 o'clock in the night, when off Hog Island, his vessel had been knocked down and lost her deck-load. She was leaking badly, and had become unmanageable. The keeper got her under way and ran her into smooth water and anchored her. He then manned the pumps and, finding she could be pumped free, landed the crew, took them to the station, gave them food and water, of which they were sorely in need, their own stores having been lost or spoiled. The vessel was the *Lillie A. Warford*, of Manasquan, New Jersey, bound from Nansemond River, Virginia, to New York, with a cargo of pine wood and having a crew of five men. At half-past 11 all hands returned to the schooner, and by 8 in the evening they had her pumped out and ready for sea. The captain was furnished with provisions and water sufficient to last him until he could reach Norfolk, Virginia, for which port he set sail next morning for repairs.

October 25.—The morning patrol north from the Forked River Station, (Fourth District,) coast of New Jersey, discovered, shortly before daylight, a large three-masted schooner standing in on the wind and almost ashore. He at once flashed a Coston signal to warn her, when she tacked and stood off clear. It was a close shave.

October 26.—About 8 o'clock in the evening the north patrol of the Cape Henlopen Station, (Fifth District,) Delaware, discovered the red and green lights of a vessel heading directly for the beach. He fired his Coston signal, when she at once hauled off shore.

Digitized by Google

October 26.—The crew of the San Luis Station, (Eighth District,) west end of Galveston Island, Texas, upon learning from some fishermen that the body of a girl had been washed up onto the beach of San Luis Island, on the westerly side of the pass, went over in a boat and recovered the corpse, carried it to the station, and notified the coroner, who subsequently removed it for inquest and burial.

October 26.—At about 4 o'clock in the afternoon, during a heavy gale from the southeast, the crew of the Kenosha Station, (Eleventh District,) Lake Michigan, turned out to the assistance of the schooner *Stafford*, of Muskegon, Michigan, which, in running for Kenosha Harbor, had struck a sand-bar off the entrance, and then drifted against the end of the north pier, where the sea breached completely over her. She was bound down the lake from Muskegon to Chicago, Illinois, lumber-laden, and with a crew of seven persons, and was seeking refuge at Kenosha from the storm. The life-saving crew got out her lines and succeeded, after a couple of hours of downright hard work, in heaving her inside to a snug berth, and thus, no doubt, saved her from pounding herself to pieces against the pier.

October 27.—During the first (night) watch one of the crew of the Muskallonge Lake Station, (Tenth District,) Lake Superior, warned off, by swinging his lantern, a steam-barge and her consort, which were running dangerously close to the shore below Sucker River. The night was very dark. As soon as he made signal they sheered off into the lake.

October 28.—The morning watch to the westward from the Short Beach Station, (Third District,) Long Island, New York, warned off by Coston signal a vessel which was approaching dangerously close to the shore.

October 28.—At 8 o'clock in the morning the crew of the Two Rivers Station, (Eleventh District,) Lake Michigan, who had been requested the day previous by telegram to look out for her, went off to the assistance of the disabled schooner *M. R. Warner*, of Cleveland, Ohio, about six miles northeast of the station. She had lost sails and broken her steering-gear, forty miles to the northward, in the heavy blow of the 27th, off Ahnapee, and, when boarded by the life-saving crew was in charge of two steamers, who were endeavoring to tow her to Milwaukee, whither she was bound with a cargo of coal from Cleveland. She was making slow progress on account of the breaking of her windlass, and the consequent inability of the crew to heave up the anchors, which were hanging to fifteen fathoms of chain. The life-saving crew aided for several hours in the efforts to pick the anchors up, but failed of success, as she had no suitable gear for such work. The captain, therefore, dismissed them with thanks, and got them to carry a telegram ashore reporting the facts to her owners. She subsequently reached port in safety.

October 29.—At 4 o'clock in the afternoon the crew of the Kenosha Station, (Eleventh District,) Lake Michigan, observed a large steamer heading in towards the harbor with a small tug, apparently disabled, in tow. They at once set out in their boat, stopping for a moment alongside the tug *Rawson*, in the harbor, and asking the captain to get up steam and follow. The *Rawson* overhauled them about two miles outside the harbor and towed them the rest of the distance. The disabled craft proved to be the fishing-tug *Fred. Engle*, of Kenosha, Wisconsin, with a crew of six men. She had broken down while on her

Digitized by Google

way to the fishing-grounds, twenty miles off shore. and the propeller *Avon*, of the Buffalo and Chicago line, passing at the time, had taken her in tow. The *Avon* dropped her and proceeded on her way as soon as the relief party was seen approaching. The *Rawson*, with the aid of the life-saving crew, took charge of the disabled craft and towed her safely into port. She was fortunate in receiving assistance so promptly, both from the steamer *Avon* and the party from Kenosha, as there was a heavy sea running, which made her situation quite serious.

October 30.—At 1 o'clock in the afternoon, during the prevalence of an easterly storm, the schooner *Risk*, of and from Weymouth, Nova Scotia, bound to Boston, Massachusetts, with a cargo of wood, and having a crew of five men, ran onto Burnt Island Ledge, Muscle Ridge Channel, a mile or so northeast of the White Head Station, (First District,) coast of Maine, while attempting to reach the shelter of Seal Harbor. The accident was quickly observed by the life-saving crew, who put off immediately in the surf-boat to her assistance. Just before they reached her she beat over the ledge into deep water. The captain was very glad of their aid in piloting him to a snug berth in the harbor and in keeping the pumps going until the extent of the damage from contact with the rocks could be ascertained. The leak proved to be slight.

October 30.—The patrol of Deal Station, (Fourth District,) New Jersey, in the evening discovered a steamer a short distance from the bar, and by flashing his Coston signal prevented her coming ashore.

October 30.—The keeper of the Grand Point au Sable Station, (Eleventh District,) Lake Michigan, while at Hamlin, a mile or so south of the station, on business, rendered important aid in releasing the schooner *Major N. H. Ferry*, of Chicago, Illinois, which, upon leaving Hamlin Harbor with a cargo of lumber for Chicago, had been driven ashore just south of the piers. He procured the services of the steam-tug *Albion*, and assisted the latter's crew in making fast to the stranded vessel, and in a little over an hour she was pulled off. She lay while ashore in a very dangerous position, as there was a heavy sea rolling in from the westward, which in a few hours would have wrecked her. Her crew numbered six men. The same vessel had been released from an almost as dangerous situation some two months before (September 4) by the station crew, who towed her out into deep water with their boat.

October 30.—Just before noon the crew of the Chicago Station, (Eleventh District,) Lake Michigan, recovered the body of a drowned man found floating in the harbor near the breakwater. They took it to the station and delivered it to the proper authorities.

October 31.—At 11 o'clock in the night the patrol of the Quoddy Head Station, (First District,) coast of Maine, sighted a three-masted schooner so close in that she was in danger of running onto the rocks. He at once flashed a Coston signal to warn her, when she tacked off shore just in time to escape disaster.

October 31.—At 7 o'clock in the evening the patrol of the White Head Station, (First District,) coast of Maine, picked up a small row-boat which had gone adrift from Seal Harbor and was in danger of being dashed onto the rocks and destroyed. He took it into a sheltered cove and hauled it up clear of the tide and surf. It was subsequently (November 3) delivered to the owner, a Mr. Williamson, of Spruce Head.

Digitized by Google

October 31.—At about noon the lookout at the Manistee Station, (Eleventh District,) Lake Michigan, observed the steamer *Fayette*, of Chicago, Illinois, which an hour or so previous had left the harbor *en route* to Chicago with a cargo of lumber and shingles, suddenly turn about and head back at full speed. She was then about six miles out. He shortly afterwards saw that she was on fire. As soon as the alarm could be given the life-saving crew gathered their fire-buckets into the boat and put off to her assistance, reaching her twenty minutes later. They accompanied her back, doing their best with the buckets until a berth at the pier opposite the station was reached, when the station force-pump was brought into play and a stream of water directed on the fire. With a stream also from the steamer's own pump and two others from the water works, the flames were extinguished in less than an hour and the vessel and her cargo saved. The captain was very grateful for the assistance so promptly afforded him.

November 3.—At 1 o'clock in the afternoon a large boat, dismasted and waterlogged, was discovered adrift at sea, about three miles from the Quoddy Head Station, (First District,) Carrying Point Cove, coast of Maine. The life-saving crew went out in their surf-boat and towed it safely into the cove, and then notified the owners.

November 3.—Just before midnight the north patrol of the Sandy Hook Station, (Fourth District,) coast of New Jersey, met upon the beach six men who had lost their vessel, the schooner *Mary H. Stockham*, of Philadelphia, Pennsylvania, thirty miles off shore, that afternoon. The schooner was loaded with coal, and bound from Philadelphia to Lynn, Massachusetts, and had sprung a sudden leak and sunk so quickly that the crew had barely time to take to their boat. The men, being almost exhausted from exposure, were hospitably cared for by the station crew until the next day, when, the wind being fair, they set sail in their boat for New York.

November 3.—Soon after midnight the crew of the Cleveland Station, (Ninth District,) Lake Erie, were called upon by the city police department to go in search of the body of James Moran, who had committed suicide by drowning near the Willow Street bridge, about a quarter of a mile from the station. After an hour's grappling they brought the body to the surface and placed it on the dock, when it was taken charge of by the police.

November 3.—At about half-past 2 o'clock in the morning the lookout of the Louisville Station, (Ninth District,) Kentucky, heard cries of distress on the river, and hastened to the station and reported to the keeper, who immediately sent off his crew in one of the station-boats in the direction whence came the sounds. They soon found a skiff, in which was a man very much under the influence of liquor. They towed the skiff ashore, and handed the man over to some of his friends, who were on the levee at the time, and they took him to his home. The man was almost helpless, and would have been carried over the falls and drowned had not the life-saving crew gone to his assistance.

November 3.—At about half-past 3 in the morning the patrol of the Humboldt Bay Station, (Twelfth District,) coast of California, warned off by Coston signal a vessel which was standing in on the wind, very close to the beach. She understood the signal, and immediately hauled off shore.

November 4.—At 8 o'clock in the morning the crew of the Whitehead Station, (First District,) coast of Maine, rescued a flock of fourteen

Digitized by Google

sheep from a half-tide ledge of rocks, about a quarter of a mile northwest of the station. The sheep had reached the ledge from Brown's Island at low tide, but, the flood coming in, they were surrounded by water, and would have been washed off and drowned but for the station crew.

November 4.—On this date the crew of the Sand Beach Station, (Tenth District,) Lake Huron, went off in their boat, during an easterly gale with a heavy sea, in response to a signal of distress on the schooner *Alice Hawkins*, lying in the harbor, and brought ashore three boys, who had lost their boat and were without food and the means of kindling a fire. Their boat had broken adrift, and they would have been compelled to remain on board until the blow was over, and suffer from cold and hunger.

November 4.—At about 9 o'clock in the morning, during the prevalence of a northeasterly gale and rain-storm, the patrol of the Grindstone City Station, (Tenth District,) Lake Huron, reported that the schooner *J. H. Davis*, of Toledo, Ohio, was lying in a dangerous situation alongside Wallace's dock, Grindstone City, about a mile and a half east of the station, and that she needed assistance. The schooner had been driven in to Grindstone City by stress of weather, while on her way from Bay City, Michigan, to Gibraltar, in the same State, with a cargo of lumber. Her crew consisted of two men. The life-saving crew turned out quickly with their boat on its carriage, and reached the vessel at 10 o'clock. She was on the weather side of the dock, and was in danger of thumping herself to pieces in the heavy sea. A hawser, which had been put into the boat at the station, was quickly run across to Worthington's dock, and by that means her bow was winded round. The head of the foresail was then hoisted, and they succeeded in running her up under the lee of Worthington's dock, where it was thought she would be safe. During the afternoon, however, the gale steadily increased, and at 5 o'clock a messenger arrived at the station on horseback, with word that the people on the schooner were becoming alarmed for their safety, and desired help in getting ashore. By the time the life-saving crew could reach the spot the second time, with their breeches-buoy apparatus, the vessel had parted the chain which held her, and had driven back to within twenty-five yards of Wallace's dock, where she had taken the bottom and lay rolling deeply, broadside to the sea. Communication was soon established by line, and as soon as the buoy could be rigged the two men were safely landed and taken to a house near by for shelter for the night. As it was then dark, nothing further could be done. When the station crew again arrived, on the morning of the 5th, the gale raged as furiously as ever. The schooner lay in the same position, and was pounding frightfully. The fact that she was a new vessel was, doubtless, all that had saved her from destruction during the night. The sturdy life-savers again manned their boat and ran lines to windward, and, after several hours of hard and exciting work, succeeded, with the help of some of the citizens, in hauling the schooner afloat and mooring her where she could ride out the gale without further mishap. Considering the severity of the storm and the rough usage the vessel received, her damage was slight in comparison with what it might have been but for the energetic assistance of the station crew. It was confined to the staving in of a portion of the bulwarks and the loss of the jib-boom and a part of the rigging, all of which could be made good in a few days.

Digitized by Google

November 5.—At 5 o'clock in the morning, during the prevalence of a southeast gale, with rainy weather and a rough sea, the schooner *Louisa A. Boardman*, of Calais, Maine, with a crew of five men, which had anchored in Quoddy Roads, weather-bound, on her way from Calais to Boston, Massachusetts, loaded with lumber, parted one of her cables and dragged onto Crowell's Ledge, near the Quoddy shore, about a mile northeast of the Quoddy Head Station, (First District,) coast of Maine. The morning was very dark, but she was soon discovered by the patrol, who made signal to her and then hurried to the house and aroused the crew. The men quickly turned out with their boat, and reached the vessel at about half-past 6. They found her pounding heavily on the rocks, with the sea breaking on board, and the people were anxious to abandon her. The keeper advised them to stay, however, encouraging them by saying she would probably beat over the reef into deep water on the flood-tide. This reassured them, and all hands agreed to remain so long as the life-saving crew stuck by them. As soon as the tide rose the schooner drove over the ledge, as the keeper had predicted, and, with the aid of the life-savers, she was beached near the station in a disabled condition, being full of water and with her rudder gone. A message was at once sent for a tug to tow her up the bay for repairs. On the 7th the station crew assisted in the necessary preparations for getting her afloat, and when the tug-boat arrived from Calais on the following day (8th) they succeeded in releasing her, and she was towed away for repairs, the keeper piloting her out into the channel.

November 5.—On this date, during the prevalence of a furious northwesterly gale, the wind registering at the signal office at Sandy Hook a velocity of nearly sixty miles per hour, the sloop *Saddle Rock*, of Patchogue, Long Island, New York, was run into by an unknown schooner and dismasted, in Sandy Hook Bay, and subsequently driven ashore, on the west side of Sandy Hook, about three-quarters of a mile to the westward of the Sandy Hook Station, (Fourth District,) coast of New Jersey.) The life-saving crew reached her with their boat after a very hard pull, and rescued her crew of two men. One of them afterwards went on board a sloop lying in Spermaceti Cove, while the other, who owned the sloop, accompanied the surfmen to the station, where he was furnished with dry clothing and otherwise cared for until he could make arrangements to return home. The station crew stripped the vessel on the following day of everything valuable. She was subsequently floated off in a badly damaged condition.

November 5.—The schooner *Ann Louisa Lockwood*, of Boston, Massachusetts, bound from that port to Philadelphia, Pennsylvania, in ballast, stranded about half-past 2 o'clock at night on the south bar of Hereford Inlet, two miles to the eastward of the Hereford Inlet Life-Saving Station, (Fourth District,) New Jersey, during the prevalence of a strong northwest wind. She was discovered at the time she struck the bar, and the station-crew immediately proceeded to her assistance in their surf-boat. By setting the head sails they succeeded in sluing her head off shore, and on the succeeding high tide she floated and proceeded on her voyage, without sustaining any damage. The crew of the Tatham's Station arrived alongside soon after daylight, and also rendered assistance.

November 6.—At about midnight, during the prevalence of a strong westerly breeze, the schooner *John F. Merrow*, of and from Boston,

Digitized by Google

Massachusetts, for South Gardiner, Maine, in ballast, and with a crew of nine men, which had anchored for the night in the mouth of the Kennebec River, opposite the Hunniwell's Beach Station, (First District,) coast of Maine, commenced dragging towards the Sugar Loaf Rocks, in the middle of the river. The patrol at once reported the fact to the keeper, who turned out and watched the vessel himself until half-past 1, when she made signal for assistance. The boat was got out as quickly as possible, and the life-saving crew went off. The schooner had struck on the north end of the South Sugar Loaf, and was pounding heavily. The crew aided in carrying out a kedge with their boat, also in securing stout lines to the rocks, and by this means, with the help of her head sails, prevented the schooner from swinging onto a dangerous ledge under her port quarter. She was thus held in position until the ebb-tide grounded her solidly. They remained by her and ran her hawser to a steam-tug, which arrived soon after daylight, and on the next high water, at noon, she was safely floated and taken in tow up the river to her destination.

The captain subsequently sent the following letter to the district superintendent:

"Capt. J. M. RICHARDSON,
"*Superintendent First District:*

"I, Capt. F. M. Chase, master of the schooner *John F. Merrow*, of Boston, dragged into a perilous position at midnight on the 5th of November, and by the assistance of Captain Haley and his crew, of the life-saving station at Hunniwell's Point, saved my vessel from being sunk on the north side of the South Sugar Loaf, Kennebec River, Maine. Captain Haley, by knowing where the danger or sunken rocks were, put the vessel in a position so as to clear them the best she could, as the wind was blowing a gale from the west, and an old sea running in from the mouth of the river. To him and his crew I feel greatly indebted, and thank them a thousand times for their assistance in my time of danger. I think Captain Haley cannot be equalled as captain of that station, and hope he will always stay there.

"I remain, yours, respectfully,

"F. M. CHASE,
"*Master Schooner John F. Merrow.*"

November 6.—At 3 o'clock in the afternoon, during the prevalence of a fresh northwesterly gale, with quite a rough sea off shore, the keeper of the Monmouth Beach Station, (Fourth District,) coast of New Jersey, saw a large three-masted schooner bound up the coast, which he had been watching, suddenly fetch up all standing on a ledge known as Shrewsbury Rocks, about half or three-quarters of a mile from the beach, to the eastward of the station. He ran into the house and assembled the crew, and at once put off in the surf-boat. The vessel proved to be the *Frank Pratt Lee*, of Philadelphia, Pennsylvania, coal-laden, and with a crew of eight men, bound from Baltimore, Maryland, to Stapleton, Staten Island, New York. It was low tide, and the schooner, being a large one of her class, had grounded in fifteen feet of water. A fishing-steamer came up soon afterwards, when, with the aid of the life-saving crew, a line was run between the two vessels, and in a short time the schooner was hauled afloat. The keeper gave the captain the best course to steer off shore to avoid striking the ledge

Digitized by Google

again, and she was soon out of danger and able to haul up for Sandy Hook. She fortunately received but little damage.

November 6.—About 7 o'clock in the morning the brig *Mary E. Pennell*, of Harrington, Maine, bound from Richmond, Virginia, to New York, with a crew of seven men, three passengers, and a cargo of iron pipes, fish-bars, and staves, stranded on the outer edge of Brigantine Shoal, about two miles from the shore. The crews of Brigantine and South Brigantine Stations, (Fourth District,) New Jersey, rendered assistance by working the sails and pumps, and the vessel was floated off about 9 o'clock and proceeded on her voyage.

November 6.—The sloop-smack *John M. Rogers*, of Chincoteague, Virginia, with a crew of two men, while returning from a fishing cruise outside the harbor, encountered strong westerly winds, and carried away her starboard shrouds, just as she reached Chincoteague Inlet. Being thus prevented from carrying sail and working to windward, the crew attempted to fetch into Tracy's Cove, and in so doing ran onto a shoal about half a mile southeast of the Assateague Beach Station, (Fifth District,) Virginia. The accident occurred at about 1 o'clock in the day. The life-saving crew discovered her situation almost as soon as she struck, and put off to her assistance. It was low water when they arrived. An anchor was therefore run out and the cable hove taut, preparatory to getting her afloat on the rising tide later in the day. Her sails were also furled and everything made as snug as possible, after which all hands landed to wait for the tide. The two men did not remain at the station, however, but left for Chincoteague to report to the owner, promising to return. As they did not come at the appointed time, the life-saving crew, at 9 o'clock that night, boarded the sloop and succeeded in heaving her off the shoal, and took her safely into the cove. On the following morning, (7th,) when the owner and crew arrived, they were surprised, and also very thankful, to find their vessel safely at anchor. They at once got her under way, and proceeded into Chincoteague Harbor for repairs. Had the sloop been left on the shoal all night, there is no doubt she would have sanded up and become a hopeless wreck by the time her own people arrived.

November 6.—At 5 o'clock in the morning, during a fresh northwesterly breeze, as the schooner *Penobscot*, of and from Milwaukee, Wisconsin, in ballast, with a crew of nine men, was attempting to enter the harbor of Muskegon, on the east shore of Lake Michigan, in tow of a tug, the tow-line parted, when she immediately fell off to leeward, and, missing the entrance, ran onto the beach to the south of the harbor. She struck about fifty feet from the south pier, and three hundred yards southwest of the Muskegon Station, (Eleventh District.) The surfman on lookout witnessed the accident, although it was not yet light, and as soon as he could give the alarm all hands turned out with their boat and necessary lines to the schooner's assistance. They ran a hawser well out on the pier, and, in concert with the vessel's own crew, succeeded in heaving her afloat. She was then secured again to the tug, and by 7 o'clock was safe in the harbor. Her damages were slight. The captain warmly thanked the station men for their timely aid.

November 7.—Shortly before 8 o'clock in the morning the schooner *A. Heaton*, of Falmouth, Massachusetts, bound from Rockland, Maine, with a cargo of lime for New York, and carrying a crew of five men, while beating out of Seal Harbor, coast of Maine, on her way to sea,

Digitized by Google

missed stays in attempting to go about off Long Ledge, and drifted onto a shoal to the northward of White Head Island. Her situation was soon observed by the crew of the White Head Station, (First District,) who at once went off in their boat and assisted in kedging her afloat and in taking her back to the anchorage. The schooner fortunately received no damage.

November 7.—At about 4 in the afternoon two of the crew of the Hunniwell's Beach Station, (First District,) coast of Maine, assisted the keeper of the Pond Island light-house in returning to his post, he being unable to reach the island single-handed on account of the fresh breeze then blowing.

November 7.—Just before 8 o'clock in the evening the north patrol of the Cahoon's Hollow Station, (Second District,) Cape Cod, Massachusetts, discovered a large three-masted schooner in danger of running ashore. He at once warned her by burning his Coston signal, when she changed her course and escaped disaster.

November 7.—At 2 o'clock in the afternoon the crew of the Buffalo Station, (Ninth District,) New York, went out to the outer breakwater to the assistance of the barge *Racine*, of Bay City, Michigan, which had sought refuge in Buffalo outer harbor from the westerly gale and heavy sea prevailing outside, but, failing to get her anchors to hold, was endeavoring to run a hawser to the lee of the breakwater. When first observed from the station lookout, her crew were on the breakwater attempting to make their hawser fast, when a heavy sea washed them off. The station surf-boat was immediately launched, but, having to go some distance, the men were picked up by the crew of a vessel lying near, before the life-saving crew could reach them. The life-savers, however, rendered good service by clearing the hawser and, after making it properly fast, running the other end to the barge, so she could ride out the gale in safety.

November 7.—The crew of the Muskallonge Lake Station, (Tenth District,) Lake Superior, found upon the beach, a mile and a half east of the station, the body of a man, named Thomas Ermatinger, who had been drowned two or three weeks previous, near Grand Marais Harbor, from the steamer *St. Marie's*. The body was conveyed to the station, and the next day decently coffined and forwarded to Sault St. Marie for interment.

November 8.—At sunrise the patrol of the Ocracoke Station, (Sixth District,) North Carolina, discovered a schooner ashore in a dangerous position on a reef in Pamlico Sound, near Hatteras Swash about four miles north-northwest from the station and three and a half miles from the shore. The surf-boat was launched as soon as practicable and all possible haste made to reach the vessel. She was boarded at 8 o'clock in the morning, and proved to be the *Cherubim*, of Beaufort, North Carolina, from New Berne, North Carolina, bound to Philadelphia, Pennsylvania, with a cargo of lumber and shingles, and having a crew of five men. All hands set to work, hoisted sail and hove her afloat, and anchored her in Hatteras Inlet, clear of all danger. The captain was very thankful for the assistance of the life-saving crew.

November 8.—Soon after midnight the crew of the Chicago Station, (Eleventh District,) Lake Michigan, were called to the assistance of the steam-tug *Uncle Sam*, of Chicago, Illinois, which had grounded near the marine hospital, six miles north of the station, while attempting to haul from the beach two scows and a pile-driver, which had just taken on

Digitized by Google

board cargoes of stone for riprap work in the harbor. They accompanied the tug *Mosher* to the spot with their boat, and after considerable labor succeeded in getting the *Uncle Sam* afloat. Lines were then run from the tugs to the scows, when the latter were soon pulled off and towed to Chicago.

November 9.—The south patrol of the Seatack Station, (Sixth District,) Virginia, on the second watch after sunset, (9 to 12,) discovered a steamer steering directly towards the shore. He burned his Coston signal, which the steamer answered with a white light, and hauling off shore, escaped disaster.

November 9.—The British bark *Giovanni*, of Malta, with a crew of eight men, bound from Black River, Jamaica, to Trieste, Austria, stranded at noon about seven and a quarter miles north of the Orange Grove House of Refuge, (Seventh District,) coast of Florida. She had sprung a leak in a gale of wind, and, the pumps failing to free her, the captain ran her ashore to save the lives of himself and crew. The vessel was soon discovered by the keeper of the house of refuge, who repaired to the spot without delay, and, finding she could not be saved, conducted the crew to the station in his boat. He fed and sheltered them for seventeen days, or until he was enabled, on November 26, to put them on board a passing steamer, the *Eureka*, on her way to New Orleans from New York. The bark and cargo were a total loss.

November 10.—At 9 o'clock in the morning the schooner *Ben Franklin*, of Digby, Nova Scotia, with a crew of two men, bound from Saint George, New Brunswick, to Rockland, Maine, with a cargo of wood, while beating through Cross Island Narrows, coast of Maine, with the wind and tide against her, ran onto the rocks about two hundred yards from the Cross Island shore. The crew of the Cross Island Station, (First District,) half a mile distant, put off in their boat at once to her assistance. She was hard and fast, and in danger, as the tide receded, of falling over on the sharp rocks under her bilge and having her bottom stove. They therefore planted an anchor off shore to the windward, and, by means of a tackle therefrom to one of the mast-heads, held her upright until the tide came in and floated her, when she was at once got under way and piloted to a safe anchorage, whence she could proceed on her voyage. But for the prompt action of the station-crew the schooner would have suffered serious damage, and perhaps been lost.

November 11.—At half-past 6 o'clock in the evening a patrolman of the Chatham Station, (Second District,) Massachusetts, discovered the running-lights of a vessel near the shore and heading for Chatham Bars. He immediately burned a Coston signal, when she wore off, just clearing the breakers. But for the patrolman's warning she would have stranded.

November 11.—On this date the crew of the Sand Beach Station, (Tenth District,) Lake Huron, went to the assistance of and raised the schooner *Tinker*, a small vessel, which had foundered at her anchors the previous day, a couple of hundred yards to the southward of the station. She was owned in Sand Beach, Michigan, and was loaded with stone, her crew of two men being ashore when she sunk. The station crew were engaged about three hours, and put her in good trim again, for which the owner was very thankful.

November 11, 12.—The crew of the Sand Beach Station, (Tenth District,) Lake Huron, assisted the engineer in charge of the harbor

Digitized by Google

improvement in recovering a quantity of lumber which had been washed from the breakwater by the heavy sea.

November 11, 12.—One of the night patrols reported to the keeper of the Grindstone City Station, (Tenth District,) Lake Huron, that the captain of the schooner *Jordan Beebe, jr.*, desired the life-saving crew to assist him in the morning to raise his vessel, which had been scuttled and sunk during a northwest gale October 25, to prevent her from pounding to pieces against the dock. At 8 o'clock in the morning the crew, after placing a hawser and tackle in the surf-boat, rowed off to the schooner, which lay about a mile and a half east of the station, near Wallace's dock, where, previous to sinking, she had been loaded with building-stone for transportation to Bay City. The keeper and his crew, after a hard day's work, hove the vessel from where she lay to Worthington's dock, a distance of three hundred yards, a diver having first removed her cargo. On the next morning (the 12th) the crew again manned the surf-boat and pulled to the vessel, and, after another hard day's work, raised her, pumped her out, and towed her into a safe place near the shore, where she lay until taken to Bay City for repairs.

November 11.—On this date, in the afternoon, Surfman Henry Bonn, of the Kenosha Station, (Eleventh District,) Lake Michigan, rescued Charles De Demer, a workman employed on the north pier of Kenosha Harbor, who had fallen overboard and, being heavily clothed and unable to swim would have been drowned but for Bonn's assistance. The man was taken to the station and his clothes dried. He was very thankful to Bonn for saving his life.

November 12.—On this date, at about noon, the crew of the Crumple Island Station, (First District,) coast of Maine, while returning in their boat from Jonesport with a supply of provisions, fell in with the schooner *Revenue*, of Barnstable, Massachusetts, aground on the flats off Hardwood Island, at the westerly end of Moos-a-bec Reach, some five or six miles north-northwest of the station. They found she had sprung a leak that morninng at 9 o'clock, when opposite Kelley's Point, and, the water gaining rapidly, had anchored to enable the crew to free her with the pumps. Upon coming to she had swung round to the southward, and soon afterwards, as the tide fell, grounded on the flats. There were seven persons on board, including the captain's wife and child, and the schooner was deeply laden with lumber from Calais, Maine, for New Haven, Connecticut. The crew were nearly exhausted with their efforts at the pumps, and were about to give up when the station-crew arrived. The latter gave them prompt relief, and by keeping the pumps going succeeded in floating the vessel, when she was taken into Sawyer's Cove, opposite Jonesport, to a safe berth, where she could discharge cargo and receive necessary repairs. The life-saving crew worked steadily from 1 o'clock in the afternoon until 8 o'clock at night, and were much fatigued when they shoved off from the vessel for the long pull of seven or eight miles back to the station. They boarded the schooner again the following day, but their further assistance was not required. The captain made the following acknowledgment:

"This is to certify that I, David A. Young, of schooner *Revenue*, was assisted by the life-saving crew of Crumple Island, Maine. When they came on board we could not keep the vessel free, and by their kind aid

Digitized by Google

they kept her free of water until she was got into Sawyer's Cove, where she soon filled. Captain Marshall and crew have my thanks for their services.

"DAVID A. YOUNG,
"*Master Schooner Revenue.*"

November 12.—Just before sunrise the patrol of the Peaked Hill Bar Station, (Second District,) Massachusetts, discovered a schooner approaching dangerously near the bar, and warned her off by means of his Coston signal.

November 12.—The barkentine *J. B. Rabel*, of New York, to which port she was bound from Turk's Island, West Indies, with a cargo of salt, ran ashore at a little after midnight on the outer edge of Jones's Inlet Bar, south side of Long Island, New York. She struck a mile or so from the beach, and about twice that distance southwest of the Short Beach Station, (Third District.) Her crew consisted of nine men, and the captain had his wife and three daughters with him, making thirteen on board, all told. Her signals of distress were seen by the patrols of the Short Beach and Point Lookout Stations, and as quickly as possible both crews hastened to her assistance, the Short Beach crew arriving first. As the captain was anxious to telegraph to New York for the aid of steam-tugs, the Short Beach crew returned ashore, and one of their number was despatched across the bay to the nearest telegraph office with the message. At the station they found the Zach's Inlet crew, who had also seen the bark's signals. The latter accompanied the Short Beach crew off to the vessel. With this large force an anchor was planted off shore, and a quantity of the cargo thrown overboard to lighten her. In due time two tugs arrived from New York. Lines were at once run between the stranded vessel and the tugs, and by the combined efforts of all hands the bark was hauled afloat at about half-past 2 in the afternoon. She was taken in tow for New York. As she was leaking badly, two surfmen, one belonging to the Short Beach and one to the Point Lookout Station, were detailed, at the captain's request, to accompany the vessel to her destination and assist at the pumps.

November 12.—The sloop *Katydid*, of Perth Amboy, New Jersey, with a crew of three men, bound, in ballast, from Seabright to Barnegat, in the same State, got ashore while entering Barnegat Inlet, at 7 o'clock in the morning. She struck at the north side of the inlet, about a mile and a half to the southward of the Forked River Station, (Fourth District,) the wind being so light that she was unable to stem the strong ebb tide, which thus cut her ashore. The station-keeper saw her fetch up, and at once ordered out the boat, the life-saving crew arriving alongside at a little before 8. They got out one of the sloop's anchors and hove well taut on the cable, and at noon, when the tide had risen sufficiently, succeeded in floating her off, to the great relief of her captain. She appeared to have suffered no damage, and proceeded at once into the bay to her destination. The crew of the Barnegat Station, on the south side of the inlet, also boarded the vessel while she lay ashore, but their services were not required.

November 12.—At about twenty-five minutes before 4 o'clock in the morning the patrol of the Point Marblehead Station, (Ninth District,) Lake Erie, discovered a steamer coming head on towards the rocks. He flashed his red Coston signal, when she at once backed off. She

Digitized by Google

proved to be the *Toledo*, of Detroit, Michigan, bound from Cleveland, Ohio, to Duluth, Minnesota, with a cargo of coal, railroad-iron, and lime, and a crew of twenty men. In attempting to make a landing at Point Marblehead, before daybreak, she had mistaken her position in the haze of the morning, and was discovered by the patrolman just in time to prevent her running upon the rocks. She backed off some distance and signalled by whistle for assistance. The keeper at once put off and piloted her to the pier, to which her pilot thought he was steering when the warning was given.

November 12.—Shortly after 6 o'clock in the evening, as Surfman O'Brien, of the Kenosha Station, (Eleventh District,) Lake Michigan, was returning from supper, and while waiting for the passage of a vessel through the draw at Main Street bridge, an intoxicated man brushed past him and stepped off the end of the bridge abutment. O'Brien, as quick as thought, caught him by the coat as he fell and held him until assistance came, and thus saved the man from falling into the river, twenty feet below, where he would doubtless have been drowned, as the evening was very dark and there were no boats about.

November 13.—The patrol of the Cold Spring Station, (Fourth District,) New Jersey, soon after sunset discovered a vessel close to the beach and in danger of stranding. He burned a Coston signal, when she went about and stood off shore.

November 13.—During the night the patrol of the Assateague Beach Station, (Fifth District,) coast of Virginia, warned off by Coston signal a vessel which was dangerously near the shore. She changed her course as soon as the signal was shown.

November 14.—At 4 o'clock in the morning the schooner *Alexander Harding*, of Philadelphia, Pennsylvania, bound from Baltimore, Maryland, for Portsmouth, New Hampshire, with a cargo of coal and having a crew of seven men, stranded on the shoals off Hog Island Inlet, coast of Long Island, New York, about three miles to the eastward of the Far Rockaway Station, (Third District.) She struck at high water, about a quarter of a mile from the beach, the accident being attributed to the haziness of the atmosphere. She was soon discovered by the patrols of the Far Rockaway and Long Beach Stations, the latter some miles to the eastward, and as soon as the alarm coud be given the two crews repaired on board. As the sea was growing rough and the situation of the vessel seemed to preclude any possibility of getting her off, it was decided to abandon her at once. The seven men were, therefore, assisted into the Far Rockaway boat, with their baggage, and, after a hard pull against the fresh gale, safely landed at the station. They were housed and fed there for two days. The Far Rockaway crew made two additional trips to the schooner with the captain, to assist him in saving all the property possible. But little could be done, however, as she was already breaking up, and in three days was a complete wreck.

November 15.—At a little before 4 o'clock in the morning the south patrol of the Hog Island Station, (Fifth District,) coast of Virginia, discovered through the smoky atmosphere the light of a vessel apparently at anchor in a dangerous situation near Great Machipongo Inlet Bar, some miles southeast of the station. His signal to the people on board was quickly answered by the display of a torch, and he then hurried to the station and gave the alarm. The life-saving crew turned out at once with their boat, arriving alongside the vessel at 5 o'clock.

Digitized by Google

She proved to be the schooner *A. D. Scull*, of Boston, Massachusetts, with a crew of seven men, bound from Promised Land, Long Island, New York, to Baltimore, Maryland, with a cargo of dried fish-scrap. She had sunk on the outer bar and was full of water. The captain reported that, the wind being ahead, he had anchored the previous evening off the inlet, and that later, upon attempting to get under way and make an offing, the tide and sea had cut him in onto the bar, where the schooner struck and sprung a leak and soon filled. Being an old vessel, there was no prospect of saving her, and all hands, therefore, set to work stripping her of sails, rigging, and all else that was movable. This work was completed by 5 o'clock in the evening, when the captain succeeded in getting a passing vessel to convey him and his crew and all the material saved to Norfolk, Virginia. By the following day the schooner had gone to pieces and was a complete wreck, the fragments of her being scattered along the beach for miles.

November 15.—At about 9 o'clock in the morning the keeper of the False Cape Station, (Sixth District,) Virginia, saw a schooner standing in too near the beach for safety, and hoisted the International Code signal J. D., ("You are standing into danger.") The schooner tacked at once and stood off shore, thus avoiding a disaster.

November 15.—At about daylight, during a thick fog, the crew of the Chicago Station, (Eleventh District,) Lake Michigan, while returning in their boat from an unsuccessful search for a steamer whose signal whistles led them to suppose she was in distress, fell in with the steam-barge *George Dunbar*, bound in to Chicago, but which was steering a course in the fog that would have put her ashore. She would in fact have struck in a few moments but for the prompt hail of the life-saving crew, warning her of her danger and giving the course into the harbor.

November 16.—During the 8 o'clock (night) watch the east patrol of the Long Beach Station, (Third District,) coast of Long Island, New York, warned off a steamer which was heading directly for the beach with both side-lights in plain view. He burned a couple of Coston signals, when the vessel quickly changed her course off shore and escaped disaster.

November 16.—At half-past 4 in the morning the south patrol of the Green Run Inlet Station, (Fifth District,) coast of Maryland, discovered a steamer dangerously close to the breakers. He warned her by burning a Coston signal, which was immediately effectual, as she at once sheered farther off shore. Had she kept on the way she was steering, she would in a few moments have been ashore.

November 16.—Just after sunset, during a northwest gale, the patrol of the Pea Island Station, (Sixth District,) North Carolina, discovered a steamship in great danger of stranding. He burned a Coston light, when she at once changed her course and stood off shore.

November 16.—At quarter-past 7 in the evening the patrol of the San Luis Station, (Eighth District,) west end of Galveston Island, Texas, observed a steamer approaching too close to the beach, and at once warned her of her danger by igniting a red Coston signal. She quickly changed her course.

November 16.— At about half-past 10 o'clock at night, during a gale from the north, the patrol of the Grand Point au Sable Station, (Eleventh District,) Lake Michigan, sighted a schooner running to the southward and too close inshore for safety. He burned a red Coston signal, when she immediately hauled farther off and cleared the point, upon which

Digitized by Google

she would certainly have struck a few minutes later but for the warning given.

November 16.—At about 3 o'clock in the afternoon the lookout of the Cape Disappointment Station, (Twelfth District,) Washington Territory, discovered a man in a small dingy drifting with the strong ebb-tide over Peacock Spit, at the mouth of the Columbia River, about a mile southwest of the station. The surf-boat was manned and the greatest possible haste made to reach him before he got into the breakers. He was reached just in time and taken into the surf-boat and his boat taken in tow. The crew were over two hours in pulling back against the strong current to where a foothold could be found, and from which point the crew dragged the boat to the station. The man's name was John Lynch, a private in the First Artillery, United States Army, who, being ignorant of the condition of the water, and without informing any one of his intention, had started from Fort Canby to take a look at the wreck of the steamer *Great Republic*. It was a narrow escape, as the tide was setting across the sands in a perfect cataract, and would ere long have swept the man into the breakers but for the arrival of the station-crew.

November 17.—At 5 o'clock in the morning the north patrol of the Green Run Inlet Station, (Fifth District,) coast of Maryland, when about two and a half miles north of the station, saw a large ship heading in for the shore and quite near the breakers. He hastily snatched a Coston signal from his haversack and fired it just in time to warn her off, for as soon as its red glare was seen the ship's course was changed. She narrowly escaped stranding.

November 17.—In the morning a steam-tug started down the beach from Oswego, New York, with two empty scows to load with sand. At about 11 o'clock the wind shifted and blew fresh from the northwest, and, the line parting, the loaded scows drifted on the beach, where they were discovered shortly before noon by the lookout of the Oswego Station, (Ninth District,) Lake Ontario. The surf-boat was at once launched, with a four-inch hawser aboard, and the crew pulled to the scene of accident. The sand was thrown overboard from one of the scows to lighten her, and the hawser being run off to the tug, after considerable pulling the steamer got her off. About this time the wind veered to the north and blew so fresh that it was found impossible to move the other scow, and the attempt was abandoned until the wind moderated. The lighter's crew of seven men went aboard the tug with the life-saving crew, and, with the lighter, were taken to Oswego. On the 19th the station-crew went down the beach again and aided in recovering the other lighter. The accident happened about three miles east of the station.

November 17, 18.—On these dates, during the prevalence of a hard northerly gale, the crew of the Fairport Station, (Ninth District,) Lake Erie, made three unsuccessful attempts to reach a large three-masted schooner which anchored on the 17th, some twelve or fourteen miles to the northeast of Fairport Harbor, with a signal of distress flying. She was apparently badly crippled by the loss of some of her spars and sails. The life-boat went out twice the first day and once the next, but owing to the gale and high sea it was impossible to reach her. Upon returning the first time, Keeper Babcock telegraphed the situation of the vessel to Ashtabula, and requested that a tug be sent to her. The second trip was made in concert with a small Fairport tug, which had

Digitized by Google

been laid up for the winter, and which got up steam about dusk at the keeper's behest, and attempted to tow him to the schooner's relief. Darkness had set in, however, and the tug could do nothing against such a heavy sea, and was compelled to return. A more powerful tug, the *Red Cloud*, had also gone out from Ashtabula that evening upon receipt of the keeper's telegram, but failed to find the vessel in the darkness at so great a distance. The third effort of the station crew, next morning, (18th,) was equally fruitless. They endured much hardship from the extreme cold, and after pulling hard for five hours and almost exhausting themselves, without making much progress against the gale, which was more fierce than on the day previous, were obliged to give up. They did not turn back, however, until the *Red Cloud* was sighted coming from Ashtabula the second time. The latter succeeded in reaching the schooner, and towed her into port. She proved to be the *Thomas Gawn*, of Cleveland, Ohio, with a crew of ten men, and laden with iron ore from Milwaukee, Wisconsin, for Erie, Pennsylvania.

November 17–20.—During these four days the crew of the Middle Island Station, (Tenth District,) Lake Huron, performed arduous and important service by assisting in the relief of the large three-masted schooner *Thomas P. Sheldon*, of Buffalo, New York, which had stranded on the reef off the southeasterly point of Middle Island, during a snow-storm, at 4 o'clock in the morning of November 17. The vessel had a crew of ten men, and was bound from Cleveland, Ohio, to Milwaukee, Wisconsin, with a cargo of eleven hundred and fifty tons of coal. She was discovered shortly after daylight by the patrol, and as soon as he reached the station with the alarm the crew turned out with their life-boat to her assistance. The gale was from the north, with bitter cold weather, and the two miles' journey in the heavy sea between the station and the reef almost used the men up, as every spray which dashed over them almost immediately turned into ice. When they arrived alongside, the vessel was leaking badly and nearly full of water. The captain being anxious to reach the main-land to obtain steam-pumps and the assistance of tugs, he was taken into the boat and landed at Monaghan's wharf, four miles distant, where a team was found to convey him to Alpena, some ten miles to the south, for the necessary aid, after which the crew went back to the vessel to await his return. They remained on board all that day and the succeeding night, and on the following morning, (18th,) as the captain had not put in an appearance when they went ashore for breakfast, one of the surfmen was despatched by the keeper in a sail-boat to Monaghan's wharf to obtain tidings of him. He had not returned, but a message was received through the teamster who had taken him to Alpena in regard to the rigging of purchases for hoisting the pumping apparatus on board. The captain arrived with a gang of laborers on a tug late in the afternoon to jettison the coal, and promised to return again that night or the next day with the pumps, some delay being encountered in getting them. The storm had lasted all this time, and, in their exposed situation on a vessel full of water, the men suffered much discomfort. After keeping watch for two days and nights, with but little rest, the men returned to the station for a few hours, but promptly went off again as soon as the tug was sighted on her way from Alpena with the pumping apparatus on the deck of a scow. They helped hoist the pumps on board and set them up, and as soon as possible the machinery was put in motion to pump the vessel out, the laboring gang being also at work dumping coal overboard

Digitized by Google

to lighten her. The wind in the mean time had backed round into the south, and quite an ugly cross-sea was running, which compelled the tug to seek an offing for safety, as she had received several hard thumps on the reef. Much trouble was experienced with the pumps on account of the difficulty of digging away the coal under water in the hold, and it became necessary to construct boxes or wells to prevent the choking of the suction-pipes. At about 8 o'clock at night the tug was signalled to approach, and the life-saving crew ran her line to the schooner, but when her captain found the vessel was only partly pumped out he declined pulling on her until she was entirely free. Under these circumstances there was no alternative but to drop the suction-pipes still lower, and the tug again withdrew. The sea ran so high during the night that, as the pumping progressed and the vessel was relieved of water, she began pounding and rolling so badly that the pumps had to be stopped, and she was allowed to fill again to keep her steady. This was only partially successful, as she still lay very uneasy on the reef. As the weather remained bad and a furious snow-storm raged nearly all night, work was suspended until the morning of the 20th, all hands, excepting members of the life-saving crew, who took turns on watch, being allowed to get what rest they could on the cabin floor. After again pumping the schooner out on the 20th, and while the tug was hard at work on her, a second tug arrived with an insurance agent on board. With this re-enforcement the effort to haul the schooner afloat was prosecuted with renewed vigor until one of the large ten-inch hawsers snapped in twain. This delayed matters, and one of the tugs was despatched to Alpena for a new hawser and a supply of provisions. She started at 2 o'clock, leaving the other tug at work. As the weather moderated during the afternoon, and matters were in such shape that the life-saving crew could be spared, the men left the schooner at nightfall, after promising to be on the lookout for signals in case of need. The tug which had gone to Alpena returned at about 10 o'clock, when both boats took hold for a strong pull together, and by midnight they got the schooner afloat. She was at once towed to Alpena for examination by a diver preparatory to departure to the nearest ship-yard for repairs. She was damaged to the extent of about one-fourth her value, besides the loss of two hundred tons of the cargo.

The foregoing is scarcely more than a brief outline of the actual labors of the Middle Island crew during the period of nearly four days that the vessel lay on the reef. They rendered excellent service, both on board the schooner and with their boat, and contributed in no small measure towards her ultimate release from a very dangerous situation. The captain and the underwriters' agent were very warm in their praise.

November 17.—At about 9 o'clock in the morning the small scow-schooner *Alert*, of South Haven, Michigan, carrying a crew of three men, bound from Holland, Michigan, to Menomonee, Wisconsin, with a cargo of apples and cider, while attempting to enter the harbor of Kenosha, Wisconsin, for refuge from the northeast gale then prevailing, broached to in the heavy sea, and was thrown on her beam-ends. The vessel quickly righted, but before she could be got under control she missed the entrance, and was dashed against the end of the south pier, where she would have pounded to pieces but for the prompt aid of the crew of the Kenosha Station, (Eleventh District,) who got out her lines, and with some difficulty succeeded in warping her safely into the harbor. The captain, whose arm was badly hurt at the time of the acci-

Digitized by Google

dent, was subsequently taken to the station, and his injuries properly attended to.

November 18.—The crew of the Atlantic City Station, (Fourth District,) coast of New Jersey, went to the assistance, at the request of the captain, of the schooner *Mark Gray*, of Ipswich, Massachusetts, which had just discharged a cargo of Kennebec River ice for Atlantic City, at the wharf, about three-fourths of a mile north of the station. A northeast gale was coming on, and the schooner's crew of six men were unable to haul out from the wharf to a safe anchorage without assistance. The station men took their hawser on board, and, by bending it to a similar line belonging to the schooner, were enabled to lay an anchor well out into the channel to windward and warp the vessel to a good berth. She was thus saved from grinding against the wharf during the blow and receiving serious damage.

November 18.—The crew of the Manistee Station, (Eleventh District,) Lake Michigan, went out to offer their services to the steam-barge *Nellie Torrent*, of Manistee, Michigan, which had broken down about two miles outside the harbor. Upon learning that she required the aid of a tug, they returned and despatched one to tow her in.

November 19, 20.—On the night of November 20, at 10 o'clock, during the prevalance of a strong northeasterly breeze, with dark, cloudy weather and high a sea, the Mallory Line steamship *Guadalupe*, of and from New York for Galveston, Texas, with a valuable general cargo, sixty-seven passengers, and a crew of forty men, making one hundred and seven souls on board, all told, stranded on the shoals of Barnegat Inlet, coast of New Jersey. The steamer had left New York that afternoon, and was, therefore, but a few hours out when overtaken by disaster. She struck near the outer edge of the shoal, on the northern side of the inlet channel, nearly midway between the Forked River and Barnegat Stations, (Fourth District.) Her distress-signals were seen by the respective patrols and the alarm promptly given at the stations. The Barnegat crew, to the south of the inlet, launched their boat at about half-past 10, and went as near the vessel as possible in the darkness without getting swamped, and finding, upon examination with the glasses, that she was a large craft and not likely soon to go to pieces, decided to land on the north side of the inlet for the purpose of consulting with the Forked River crew and arranging a plan of operations, it being rightly conjectured that there must be a large number of people on board. Keeper Ridgway had not long to wait, as Keeper Allgor and crew arrived at the point soon afterwards. The tide had just commenced to ebb, and that for some hours would make a confused and dangerous surf. It was therefore agreed to wait for daylight and in the mean time muster all the boats possible, Allgor agreeing to telephone up the beach for the Cedar Creek crew, to the north, while Ridgway engaged to notify the Loveladies Island crew, to the south. This plan was carried out, and by 4 o'clock in the morning (20th) the four crews were assembled, the Loveladies' Island crew using the spare boat of the Barnegat Station, while the men from Cedar Creek took the spare one from the Forked River house. As soon as it was light enough to see, they shoved off, with Keeper Penn, of Cedar Creek, who had the lightest boat, in the lead. They kept some distance apart, so that, in case of disaster, all four would not be involved. The sea was still very angry, but they reached the steamship in good shape at between 6 and 7 o'clock. It was arduous and extremely dangerous work, but each boat

Digitized by Google

made three trips, and by afternoon all of the passengers and many of the crew, or some eighty or ninety persons, were safely landed, with their effects, the officers and a few others electing to remain on board. In the afternoon at low water, as the sea abated somewhat, the ship's boats were also brought into use in landing some of the passengers. About forty of the latter, or as many as could be accommodated, were sheltered at the station, the rest being conducted elsewhere, until the agents of the steamer could provide transportation back to New York. The newspapers of the day, in their accounts of the wreck, gave unstinted praise to the life-saving crews for their gallant work in transferring the people such a great distance through broken water to the shore without accident, the surf at times being so dangerous that it was only by skilful manœuvre and the utmost daring that the stranded steamer could be approached. During the afternoon the agents of the Merritt Wrecking Company arrived from New York and began operations for the steamer's relief. She was then, however, leaking badly and had eleven feet of water in the hold. On the 21st the Forked River and Barnegat crews lent material aid in removing a portion of the cargo. The Barnegat crew also performed good service on the 23d, when, at 2 in the afternoon, a signal was made by the people on board for help, the heavy sea on that day setting in over the shoals from the southward having broken the ship in two. In concert with the wrecking-boats they made two trips, and landed about twenty persons. Operations for the recovery of the cargo were subsequently resumed, and, with the aid of the Barnegat crew, about two-thirds of it was saved in a damaged condition. The *Guadalupe* eventually became a complete wreck.

November 19.—At about 11 o'clock in the morning a brig was discovered standing direct for the shore in the vicinity of the Dam Neck Mills Station, (Sixth District,) Virginia, and when about a mile off the keeper set the cautionary signal J. D., ("You are standing into danger.") She soon stayed, but kept her head-sails aback, and lowered a boat with three men, who rowed towards shore. There was a full surf, and fearing that the brig's crew would be in danger of swamping in their attempt to pull through the breakers, the keeper launched his surf-boat and went off to meet them. He learned that they had lost their reckoning, after being out thirty-seven days, and wished to ascertain their position. The keeper boarded the brig, which was the *Natalie*, of Charlottetown, Prince Edward Island, from San Domingo, bound to Hampton Roads with a cargo of guano. She was short of provisions, having only a two days' supply left. The keeper offered to let them have provisions if they would wait until he could return ashore, but the captain declined the offer, thinking that he could get into the Roads before his supply gave out. After receiving from the keeper information regarding the course and distance, the captain resumed his voyage, and arrived safely at his destination.

November 20.—During the first (night) watch the patrol of the Aransas Station, (Eighth District,) Mustang Island, Texas, sighted a steamer heading in for the beach and almost in the breakers. He warned her with a red Coston signal, when she at once changed her course and stood off shore.

November 20–25.—Soon after midnight on the morning of the 20th the three-masted schooner *Chandler J. Wells*, of Port Huron, Michigan, while in tow of the steam-barge *Keystone*, stranded on a reef about a mile from Whiskey Island, seven miles west of the Beaver Island Station,

Digitized by Google

(Eleventh District,) Lake Michigan. She was lumber-laden, bound from Manistique, Michigan, to Tonawanda, New York, and had a crew of eight men. The night was cloudy and dark, and there was a moderate breeze from the southward. The barge soon got off by throwing her deck load overboard, and proceeded on her course. The schooner was not so fortunate. The Beaver Island Station being a volunteer one, there was no crew on duty, but as soon as the keeper discovered the vessel, after daylight, he went off to her in a fishing-boat. By that time the captain had already made arrangements with some fishermen for the landing of himself and crew, and they reached the island at about 9 o'clock. The weather being unfavorable, nothing could be attempted towards the release of the vessel until the 22d, when the keeper, with a volunteer crew in the surf-boat, went off in tow of the tug-boat *Swain*, for the purpose of transferring from the latter to the schooner the crew and a gang of laborers employed to attempt getting her off. They made two trips from the tug to the wreck. On the following day the weather was so stormy that all the wrecking party but two men returned ashore in the tug. By the 24th the gale had shifted into the northwest, with a driving snow-storm. Nothing could be seen of the vessel, and, as she lay directly to windward, it was impossible for any craft at the island to reach her. The next morning, (25th,) the snow having ceased, the keeper discovered a signal of distress flying. He quickly mustered a crew, manned the life-boat, and went off in tow of the tug to a point about one mile to the windward of the schooner, where the tug let go, and the life-boat had very little trouble in dropping down to her. The two men, who were almost perished, were soon taken off. The schooner was so covered with ice that its weight, in conjunction with the seas breaking on board, had crushed the cabin in and compelled the two men to remain on deck all the previous night. Besides this, they had no means of making a fire to warm themselves or to cook anything. They certainly could not have withstood the hardship much longer. As soon as the boat cleared the reef to the leeward, it was taken in tow again by the tug safely back to the harbor. The men in the boat suffered intensely with the cold, and, in their ice-covered garments, presented a sorry sight upon getting ashore. They also narrowly escaped a capsize on the way back by the breaking of the towing-strap on the stem, which caused the boat to take a broad sheer, and it was only by quickly cutting the tow-line that she was saved from going over. The vessel became a total wreck, and only a small portion of her cargo was saved.

November 20.—At about half-past 4 o'clock in the morning, the weather being cloudy and dark, with a strong breeze from the westward, the steam-barge *A. R. Colburne*, of Saugatuck, Michigan, lumber-laden, while attempting to make the harbor of Saint Joseph during a westerly blow, struck and fetched up on the outer bar. She hung there for about an hour, and then, drifting over it, took the bottom again about a third of a mile north of the Saint Joseph Station, (Eleventh District,) Lake Michigan, and five hundred feet from the shore, where, as the sea was heavy, she was scuttled to prevent her from pounding herself to pieces. The station crew, who had discovered her as soon as she struck, boarded her shortly after 6 o'clock, and in two trips brought the ten men composing her crew safely ashore. As the surf was very heavy and large quantities of lumber were washing in from the vessel, both trips were made with the greatest difficulty and risk, the boat

Digitized by Google

several times narrowly escaping being stove. The men, also, were completely drenched to the skin, and suffered much hardship, as the weather was very cold. After the sailors had warmed themselves at the station, they were aided in reaching Saint Joseph. The steam-tugs *Arctic* and *Kitty Smoke* were subsequently employed to float the barge off, and on the 22d operations were commenced. The station crew rendered important aid in setting up the steam-pumps, bringing fuel for the latter, and in various other ways, and when a few hours later the barge was raised and taken into the harbor, they helped repair the leaks and put her in good trim again to resume her voyage to Michigan City, whither she was bound from Muskegon.

November 21.—Shortly before 8 o'clock the north patrol of the Orleans Station, (Second District,) Cape Cod, Massachusetts, sighted a vessel dangerously close to the breakers on Nauset Harbor Bar. His warning signal, a red Coston light, was flashed just in time for her to change her course and avoid disaster.

November 21.—At about 7 in the evening the south patrol of the Chatham Station, (Second District,) Cape Cod, Massachusetts, saw a vessel heading for the beach and very near the breakers. He immediately flashed a Coston signal as a warning, when she discovered her danger and changed her course. A minute later she would have struck.

November 21.—At 9 o'clock at night the north patrol of the Wallop's Beach Station, (Fifth District,) coast of Virginia, sighted a vessel almost ashore on William's Shoal, a dangerous locality near Chincoteague Inlet. He at once flashed a Coston signal to warn her, when she quickly changed her course and went clear.

November 21.—On this date, during the prevalence of extremely cold weather, the crew of the Ludington Station, (Eleventh District,) Lake Michigan, went off in their boat and, after about six hours of arduous labor, succeeded in recovering and landing on the pier a fifteen-hundred-pound anchor and fifty fathoms of chain, which had been lost by the schooner *Dan Hayes*, of Cheboygan, Michigan, while anchored outside the harbor in a blow. Owing to the lateness of the season, the anchor would otherwise never have been found.

November 21.—The crew of the Muskegon, Station, (Eleventh District,) Lake Michigan, went out and recovered a boat belonging to a party of men engaged in the construction of the new breakwater at Muskegon, Michigan, which had broken adrift and was a mile out in the lake, leaving the men without the means of returning ashore. The weather at the time was extremely cold. (See extract from letter of thanks of U. S. Harbor Inspector E. P. Bates, under date November 22, 1884.)

November 22.—At 6 o'clock in the morning the crew of the Hunniwell's Beach Station, (First District,) coast of Maine, discovered a schooner in a crippled condition at anchor in Stage Island Bay, on the opposite side of the Kennebec River, a little short of a mile to the eastward of the station. They proceeded to her at once and offered their assistance, which was gladly accepted. She proved to be the *Isabella*, of Wiscasset, Maine, with a crew of three men, bound, in ballast, from Boston, Massachusetts, to Winnegance, Maine, for a cargo of lumber. From laboring heavily in the high sea she had parted the spring-stay and carried away her main-topmast and flying-jib boom. The mainmast was also in danger of falling over the side, through the loss of its support. To make matters worse, one of the crew was down sick, thus

Digitized by Google

leaving the vessel short-handed. The life-saving crew, therefore, lost no time in getting to work, and, after clearing away the broken spars, rigged a temporary spring-stay for the support of the main-mast, and then, when everything was made snug, got the schooner under way and put her safely on her course up the river. About a month later this vessel, while on her way from Bath to Boston, lumber-laden, was wrecked at sea and abandoned by her crew, who landed on Richmond Island, near Cape Elizabeth, Maine, the wreck subsequently drifting ashore on Beach Island, off Fletcher's Neck, and proving a total loss.

November 22.—Shortly before 6 o'clock in the morning the patrol of the Gurnet Station, (Second District,) coast of Massachusetts, discovered a three-masted schooner ashore on High Pine Ledge, an outlying reef about a mile from Duxbury Beach and two miles to the northward of the station. The life-saving crew put a kedge and hawser into the surf-boat and proceeded to the vessel as quickly as possible. She proved to be the *Hattie V. Kelsey*, of New Haven, Connecticut, bound from New York to Cambridgeport, Massachusetts, with a cargo of coal, her crew numbering eight men. She had run well onto the ledge, but the sea was fortunately smooth, with a moderate westerly wind. It was also ebb-tide. The captain thought at first he would not need the aid of the station crew, as he proposed backing her off with the sails as soon as the flood-tide made. The wind, however, soon afterwards shifted into the southwest, and rendered such a course impracticable. The men, therefore, laid the kedge out astern and, when the tide rose, assisted in heaving the schooner afloat, at about 11 o'clock, without damage. The sails were then hoisted, but the wind dying out light, and the tide setting the vessel back towards the ledge, the life-saving crew towed her with the surf-boat safely clear, enabling her to square away on her course. Had there been any sea on, the vessel would undoubtedly have fared badly.

November 22.—During the mid-watch (midnight to 4 A. M.) the north patrol of the Bond's Station, (Fourth District,) coast of New Jersey, observed a schooner in danger of running ashore, and warned her off by flashing a red Coston light.

November 22.—At about sunset a lumber-laden schooner stood close in to the shoal east of the Cape Henry Station, (Sixth District,) Virginia, and the keeper hoisted International Code signal J. D. ("You are standing into danger") to warn her off. She immediately changed her course, and escaped the danger of stranding.

November 22.—At 2 o'clock in the afternoon of November 16 the small schooner *Adamant*, of New Berne, North Carolina, with a cargo of salted fish, while lying at anchor in Pamlico Sound, about a mile to the southward of the Little Kinnakeet Station, (Sixth District,) coast of North Carolina, parted her cable, in a heavy northwest blow and was driven high up on the beach. Her crew of three men resided in the vicinity, and were all ashore at the time. She lay there until the 22d, when the life-saving crew were summoned to assist in getting her off. They pried her up and laid ways under her, and by means of rollers moved the vessel about forty yards to where she floated off. The captain was very grateful for their assistance.

November 22.—Shortly after noon, during a heavy easterly snow-storm, the crew of the Hammond's Bay Station, (Tenth District,) Lake Huron, sighted a schooner under reduced sail running to the westward directly into the bay. Seeing that she must be out of her course and

Digitized by Google

would go ashore if she kept on, the surf-boat was launched and the life-saving crew started in pursuit to give her warning. As they gradually drew up on the schooner, after a pull of about four miles, the people on board saw the boat and appeared to comprehend the situation, as the main-sail was immediately set and the vessel hauled sharp on the wind on a course which would take her out clear of the bay. There can be no doubt that the station crew thus saved her from running ashore.

November 22.—One of the crew of the Muskegon Station, (Eleventh District,) Lake Michigan, rescued a man named William H. Carter, employed in the construction of the new breakwater at Muskegon, Michigan, who had fallen overboard from a scow, and, being unable to swim, would have been drowned but for the prompt arrival of aid.

The subjoined is a portion of a letter from E. P. Bates, United States harbor inspector, in charge of the Muskegon Harbor improvements, thanking the station crew for assistance on this and previous occasions:

"MUSKEGON HARBOR, MICHIGAN,
"*November* 22, 1884.

"SIR: I wish to thank you * * * also for sending your men (November 21) to pick up our boat which had drifted one mile from shore, leaving my men without means to come ashore. Again to-day, for rescuing one of my men, W. H. Carter, who had fallen into the river from the scow. He was pulled out by one of your men, whose name is unknown to me. He could not swim.

"Very respectfully,

"E. P. BATES,
"*U. S. Harbor Inspector.*

"Capt. H. J. WOODS,
"*Keeper U. S. Life-Saving Station, No. 8, Eleventh District.*"

November 23.—During the night two vessels, one a steamer, were warned off and escaped stranding on Ship Shoal, by the crew of the Assateague Beach Station, (Fifth District,) coast of Virginia. A south-east gale was blowing, and both vessels would doubtless have been wrecked but for the prompt display of warning-signals by men of the station.

November 23.—At about 9 o'clock at night the keeper of the Lewes Station, (Fifth District,) Delaware, received information that a bark was ashore just outside of Cape Henlopen, burning torches and firing guns as signals of distress. At this time the wind was blowing fresh from the southeast, with rain and a heavy sea. Arrangements were at once made to launch the surf-boat. In the mean time the wrecking-tug *North America*, seeing the signals of distress and the lights of the station crew, immediately got under way and steamed down to the Government pier. The crew had scarcely cleared the beach when the wind shifted and blew hard from the northwest and the rain fell in such torrents that they had all they could do to manage the boat. Under these circumstances they boarded the *North America*, and she, taking the surf-boat in tow, put out to the point of the cape. The night was intensely dark, and the captain of the tug deeming it hazardous to approach any nearer the shoal until daylight, the station-crew took to the surf-boat and pulled for the bark, which they reached at midnight. The vessel was lying head off shore, and the old sea, which still ran high, although in a contrary direction to the wind, made it very difficult to get alongside. They finally did this, and succeeded in making the captain

Digitized by Google

understand that a line was needed, after which they got on board. She proved to be the *Maria Repetto*, of Genoa, Italy, bound from that port to Philadelphia, Pennsylvania, with a cargo of marble, the crew numbering fourteen men. The latter could not understand English, and, being ignorant of the operations of the Life-Saving Service, they had become much excited. There were four feet of water in the hold, but the Italians did not seem disposed to work the pumps, being more intent upon packing up their personal effects. The station-crew, seeing no immediate danger to the bark, determined to remain aboard until daylight. Soon after they got on board a hail was heard from the shore. It proved to be from Keeper Salmons, of the Cape Henlopen Station. He had arrived on the ground some time previous with his beach apparatus and fired a line over the vessel. In their ignorance, the crew of the bark had paid no attention to it. The line had lodged aloft, on the main-topsail yard, and was soon found. There being no need of its immediate use, the Lewes crew simply secured it from getting adrift, and then agreed with those on shore to remain where they were, in readiness for any emergency, pending the subsidence of the sea, when the tug could commence operations. Fortunately the sea soon went down, and at daylight the tug steamed alongside and relieved the two crews of further responsibility. The bark was subsequently floated off, with but little damage..

November 23.—On this date, in the afternoon, three of the crew of the Bodie's Island Station, (Sixth District,) coast of North Carolina, assisted the keeper of the Bodie's Island Light-house, who, while returning across Roanoke Sound from Roanoke Island in a skiff, got caught by the centre-board on a shoal about a mile from the shore. He had jumped overboard, the water being but three feet deep, and endeavored to free the board without success, and the man would no doubt have been compelled to abandon the skiff, as the wind was fresh, but for the arrival of the men from the station. They turned the skiff bottom up and cleared the board, which was jammed, and then, righting it again, bailed it out, re-set the sail, and helped the man reach the shore all right.

November 24.—The crew of the Sandy Hook Station, (Fourth District,) coast of New Jersey, afforded shelter and subsistence to two men, the crew of a cat-boat which had sought shelter under the lee of the wharf at Sandy Hook, during a northwest blow, while on her way from Barnegat to Seabright. When found by the patrol they had no fire on board and nothing to eat, and they were drenched to the skin. On the following day, after the abatement of the storm, they returned on board and resumed their journey.

November 25.—At about 9 o'clock at night of the 24th the cat-rigged yacht *Lenox*, of and from Tom's River, New Jersey, with a party of five men, on their way to Barnegat City on a gunning excursion, grounded on a shoal in Barnegat Bay, about a mile to the northward and westward of the Forked River Station, (Fourth District,) New Jersey. Owing to the darkness and the great distance from the beat of the patrolmen, the yacht was not seen until the next morning at daylight. The tide was then low and nothing could be done, but in the afternoon the station men boarded the vessel and succeeded in getting her afloat after dark, when, at the urgent request of the excursionists, they being unacquainted with the channel, the keeper piloted them past Barnegat Inlet to their destination.

Digitized by Google

November 26.—At about 4 o'clock in the afternoon the crew of the Watchapreague Station, (Fifth District,) Virginia, were watching a schooner trying to enter Metompkin Inlet, and observed that she stranded on or near the bar, distant eight miles north-northeast from the station, and about a mile from the shore. The surf-boat was launched, and after a steady pull of two hours the crew reached the schooner, which proved to be the *Thomas and William Dickerson*, of Onancock, Virginia, bound from Baltimore, Maryland, to Metompkin Inlet, Virginia, with a cargo of guano. She had a crew of five men. The outer or sea buoy being gone, the captain had mistaken the bar buoy for it, and, shaping his course accordingly, had soon run aground. The weather being fine and the surf moderate, it was not deemed necessary to run out her anchors, but some ballast was thrown overboard to lighten her and the flood-tide awaited. In the meantime the captain was taken ashore to communicate with his consignees. As soon as the flood-tide made, the sails were set. She was forced afloat and anchored in deep water, without any damage.

November 27.—During the night the patrol of the Townsend's Inlet Station, (Fourth District,) New Jersey, discovered a steamer standing into danger and warned her off by burning a Coston signal.

November 27.—At about 3 o'clock in the morning John Cunningham, a former member of the crew of the Charlotte Station, (Ninth District,) Lake Ontario, heard cries of distress proceeding from the river, and upon hastening in the direction of the sound he found a man named Michael Burns in the water, and clinging with all the desperation of a drowning person to the timbers of the wharf. He at once rescued the man, and, with the assistance of another man, named Davis, conducted him to the station, where his wet clothing was removed, and he was wrapped in blankets and placed on a cot near the stove. After a good rubbing for about two hours and the administration of stimulants, free circulation was restored, and a few hours later he was sufficiently recovered to leave for his home. Burns had accidently walked overboard in the darkness, and had been in the water about thirty minutes when rescued. The station at the time was closed for the winter.

November 28.—The evening patrol to the west from the Shinnecock Station, (Third District,) coast of Long Island, New York, sighted a large three-masted schooner standing in on the wind and in danger of running ashore. The weather was foggy, and she was quite close before he saw her. He instantly flashed a Coston signal, when the vessel went about on the other tack, just in time to escape disaster.

November 28.—At about half-past 7 o'clock at night the patrol of the Gull Shoal Station, (Sixth District,) North Carolina, warned off by Coston signal a three-masted schooner which was running directly towards the beach. When the signal was fired the schooner was nearly in the breakers.

November 28.—On this date Surfman James McArthur, of the Muskallonge Lake Station, (Tenth District,) Lake Superior, rendered important aid in landing the passengers, some ten or twelve in number, from the steamer *St. Marie's*, of Sault St. Marie, Michigan, which had grounded on the bar off Grand Marais Harbor, several miles distant from the station, while making her last trip for the season. McArthur was returning on her after a brief absence from his station, and did much to calm the fears of the excited passengers and get them to a place of safety, for which service the captain was very grateful. He

Digitized by Google

also assisted materially in the operations for the steamer's relief. His comrades on duty at the station knew nothing of the affair until after the vessel got off and landed him there on her way back, some days later.

November 29.—About 3 o'clock in the afternoon Mr. Purrington, of Parker's Head, Phipsburg, Maine, came to the Hunniwell's Beach Station, (First District,) Maine, and reported that his dory had gone adrift while he was getting a load of sand near Fort Popham. He tried to obtain a boat in which to go out and pick her up, but failed, and as a last resort applied at the station for assistance. The keeper launched a small boat, and picked up the dory and restored it to the owner, who thanked him for saving his property.

November 29.—On the ebb-tide, about 7 o'clock in the morning, the patrol of the Atlantic City Station, (Fourth District,) New Jersey, discovered a sloop dragging out of the inlet. The wind at the time was blowing fresh from the northwest. The alarm was given and all possible haste made by the station crew to reach the vessel before she could drift into the breakers. Fortunately she was boarded just in time to prevent her from going ashore on the north shoal, where, in all probability, the heavy surf would have caused her destruction in a few minutes. She proved to be the *Alert*, of Somers Point, New Jersey, with no one on board. As she was without a spare anchor or cable, the surf-boat anchor was passed aboard and let go to hold her. The main-sail was then reefed, and other preparations made to get her under way as soon as an opportunity offered. Being as safe there as she could possibly be made, the crew returned to the station and found the owner, who, with his own crew, afterwards boarded her, and on the change of the tide took her safely into the harbor.

December 6.—At half-past 5 in the evening, during the prevalence of an exceedingly dense fog, when the south patrol of the Rye Beach Station, (First District,) coast of New Hampshire, reached the limit of his beat, he fell in with seven men, who had just landed in their dories from the fishing-schooner *Josephine*, of Gloucester, Massachusetts, which they reported had struck, about three-quarters of an hour previous, on a sunken ledge off shore, about half a mile from Little Boar's Head, three miles to the southward of the station. The vessel had bilged as soon as she struck, and, the wind being fresh from the northeast, they were compelled to hastily gather together their personal effects and abandon her. She was last from Pigeon Cove, Cape Ann, on a fishing cruise. The patrolman helped them take their effects to a place of safety near by, and then conducted the men to the station, where they were properly cared for, for the night. On the morning of the 7th the station crew assisted them in getting off in their dories to recover their nets, which were set near where the schooner struck, the men proposing when this was done to board another fishing-vessel in the offing and return home. The *Josephine* had entirely broken up during the night. As the sea was too rough for them to go off and work upon the wreck, the life-saving crew could do no more that day than save what wreckage was cast ashore. On the following Tuesday, however, (December 9,) the wind being off shore and the sea smooth, the life-saving crew launched their boat at daylight and succeeded in recovering some of the spars, sails, rigging, and other articles, which were brought ashore, and, later in the day, delivered on board a schooner, which had been employed to convey the property to Gloucester.

Digitized by Google

December 6.—At half-past 7 in the evening of the day that the schooner *Josephine* was wrecked the east patrol of the Rye Beach Station, (First District,) coast of New Hampshire, saw a vessel's lights through the fog. It was evident she would soon be ashore unless her course was changed. He therefore ignited his Coston signal as a warning of danger, when the vessel quickly went about and stood off out of sight. It was a very narrow escape.

December 6.—At about half-past 9 o'clock at night the schooner *Margaret A. May*, of Philadelphia, Pennsylvania, bound from Brunswick, Georgia, to Baltimore, Maryland, with a cargo of lumber and a crew of eight men, stranded on North Beach, coast of Maryland, three and one-half miles northeast by north from the North Beach Station, (Fifth District.) At the time she struck the weather was thick and stormy, with a high surf and a moderate gale from the south. She lay head on, about two hundred yards from shore, with the sea making a clean breach over her. Her boat was stove and the starboard davit broken. The captain had been unable to get an observation for five days, and to this fact the disaster was probably due. As soon as the vessel was discovered and reported, the life-saving crew turned out with their beach-apparatus, arriving on the scene at about 1 o'clock. They shot a line over her, which passed between the port fore-rigging and the foremast and over the starboard side into the water, and lay across the vessel fully an hour before it was found by the crew. The sailors stated afterwards that they did not hear the report of the gun, but saw the flash. As soon as they got the line the whip was hauled off and made fast, and the hawser followed. In due time all hands were brought safely ashore by the breeches-buoy, although the fearful rolling and swaying of the vessel made the operation a difficult one. Later in the day, as the surf became smoother, the station-men boarded the schooner and secured the crew's personal effects. The pumps were also sounded, and twelve feet of water found in the hold. The people were sheltered at the station for two days. The wrecking-steamer *North America* floated the schooner off, in a damaged condition, December 12, at high water, and towed her to Philadelphia for repairs. The deck-load was lost. It should be stated to his credit that Patrolman Truitt, of the Green Run Station, the next station to the north, upon failing to meet the patrol of the North Beach Station, continued on until he reached the scene of the disaster, and rendered good service in assisting to land the crew. He travelled a distance of about twenty-two miles, going and coming. The following card of thanks was published in the New York Herald:

"PHILADELPHIA, PENNSYLVANIA, *January* 5, 1885.

"*To the Editor of the Herald:*

"I wish, through the medium of your paper, to express for my crew and myself our great appreciation of and thanks for the services of the captain and crew of the North Beach Life-Saving Station in saving our lives, and their kindness and attention to us afterwards, on the 7th of December, 1884, when my vessel, the schooner *Margaret A. May*, was stranded on the Maryland coast, during a heavy gale from the S. S. E. Although the vessel struck the beach some three miles from the station, in less than two hours the life-saving crew were at the wreck, with their apparatus all in order, and in two hours more we were all safely landed on the beach by the use of the breeches-buoy.

"LEMUEL JARVIS,
"*Master of the Schooner Margaret A. May.*"

Digitized by Google

The following letter was also received by the General Superintendent:

"NORTH BEACH, MARYLAND,
"*December* 8, 1884.

"SIR: In view of the gallant services rendered by the crew of North Beach Life-Saving Station, Fifth District, in saving my entire crew, I beg leave to express my sincere thanks and appreciation.

"Very respectfully,

"LEMUEL JARVIS,
"*Master of Schooner Margaret A. May.*

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

December 6.—At about 10 o'clock in the day news reached the crew of the Milwaukee Station, (Eleventh District,) Lake Michigan, that the steam-barge *Hilton*, of Milwaukee, Wisconsin, had run ashore in the fog, at 5 o'clock that morning, near Fox Point, some fifteen miles north of the harbor. The barge had a crew of nine men, and was bound to Milwaukee with a load of wood from Arcadia, Michigan. The station crew at once manned their boat and, with the necessary lines, went out in company with the steam-tug *Welcome* to her assistarce. After several hours of fatiguing work in getting the tug's lines fast, (for she drew too much water to approach very near the barge,) and jettisoning about thirty cords of wood, the barge was hauled afloat and taken safely into port, arriving near midnight. The weather was rainy and foggy all day, and very cold.

December 7.—On this date the keeper of the Muskegon Station, (Eleventh District,) Lake Michigan, afforded shelter and succor to a fisherman, named Lemieux, whose boat had been swamped and upset in the lake a few hundred feet from the harbor while he was lifting his nets. The station was closed for the winter, as is usual on the lakes, and the men off duty, but when Lemieux aroused the keeper at about 5 in the morning, while it was yet quite dark, the latter quickly called in the aid of three of the old crew, and did all that was necessary for his restoration. After removing the man's wet garments, they gave him a good rubbing, wrapped him in warm blankets, and administered stimulants, so that in a few hours he was sufficiently recovered to be sent home. It appears he had gone out quite early to his nets, when the boat swamped in the heavy sea, and rolled over and over as it drifted towards the shore, with the man clinging to it for his life. He managed, however, by shaking off his coat and boots, to hang on until the boat struck the beach, when, with great effort, he succeeded in crawling to the door of the station. He was almost perished when taken in. The station men also recovered his boat and nets.

December 8.—During the night a surfman of the Turtle Gut Station, (Fourth District,) New Jersey, while patrolling his beat, discovered a vessel too close inshore and warned her off with his Coston signal.

December 8.—The patrol of the Watchapreague Station, (Fifth District,) Virginia, during the night, discovered a vessel approaching too near the shoals and fired his Coston signal, which was evidently seen on board, as she at once changed her course and stood out of danger.

December 9.—At half-past 5 in the evening, during a fresh northwesterly gale with a heavy sea, the schooner *Jerusha M*, of Wilmington,

Digitized by Google

Delaware, from Philadelphia, Pennsylvania, while lying off Lewes, Delaware, waiting for a cargo of lumber, dragged her anchor and was driven ashore near Cape Henlopen, about two miles east of the Lewes Station, (Fifth District.) It was quite dark, but the life-saving crew were on the alert, and quickly saw by the rapid change of bearing of the schooner's light that she was adrift. They at once hurried to her with the beach apparatus, receiving assistance from three citizens who were near, and arrived at about half-past 6. The schooner had fetched up about five hundred yards from shore, but in such shoal water that they could wade out to her, although it was quite rough alongside. Her complement was four men, but the captain was ashore, in the country, leaving but three on board. The life-savers got them safely ashore, with their baggage, without using the apparatus. The baggage was left at the marine hospital for the night, and the men were conducted to the station. The crew of the Cape Henlopen Station arrived on the scene soon afterwards, but too late to be of service. The three men remained at the station six days, or until the captain could arrange for their transportation home. The captain himself was also sheltered four days. The schooner became a complete wreck.

December 10.—At 2 o'clock in the morning the north patrol of the Nauset Station, (Second District,) Cape Cod, Massachusetts, warned off by Coston signal a large vessel which had run close in, and was in danger of stranding.

December 10.—At 4 o'clock in the morning the patrol of the Sea Isle City Station, (Fourth District,) New Jersey, discovered a steamer running too close inshore and burned his Coston signal to warn her away. She blew her whistle and stood off.

December 10.—At about half-past 6 in the morning the keeper of the Hog Island Station, Fifth District,) coast of Virginia, discovered with the glass, from the lookout on the roof, a dismasted vessel at anchor some eighteen or twenty miles distant to the southeast. There was a stiff northwest gale blowing, with a rough sea. The surf-boat was immediately launched, and the crew went off to the vessel, reaching her after a hard two-hours' pull. She proved to be the three-masted schooner *A. & M. Carlisle*, of and from Philadelphia, Pennsylvania, bound to Savannah, Georgia, with a cargo of coal, and she had a crew of seven men. It was learned that on the previous evening, (9th,) between 5 and 6 o'clock, while under full sail, she was overtaken by a sudden squall, which carried away her fore and main masts by the deck and the mizzen-top mast. One of the crew, in the mizzen-top at the time of the accident, was knocked overboard and drowned, and the captain also was injured by the mizzen-boom striking him. The life-saving crew lent their aid in clearing up the wreck, and remained on board until near noon, when the steamship *Johns Hopkins*, of Baltimore, bore down and took the schooner in tow, the station-crew assisting in heaving up the anchor and running the hawser to the steamer. The people were very grateful to the station-crew. The latter were nearly six hours in pulling back to the station, the gale was so heavy.

December 11.—Shortly after midnight the patrol of the Peaked Hill Bar Station, (Second District,) Massachusetts, discovered a vessel dangerously near the bar, and warned her off by firing his Coston signal.

December 11.—The patrolman of Shark River Station, (Fourth District,) New Jersey, between 8 and 9 o'clock at night, saw a sailing-vessel standing directly towards the beach, it being very dark at the time.

Digitized by Google

He burned his Coston signal, when she immediately changed her course and stood off shore.

December 11.—The midwatch patrol to the north from the Ship Bottom Station, (Fourth District,) coast of New Jersey, sighted the lights of a vessel coming directly on shore. He at once ignited a Coston signal to warn her, when she changed her course seaward. She was so close in and went about so slowly, the patrolman thought she must have touched bottom.

December 11.—On this date the crew of the Point Marblehead Station, (Ninth District,) Lake Erie, were engaged for several hours, at the request of the owners of the tug *Myrtle*, of Sandusky, Ohio, in an unsuccessful search for the body of a man who had been lost overboard from that vessel the previous night, several miles from the station, off Sandusky Harbor. They proceeded to the spot again on the morning of the 13th, but, after sweeping the bottom all day, were unable to find the object of their search.

December 12.—At 11 o'clock in the day the schooner *Alice Oaks*, of Portland, Maine, bound from Bath, in the same State, to New York, with a cargo of lumber, while proceeding down the Kennebec River on her way to sea, got becalmed, in the vicinity of the Sugar Loaves, and, to avoid drifting on to the northernmost of the two rocks of that name, was compelled to anchor. The current was so strong, however, that the cable parted and the vessel was in imminent danger of being swept on to the rocky ledge known as The Jacks, when the second anchor was let go and fortunately fetched her up. She was not more than half a mile from the Hunniwell's Beach Station, (First District,) and the crew of the latter, seeing her danger, hastened to her assistance. They were gladly welcomed by the captain, as the vessel was short-handed, having but three men, when her usual complement was five. The station-crew, therefore, proceeded to make sail, and then, watching their opportunity, the anchor was tripped and the schooner put safely on her course to sea. As the life-savers shoved off in their boat the captain thanked them heartily for their services.

December 12.—The north patrol of the Cape Henlopen Station, (Fifth District,) coast of Delaware, during the 8 o'clock (night) watch, sighted a large steamer almost ashore on the cape. She was making signals for a pilot, and seemed unaware of her proximity to the beach. The surfman quickly burned a red Coston light, from which she took instant warning and stood off out of danger.

December 12.—At about half-past 1 in the morning the north patrol of the Ocean City Station, (Fifth District,) coast of Maryland, when about three and a half miles from the station, observed a vessel heading directly for the shore and almost in the breakers. He quickly ignited a red Coston light to warn her, when she at once went about and stood off out of danger.

December 12.—The patrol of the Poyner's Hill Station, (Sixth District,) North Carolina, while on watch, from midnight to 3 o'clock in the morning, discovered a vessel dangerously near the beach, coming head on, about one mile north of the station. He burned a Coston signal, when the vessel soon changed her course and went out of sight. The weather was so thick and rainy that the Currituck Beach light, distant between four and five miles, was completely obscured, and this probably was the reason she was so close in.

December 13.—At early dawn, during the prevalence of a northeasterly snow-storm, Surfman William Pettingell, of the Plum Island Station,

Digitized by Google

(Second District,) coast of Massachusetts, while on the north patrol discovered a small vessel on what is locally known as the Hump Sands, on Joppa Flats, in the Merrimac River, half a mile or so to the westward of the light-house on Plum Island Point. He at once put off in a small boat, and found that she was the schooner-smack *Pinafore*, of and from Rockport, Massachusetts, with a crew of four men, on a fishing cruise. She had carried away her main-mast head, and in attempting to reach Newburyport to repair damages had missed the channel and run onto the flats, at about 8 o'clock the night before. No light or other signal had been shown during the night, which accounted for her not being seen until daybreak. Her crew had already carried out an anchor to heave her off by, but through their ignorance of the channel they had planted it in the wrong direction. Its location was at once changed by Pettingell's advice, and at high water, two or three hours later, they succeeded in getting her afloat. Pettingell then piloted her into the deepest water and gave the captain all the information he needed to pursue his way safely to Newburyport. On his way back, at 9 o'clock, Pettingell met one of his comrades, who had been despatched in search of him, as the snow was falling so thickly the schooner had not been seen from the station, and from his not returning at the usual hour it was feared he had met with an accident.

December 15.—At 7 o'clock in the evening the patrols of the Crumple Island Station, (First District,) coast of Maine, warned off a vessel which was in imminent danger of running ashore by flashing their Coston signals to her.

December 15.—The crew of the Shark River Station, (Fourth District,) coast of New Jersey, on this date assisted in saving a horse attached to a buggy, which had got mired a short distance west of the station. But for their prompt aid the horse would have been lost.

December 15.—At 5 o'clock in the morning, the weather being rainy and thick, with a fresh southerly breeze, the south patrol of the Pope's Island Station, (Fifth District,) coast of Maryland, saw a steamer heading directly for the beach apparently unaware of her danger. He flashed a red Coston light to her as quickly as possible, when she at once stopped and reversed her engines and backed off shore. But for the patrolman's warning she would have stranded on the bar.

December 15.—At about 8 o'clock in the evening of December 14, during a heavy rain-storm, with the wind from the east-northeast, a schooner bound down the coast was observed to anchor to the southwest of Fishing Point, Assateague Beach, coast of Virginia. After midnight the wind veered to the southeast and blew with increased velocity, causing the vessel to part both chains, and drive ashore on the outer bar, a mile and a half southwest of the Assateague Beach Station, (Fifth District.) She was descried by the patrol, who burned a Coston light to assure the crew that their condition was known on shore and that assistance would be rendered. The signal being observed at the station, immediate preparations were made to move the surf-boat to the scene of the wreck, and by the time the patrolman arrived to report his discovery the crew were ready to start. At this time the sea was very high and running all over the beach. Notwithstanding these difficulties and the driving rain, the crew, with the aid of the horse, succeeded, after much toil, in reaching a point opposite the stranded vessel and launched the boat. Forty-five minutes later the crew of the schooner, numbering four men, wet and cold, were landed safely and

Digitized by Google

conveyed to the station, where they were provided with dry clothing and breakfast. The station-crew again boarded the schooner after breakfast and secured some of the personal effects, the compass, clock, stores, and other movable articles. She proved to be the *Peter J. Hart*, of Chincoteague, Virginia, from New York bound to Franklin City, Virginia, with a general cargo, principally coal. On the 19th the vessel was floated off by wreckers, the crew in the meantime receiving shelter at the station. The local press gave the life-saving crew great praise for their gallantry on this occasion, and the following letter was received by the General Superintendent:

"CHINCOTEAGUE, VA., *December* 16, 1884.

"Hon. SUMNER I. KIMBALL,
"*General Superintendent U. S. L. S. S., Washington, D. C.:*

"I beg to acknowledge the valuable services rendered by Captain Tracy and the crew of the Assateague Life Saving Station in rescuing myself and crew from stranded schooner Peter J. Hart on the 15th December, at 5 A. M. We were promptly discovered by the patrol in fifteen minutes after striking the beach, and in forty-five minutes later the surf-boat was abreast of the schooner and was launched, in the face of a strong south-southeast rain-storm and high sea, by Captain Tracy and crew, and we were all safely landed and taken to the station and dry clothing furnished and every possible attention and kind treatment that a crew could ask for.

"BENNUM H. SHARPLEY, *Master.*
"JOHN F. POWELL, *Owner.*"

December 15.—During a thick fog, with a fresh breeze from the southeast, at about 3 o'clock in the morning, the schooner *Bedabedec*, of Philadelphia, Pennsylvania, bound from Jamaica, West Indies, to Philadelphia, with a cargo of cocoa-nuts, having lost her foresail and main-boom, was driven ashore and sunk on Williams' Shoal, two miles northeast from Wallop's Beach Station, (Fifth District,) Virginia. She lay about one mile from the shore. The station crew boarded her, through a very dangerous surf, at half-past 8, and found the crew of six men on top of the cabin. After assisting in tying up the sails, they got the wrecked crew and their personal effects into the surf-boat and conveyed them direct to Chincoteague, four miles distant, the captain desiring to reach the telegraph office and send a despatch to his owner. The sailors were sent home the next morning. The schooner was raised by wreckers December 28, both vessel and cargo being in a badly damaged condition. The life-saving crew were highly complimented by the local press for their gallantry in bringing all hands safely ashore. The captain sent the following letter of thanks to the General Superintendent, the owner of the vessel joining with him.

"CHINCOTEAGUE, VA., *December* 17, 1884.

"SIR: I would respectfully take this means of acknowledging the valuable services rendered myself and crew by Keeper John B. Whealton and crew, of Wallop's Beach Station, in rescuing myself, crew, and personal effects from the wrecked schooner *Bedabedec*, of Philadelphia, wrecked on Williams' Shoal on the night of the 15th instant.

"PETER F. MILLER, *Master.*
"W. H. WHITAKER, *Owner.*

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

Digitized by Google

December 16.—During the watch from midnight to 3 o'clock in the morning, when the patrols of the Bodie's Island and Nag's Head Stations, (Sixth District,) North Carolina, met at the half-way post, they discovered a schooner standing close inshore and in danger of stranding. They both flashed their Coston signals, when the schooner at once headed off shore and escaped disaster.

December 16.—During the first watch after sunset, the north patrol of the Oregon Inlet Station, (Sixth District,) North Carolina, discovered a steamer near the breakers, and immediately burned his Coston signal to warn her of her danger. The steamer at once changed her course and headed off shore, thus averting a disaster.

December 17.—The north patrol of the Indian River Inlet Station, (Fifth District,) coast of Delaware, just before midnight observed a vessel rapidly approaching the beach and almost ashore. He at once burned a red Coston signal, when she quickly tacked and stood off seaward.

December 17.—At half-past 2 in the morning the south patrol of the Ocean City Station, (Fifth District,) coast of Maryland, warned off by Coston signal a vessel which was almost ashore. She went about just in time to avoid striking the bar.

December 17.—At about half-past 4 in the afternoon, during the prevalence of a fresh southwesterly breeze, with a rough and dangerous sea, the lookout at the Big Kinnakeet Station, (Sixth District,) coast of North Carolina, discovered a vessel's yawl, with several men in it, about three miles seaward, making for the land. The life-saving crew at once launched their surf-boat and put off, reaching the yawl at half-past 5. There were seven men in it, the crew of the three-masted schooner *Isaac L. Clark*, of Camden, New Jersey, which had been totally wrecked at noon that day on the outer edge of Diamond Shoal, off Cape Hatteras, about ten miles to the southward, while on her way from a Florida port to Philadelphia, Pennsylvania, with a cargo of lumber. The men were safely landed, with their boat, and taken to the station, where they were sheltered and fed for five days, or until transportation could be provided to their homes.

December 19.—The west patrol of the Point Lookout Station, (Third District,) coast of Long Island, New York, warned off by Coston danger-signal a vessel which was almost in the breakers. As soon as the signal was observed the craft changed her course and went clear.

December 19.—During the night the patrol of the Townsend's Inlet Station, (Fourth District,) New Jersey, warned off by Coston signal a schooner which was running too near the shore for safety.

December 19.—At about 8 o'clock in the morning the lookout of the Saluria Station, (Eighth District,) coast of Texas, discovered a schooner flying a signal of distress. As soon as possible the surf-boat was run out, a pair of horses hitched to the boat-wagon, and all practicable speed made down the beach until the crew arrived at a point abreast of the vessel, where the boat was launched and pulled off. She proved to be the *Cazador*, of Brashear, Louisiana, bound from Calcasieu, Louisiana, to Indianola, Texas, with a cargo of lumber. Her crew consisted of three men. She had parted her moorings and drifted ashore on northeast side of Pelican Island, distant about three miles from the station, at about 3 in the morning, and lay in a very dangerous position. The keeper took the captain in the surf-boat and went off to recover the anchor and cable. After dragging for about one hour they succeeded in

Digitized by Google

recovering them, and placed them aboard the steamer. The station-crew then ran out both anchors, and, after eight hours' hard toil, got the schooner off into the channel and anchored her in a good berth. The captain thanked the life-saving crew for their assistance, and expressed the belief that his vessel would have been wrecked but for their timely arrival.

December 20.—The midnight patrol eastward from the Peaked Hill Bar Station, (Second District,) Cape Cod, Massachusetts, discovered a vessel ashore about three-fourths of a mile from the station. He first saw her at about a quarter before 1 in the morning. A strong westerly wind was blowing, with frequent snow-squalls, and the weather was bitter cold, the thermometer having fallen below zero. The vessel lay on the bar, about one hundred yards from the beach. The patrolman at once hurried back to the station and gave the alarm. As the surf ran high, rendering boat service extremely hazardous, the beach apparatus was taken out. The life-saving crew arrived with the gear, after a hard tug, at about half-past 1. The first shot from the wreck-gun carried the line directly between the fore and main masts. The whip was then sent off, and the hawser followed. As soon as the latter could be set taut, the breeches-buoy was hauled on board. The second mate was the first man landed. As soon as he reached the beach, Keeper Fisher gallantly got into the buoy and went off to superintend the operations on board. The entire crew, numbering eight men, were landed as quickly as possible, the beachmen, notwithstanding the hardship they endured in handling the ice-covered lines, having them safely housed at the station by twenty minutes past 2, or in just fifty minutes from the time of their arrival with the gear in front of the vessel. It should be mentioned that the crew of the next adjacent station to the eastward, at High Head, also hastened to the spot upon learning of the disaster, but were too late to be of service. The vessel was the three-masted schooner *Panchita*, of Machias, Maine, bound from Portland, in that State, to Matanzas, Cuba, with a cargo of sugar-shooks and potatoes. The rescued men, as well as their rescuers, were all more or less frost-bitten from the extreme cold, but by prompt attention at the station came out all right. They remained at the station two days. The schooner was subsequently saved, in a damaged condition, by wreckers from Provincetown, with the aid of a Boston tug. One of the owners afterwards sent the following very complimentary letter to the district superintendent:

"No. 30 Court Street, Boston, Massachusetts,
"*February* 10, 1885.

"Dear Sir: As a small owner in the schooner *Panchita*, which went ashore at Peaked Hill Bars on the 19th of December last, I take the liberty of writing to you an expression of my appreciation of the noble efforts and exceeding kindness of the captain and crew of the life-saving station under your charge at that place. Of the heroic daring and and fearless courage of Captain Fisher, and his unexampled bravery and fortitude after having nearly lost his own life, you are probably already aware. Of the gallant conduct of his crew and their admirabe discipline, the rescue of those on board on such a terrible night is sufficient evidence. But the modesty of Captain Fisher has, perhaps, prevented your being told of his subsequent devotion to the comfort and welfare of the rescued and of the many kindnesses and heartfelt sympathy which were extended to the captain of the wrecked vessel through

Digitized by Google

his thoughtfulness and earnest interest for him in distress. The generous hospitality and courtesy shown those who, in behalf of the vessel, were exposed to the winter weather, I, as one of the recipients, most gratefully acknowledge. * * *

"Very respectfully, yours,

"GEO. G. WALBACH.

"Mr. B. C. SPARROW,

"*Superintendent Life-Saving Stations, Second District.*"

December 20.—At about 6 o'clock in the evening of the same day that the crew of the Peaked Hill Bar Station (Second District) rescued the crew of the schooner *Panchita*, Keeper Fisher, while standing at the door of the station, observed the lights of a vessel close to the breakers. He turned for a Coston signal to warn her of her danger, but before he could ignite it she struck the bar, about four or five hundred yards from the beach, almost in front of the station. The weather was still extremely cold, and the surf very heavy upon the bar. The wind was blowing directly on shore. As soon as she struck, the people on board made signals of distress by firing a pistol and kindling a fire on deck forward. The station crew were almost worn-out from patrolling the beach during the snow-storm of the day previous (19th) and their work at the *Panchita* that morning. They had also been busy all day attending to the needs of that vessel's crew and in cleaning and putting the gear in order again. The keeper, therefore, despatched one of the men to meet the patrol from the High Head Station for the aid of that crew with their boat. In the mean time the beach apparatus was taken out abreast of the wreck and an attempt made to establish communication. The first shot fell short, owing to the great distance. At the second fire the line parted. It was, therefore, decided to use the boat. The keeper, however, wisely resolved to await the arrival of the High Head crew, deeming it imprudent to go out into such a tremendous surf with his men in the condition they were in without a reserve crew at hand inside the bar in case he got swamped. The tide being low and the water inside the bar comparatively smooth, the High Head crew launched their boat in front of their station, and were able to make pretty good time along the shore to the scene of operations, arriving at about half-past 7. An understanding in regard to the course to be pursued was soon reached, and, when all was in readiness, both crews set out, Keeper Fisher pulling straight for the wreck, while Keeper Kelley, with the High Head boat, lay on his oars just inside the breakers, ready to assist in case of accident. The night was very dark, and as soon as the Peaked Hill boat got alongside the craft, which proved to be the three-masted schooner *Carrie M. Richardson*, of Portland, Maine, five of her crew of six men jumped in. In answer to the keeper's hurried inquiry, they said they were all there. Word was given to cut the line, and a moment later the boat was heading for the shore. It was scarcely inside the bar, however, when shouts and a pistol-shot were heard from the wreck. Not until then was it discovered that one man had been left behind. Quickly taking in the situation, Fisher realized the danger of again battling his way through the surf with his already well-nigh exhausted crew. He therefore hailed Kelley, informing him of what had happened, when the latter at once put out into the breakers, and soon returned with the man safe in his boat. The two boats then squared away for the beach, and in a few moments all hands were on *terra firma*. Several of the sailors were

Digitized by Google

badly frost-bitten. They received prompt attention at the station. The schooner was from Rockland, Maine, for New York, with a cargo of lime. The captain had supposed that he was four or five miles distant from the land. The crew of the Race Point Station arrived towards 9 o'clock, but were too late to be of service. At high water, during the night, the vessel beat in over the bar, and the next morning the Peaked Hill men saved the crew's personal effects. A few hours later she took fire, through the water coming in contact with the lime, and burned to the water's edge, becoming a total loss.

December 20.—At about 1 o'clock in the morning the south patrol of the Monmouth Beach Station, (Fourth District,) coast of New Jersey, discovered fire in the upper story of the Mansion House. Upon hurrying to the spot he found the watchman, a colored man, endeavoring to cut his way out with an axe. The axe just at that moment came crashing through the panel of the door and fell at the patrolman's feet. The latter immediately snatched it up, and by a few vigorous strokes soon liberated him. The patrolman then helped him save several boxes of silverware belonging to the hotel, which were at once taken to a place of safety. By that time the fire had made such rapid progress that nothing further could be saved, and the entire structure was destroyed.

December 20.—At about 9 o'clock in the morning, during a thick snow-storm, a schooner was discovered by the lookout of the False Cape Station, (Sixth District,) Virginia, abreast of the station, standing too near the beach. He hoisted the International Code signal J. D., ("You are standing into danger,") when the schooner immediately went about and stood off shore. Two hours later the same vessel was observed to be running dangerously close, half a mile south of the station. The lookout at once ran up the signal J. T., ("Tack immediately,") when the schooner again tacked and gained an offing.

December 20.—During the watch between 9 o'clock and midnight the north patrol of the False Cape Station, (Sixth District.) Virginia, sighted a vessel dangerously near the beach and warned her off by means of his Coston signal.

December 20.—At sunrise the lookout at the Durant's Station, (Sixth District,) near Hatteras Inlet, coast of North Carolina, discovered a sloop ashore on Oliver's Reef, Pamlico Sound, several miles to the westward. The crew proceeded to her assistance in their boat as quickly as possible, arriving at 9 o'clock. The crew of the Ocracoke Station, on the westerly side of Hatteras Inlet, arrived at about the same time. She was the *Vim*, of and from Portland, Maine, for Jacksonville, Florida, in ballast, with a crew of five men. She had parted her cable the day previous (19th) during a northeastly gale and snow-storm, and driven on to the shoal, where she soon bilged and partly filled with water, compelling her crew to seek refuge on a small schooner near by. The life-saving crews set at once to work bailing and pumping, and as soon as the water was all out the ballast was removed to lighten her. By the time that was accomplished the tide had ebbed, and further operations were postponed until the following day. The men were taken ashore and made comfortable at the Durant's Station, the crew furnishing them with dry clothing. The life-saving men continued their efforts to relieve the sloop on the two succeeding days, with but slight result, as she was so deeply embedded in the sand, but on the 23d they got her afloat and took her to a safe berth. Her crew re-

Digitized by Google

mained at the Durant's Station until the following day, (24th,) when they returned on board to repair the damages and put her in order again, preparatory to resuming their voyage south.

December 20.—The schooner *Carolina*, of Washington, North Carolina, while riding to a northerly gale, in Pamlico Sound, during the night of the 19th, parted her cables and was driven ashore on a shoal in Hatteras Swash, about six miles north-northeast of the Ocracoke Station, (Sixth District,) coast of North Carolina. She was laden with rice from Washington, North Carolina, for Wilmington, in the same State, and had a crew of six men. Fortunately the sea was smooth, and there was no immediate danger. She was discovered by the station lookout at daylight the next morning, (20th,) when the life-saving crew went off and tendered their assistance. As the schooner remained tight, it was decided to lighten her, and the captain therefore set about procuring a lighter to receive the cargo. The crew of the Durant's Station, east of Hatteras Inlet, arrived soon after the Ocracoke crew, and upon it being settled that nothing could be done for the *Carolina* that day, the two crews went to the aid of the sloop *Vim*, which had also been driven ashore by the gale. (See record above, of this date, for Durant's Station.) The lighter did not arrive until December 30, when the captain of the *Carolina* made signal to the station. The Ocracoke crew responded promptly, and worked for two days, in concert with the schooner's crew and others, in boating the cargo off to the lighter and endeavoring to heave the schooner off. By the evening of the 31st she was sufficiently lightened, so that at 8 o'clock that night she floated from the shoal and was taken to a safe anchorage to reload for her destination. The captain thanked the station crew very warmly for their services.

December 21.—At 7 o'clock in the evening the north patrol of the Plum Island Station, (Second District,) coast of Massachusetts, received information that there was a vessel ashore in a bad situation on Black Rocks, in the Merrimac River, about a mile and three-quarters to the northward and westward of the station. He obtained a boat in the vicinity of the light-house, at the mouth of the harbor, and, pulling to the spot indicated, found the schooner *Sarah Louisa*, of Boston, Massachusetts. She was full of water and abandoned. Upon landing on the nearest shore he found the crew of three men, at a fisherman's cottage. They reported that they had been loading sand from the beach the day previous, (December 20,) when, bad weather coming on and the vessel being surrounded by drift-ice, they had taken her farther up the river, where it was supposed she would be safe. Their hopes had not, however, been realized, as the schooner later on, at about 5 in the evening, had been broken from her moorings by the heavy ice-floes, which cut her through at the water's edge and forced her onto the rocks. The prevalence of the storm on the 21st had prevented her situation from being discovered from the station. As nothing could be done for the vessel that night, the patrolman returned to Plum Island, after promising the assistance of the life-saving crew in the morning. The station-men accordingly proceeded to the vessel at daylight of the 22d, arriving at about the same time as her own crew. She was partly full of water and so badly damaged that the tide had ebbed and flowed within her the same as on the outside. It was then nearly low water, and most of the holes cut by the ice and the leak in the water-way seam which had been opened by the straining the vessel had received on the

Digitized by Google

rocks were easily got at. The men nailed canvas and boards over the holes and wedged and calked the water-way where necessary, and then manned the pumps. A bailing-gang, with buckets, was also organized. In this way, by noon they had her so nearly free that but little effort was required when the tide rose to heave her afloat. A passing tug was then hailed and engaged to tow the schooner to Newburyport, where she could receive permanent repairs before taking on board her load for Boston. As the schooner was very old she would, in all probability, have become a complete wreck but for the opportune assistance of the life-saving crew.

December 21.—At half-past 5 in the morning the steamship *Oliveto*, of Sunderland, England, on her way to New York, from Shields, England, in ballast, stranded on the bar off the coast of Long Island, New York, a few hundred yards to the eastward of the Forge River Station, (Third District.) The accident was caused by thick and stormy weather. There were twenty-six persons on board, all told, including one passenger. The steamer was discovered by the patrol almost as soon as she struck, and fifteen minutes later the station-crew were on the ground with the beach apparatus. They established communication with the first shot from the wreck-gun, and as quickly as possible the gear was sent off and the breeches-buoy rigged. While the Forge River men were thus engaged, the crew of the Smith's Point Station arrived and lent their assistance. One man, the mate of the steamer, was brought ashore in the buoy, and as the sea by that time had gone down considerably with the ebbing of the tide, twenty more men were landed with the boat, six trips being made to bring them and their baggage. The captain and four others refused to leave the vessel. The people were taken to the station and made as comfortable as possible. The night of the following day (December 22) was made memorable in the annals of the station by a second wreck, that of the British bark *Charlie Hickman*, which occurred within a short distance of the *Oliveto*, and by which one life was lost, a young man belonging to the bark. The people of the *Oliveto* rendered excellent aid to the surfmen in getting the bark's crew ashore. A full account of the disaster will be found in another part of this report, (page 20.) On December 25, (Christmas day,) the two crews were conveyed to the main-land for passage to New York by rail, the officers of the steamer alone remaining. Much difficulty was experienced in crossing the bay, owing to the ice. The Merritt Wrecking Company of New York soon afterwards took charge and commenced operations for the *Oliveto's* release. The work progressed smoothly and without incident until February 10, when she was almost afloat. On that day the weather became stormy, and the big sea rolling in caused her to labor and thump so heavily that just as success seemed assured one of the lines parted, owing to the strain brought to bear on it, and knocked Captain Sharp, the chief of the party, senseless, besides injuring another man. It was at first thought Sharp was killed. This put a stop for the time being to the operations, and a signal was hoisted for the help of the life-saving crew. The latter quickly responded, and as soon as the gear could be rigged the entire party of twenty-one men were safely landed by the breeches-buoy. A messenger was at once despatched to the main-land for a physician, who came to the station and remained in attendance upon Captain Sharp several days until he was fit to be removed to New York. Shortly after the people were landed, the steamer drove back onto the beach some six hundred feet to the eastward

Digitized by Google

of her old position. Work was resumed by the wreckers as soon as the weather permitted, and on February 14 the vessel was again hove some distance seaward, just as a northeasterly snow-storm came on. The rapidly rising sea made the craft roll so heavily that the lines communicating with the shore snapped asunder, and she was ere long so badly damaged that the hold filled with water. The situation was grave in the extreme, and at 9 o'clock at night the wreckers were compelled to again signal for aid. It was intensely dark, and the dim outline of the steamer on the outer bar could scarcely be seen from the beach. The surfmen, however, skilfully re-established line communication with their wreck-gun, and by 1 o'clock in the morning had the entire party of twenty-one wreckers safely ashore. They remained at the station until the abatement of the storm permitted the resumption of work. At daybreak it was found the steamer had been pushed by the sea back to the very spot where she first struck nearly two months before. After that the working party had comparatively plane sailing, and on the first day of April, nearly fifteen weeks after she stranded, the steamer was at last floated and taken in tow for New York, to the great relief of the life-saving crew, to whom she had been a source of anxiety on account of the dangers to which the men on board were almost constantly exposed.

The following letter was received from her officers:

"STEAMSHIP OLIVETO, *January* 12, 1885.

"DEAR SIR: We, the undersigned, members of the crew of the above British steamer, having on two occasions witnessed the efficient manner the keeper and crew of the Forge River Life-Saving Station handled their mortar and rocket apparatus, desire to bring this before your notice, and tender them, through you, an acknowledgment of our appreciation of their services at the stranding of the above steamer, likewise the able manner they applied the resuscitation to the crew of the bark *Charlie Hickman.*

"Yours, respectfully,

"THEOPHILUS TROTTER, *Master.*
"R. E. SIMPSON, *Chief Officer.*
"CHARLES HERBERT HOLTHUM, *Second Officer.*
"DAVID STEPHEN, *Chief Engineer.*
"J. T. SHARPE, *Second Engineer.*

"S. I. KIMBALL, Esq.,
"*General Superintendent U. S. Life-Saving Service.*"

December 21.—Just before daylight the patrolman of Hereford Inlet Station, (Fourth District,) New Jersey, discovered a vessel standing into danger. He immediately fired his Coston signal, when the vessel went about and stood off shore.

December 21.—During the first (night) watch the north patrol of the Cape Henlopen Station, (Fifth District,) coast of Delaware, sighted a large steamer, quite near the beach, making signals for a pilot. As she was almost in the breakers, he flashed a Coston light to warn her of her danger, when she at once sheered off shore and escaped disaster. She answered the patrolman's signal as she put about.

December 22.—At 11 o'clock at night, the weather being stormy and thick, with a high and dangerous sea, as the western patrol of the Surf-side Station, (Second District,) Nantucket Island, coast of Massachusetts, was returning over his beat, he saw the lights of a vessel almost

Digitized by Google

in the breakers, about three hundred yards to the westward of the station. He attempted to ignite his Coston signal, but for some reason or other it failed to burn, and he hurried forward to the station and gave the alarm. By that time the vessel had struck on the bar. The life-saving crew turned out with the beach apparatus, and in ten minutes from the time they were called arrived abreast of the wreck. The craft, a good-sized three-masted schooner, lay broadside to the beach and was rolling fearfully, each incoming wave breaking completely over her. The first shot dropped the line across the jib-stay, but as the people had taken to the mizzen-rigging they were unable to get forward to reach it. The vessel shortly worked in to within thirty yards of the shore, and near enough for the sailors to make their situation known. The keeper, therefore, waded out as far as he dared and threw the end of a heaving-line on board. By that means the whip was hauled off, and then followed the hawser. As soon as the latter was set as taut as the motion of the vessel would permit the breeches-buoy was sent on board, and in about twenty minutes thereafter the entire crew, eight in number, were safely ashore. The transit shoreward, although the distance was short, was attended with the greatest peril, as the rising and falling of the hawser with the oscillation of the vessel in the huge breakers would one moment jerk the buoy high in the air and the next completely submerge it in the surf, one poor fellow, who was thrown out, having a narrow escape. He was caught as he fell by the surfmen. Upon arriving at the station they were given hot coffee and provided with dry clothing, the latter being drawn in part from the supply furnished by the Women's National Relief Association. Their vessel proved to be the *Warren Sawyer*, of Boston, Massachusetts, whither she was bound with a cargo of cotton and scrap-iron from New Orleans, Louisiana. Three of the crew left for town (Nantucket) the evening of the 23d, after a stay of eighteen hours, and the rest went the following day. A portion of the cargo was subsequently recovered by wreckers, but the schooner became a complete wreck. A local paper referring to this disaster uses the following language:

"There is a universal expression of thankfulness for the establishment of the Life-Saving Service, as but for the existence of the Surfside Station, and the timely assistance rendered, all the crew of the stranded vessel must have perished. Captain Veeder (the keeper) speaks in the highest terms of the energy, promptness, and ability displayed by his men, and Captain Saunders does not hesitate to express his thankfulness to the station-men, to whom he realizes that himself and crew are indebted for the preservation of their lives."

December 22.—The bark *Charlie Hickman*, of Saint John, New Brunswick, was totally wrecked on the coast of Long Island, New York, near the Forge River Station, (Third District,) during a severe gale. She was on a voyage from Liverpool to New York, laden with cannel-coal and empty petroleum-barrels. Of a crew of sixteen persons all but one were saved. For an account of the disaster see page 20.

December 22.—The morning watch to the westward from the Short Beach Station, (Third District,) coast of Long Island, New York, sighted just before daylight a vessel dangerously near the beach. The weather was stormy and thick. As soon as he could ignite a Coston signal, the people on board took warning by it and changed their course.

Digitized by Google

December 22.—The morning patrol to the east from the Point Lookout Station, (Third District,) coast of Long Island, New York, discovered soon after 4 o'clock a vessel dangerously near the beach. He at once fired a Coston signal to warn her, when she changed her course and stood clear.

December 22.—At about 4 o'clock in the afternoon the keeper of the Sandy Hook Station, (Fourth District,) coast of New Jersey, received word by telephone from the Monmouth Beach Station, a few miles south, that an inward-bound bark, for New York, was anchored dangerously close to the beach, and almost in the breakers. The weather was foggy, and she had anchored just in time to avoid getting ashore. The keeper at once despatched one of the crew to notify a tug lying at the wharf inside the Hook. The tug went out to the bark's assistance, and, after laying by her all night, towed her safely into the bay the next morning.

December 22.—On this date the crew of the Cape Hatteras Station, (Sixth District,) coast of North Carolina, under the leadership of Keeper Benjamin B. Dailey, assisted by Keeper Patrick H. Etheridge, performed one of the most heroic feats in the annals of the Life-Saving Service, by the rescue of nine men composing the crew of the barkentine *Ephraim Williams*, of Providence, Rhode Island. The vessel was bound home from Savannah, Georgia, with a cargo of pine lumber, and on January 18, when to the northward of Frying Pan Shoals, encountered such heavy weather that she became waterlogged and almost a complete wreck. In this condition she drifted helplessly before the southerly gale until near Cape Hatteras, on the 21st, when, as the sea was running mountains high, her anchors were let go in an endeavor to save her from driving onto the outlying shoals several miles from shore. The ill-fated craft dragged some distance further, until just before dark, when she seemed to the observers on the beach to fetch up. The crews of the Durant's, Creed's Hill, and Cape Hatteras Stations had all discovered her, but such a fearful surf was thundering in, and she lay so far away, it was absolutely impossible for them to do anything. Experienced surfmen of the locality, not connected with the Service, aver that the surf was the heaviest and most dangerous they had seen for years. A vigilant watch was maintained by the station-crews above named and by the Big Kinnakeet crew all night, for any signal betokening the bark's condition. Nothing was seen, however, during the night, but at daylight of the 22d it was found she had beaten over or past the shoals, and then lay six or seven miles northeast of the Cape Hatteras Station and nearly opposite Big Kinnakeet, to the northward.

The Big Kinnakeet crew, who were nearly all at the Hatteras Station when day dawned, at once set out for their own station to get their boat. Being thoroughly jaded from loss of rest, they took breakfast immediately upon arrival, and by that time Keeper Dailey came up with his boat, drawn by horses, the place of an absent member of his crew being filled by Keeper Patrick H. Etheridge, of Creed's Hill. It was then about half-past 10 in the forenoon. Up to that time not the least sign of life had been seen on the bark, but as they stood watching her a flag was run up to the mast-head as a signal of distress. That was enough for the brave Dailey and his crew as well as the others, and preparations were at once made to launch. The Cape Hatteras men were soon ready. They lashed all loose articles in the boat, stripped off clothing that might in any way impede their movements in case of a

Digitized by Google

capsize, and then, donning their cork belts, at the word from the keeper shoved the boat in and gave way. A glance seaward revealed a towering and almost unbroken wall of tumultuous water, which seemed to threaten destruction to any craft defiant enough to give battle. But away beyond in the offing there were lives in peril which must be saved at any hazard. To those who had assembled on the shore it seemed a forlorn hope, and few dared believe it would be successful. The breakers on the inner bar, immense in themselves, were crossed in safety, but then came the infinitely more hazardous passage of the outer bar, nearly half a mile from shore, where the billows met the first shock of resistance as they thundered shoreward. The whole scene was awfully grand, and enough to make the stoutest hearts quail. As Dailey neared the billowy barrier he held his boat in check for a brief period awaiting his chance. The chance came ere long, when the huge combers directly ahead flattened out in seething, roaring foam. Quick as a flash the word was given to the hardy rowers, and before the angry water could again rear itself, a few powerful strokes with the oars had carried the boat safely beyond the bar, and the greatest danger was past. It was a marvel to the people on shore how the sturdy fellows got through, it was so magnificently done. There were times when the entire interior of the boat could be seen as it mounted the seas, and the watchers held their breath, fully expecting to see it topple over backward, bottom up. No such another chance was afforded Keeper Scarborough and crew, of the Big Kinnakeet Station, who attempted to follow in Dailey's wake, and after vainly watching for another slatch, such as that taken advantage of by Dailey, they were compelled, very much against their inclination, to turn back and beach the boat. There was still a pull of several miles in a storm-tossed sea for Dailey and his gallant fellows ere the bark was reached, but reach her they did at about half an hour after noon. It was impossible to lay the boat alongside for fear of swamping it, so it was anchored off the bark's quarter, and by means of a line thrown to them by the captain they were enabled, by watching their opportunity, to sheer in close enough to take the men off one by one. This required the most skillful manœuvre to avoid staving the boat. The rescued people were almost perished with cold and hunger, as they had been in the condition in which they were found for over ninety hours, or since the 18th, when the gale set in, completely drenched to the skin and without food or water. As soon as they were seated and everything was in readiness, the anchor was weighed and a start made for the shore. Keeper Etheridge relieved Dailey at the steering-oar while the latter tended the drag. The boat, laden with its living freight of sixteen souls, was almost gunwale deep, but it rode the still tremendous seas like a duck, and, after safely passing the outer line of breakers, reached the shore in good shape, where it was met by the Big Kinnakeet crew and others and run well up on the beach. A hearty meal had been prepared at the Big Kinnakeet Station by Keeper Scarborough's direction, and the castaways were at once conducted thither. A muster was also made of all the dry clothing obtainable, including the supply received from the Women's National Relief Association, but it was insufficient to clothe them all, and three of the poor fellows were compelled to remain in their wet garments until they could be taken to Dailey's station after the meal was over and they had somewhat revived. Thus was accomplished one of the most daring rescues by the Life-Saving Service since its organization.

Digitized by Google

The officer detailed to inquire into the circumstance of the gallant affair closes his report with the following remarks:

"I do not believe that a greater act of heroism is recorded than that of Dailey and his crew on this momentous occasion. These poor, plain men, dwellers upon the lonely sands of Hatteras, took their lives in their hands, and, at the most imminent risk, crossed the most tumultuous sea that any boat within the memory of living men had ever attempted on that bleak coast, and all for what? That others might live to see home and friends. The thought of reward or mercenary appeal never once entered their minds. Duty, their sense of obligation, and the credit of the Service impelled them to do their mighty best. The names of Benjamin B. Dailey and his comrades in this magnificent feat should never be forgotten. As long as the Life-Saving Service has the good fortune to number among its keepers and crews such men as these, no fear need ever be entertained for its good name or purposes."

It should be stated that, before the arrival of the life-saving crew alongside the bark, the people had begun the construction of rafts, upon which to attempt to reach the shore. In fact, one of these rafts, with the mate and one seaman on it, had already shoved off, but, the captain seeing the boat coming, had called them back, and the raft was lying astern of the bark when the rescuers arrived. There can, therefore, be no doubt that but for the timely arrival of the surf-boat the entire ship's company would have taken to the rafts, in which case it is morally certain they would all have been swept off, and not a soul left to tell the tale. At the time of the rescue the bark's decks were awash, and she was apparently broken in two, and, as she subsequently drifted off to the northeast with the sea and current, nothing could be learned of what became of her. Being an old vessel, she probably burst open and went to pieces. Her crew were cared for at the station for several days, until they could be provided with transportation to their homes, the captain, the mate, and the cook taking passage up the sound to Elizabeth City, while the rest were put on board passing vessels after the stormy weather abated. The boat's crew, consisting of Keeper Benjamin B. Dailey and Surfmen Isaac L. Jennett, Thomas Gray, John H. Midgett, Jabez B. Jennett, and Charles Fulcher, of the Cape Hatteras Station, and Keeper Patrick H. Etheridge, of the Creed's Hill Station, were awarded medals of the first class for their conspicuous bravery.

December 23.—On this date the crew of the Crumple Island Station, (First District,) coast of Maine, while on their way in their boat to Jonesport, at 9 o'clock in the morning, discovered the fishing-schooner *Saragossa*, of Machias, Maine, ashore on Sand Ledge, Moos-a-bec Reach, about three-quarters of a mile from Jonesport. The weather had been stormy during the night, and the vessel, which had been lying in Sawyer's Cove, off Jonesport, had parted her cable and drifted onto the ledge. Her crew of four men were all on shore when she broke adrift. It was low water when the life-saving crew arrived. They waited until the tide flowed, and then got her off and beat her up to a safe anchorage under the land. She would have been taken into the harbor but for the bursting of the foresail, which compelled them to anchor before the cove could be reached. They left her all right, however, in charge of her crew.

December 24.—At about 11 o'clock at night the patrol of the Cobb's Island Station, (Fifth District,) coast of Virginia, discovered a vessel

Digitized by Google

approaching dangerously close to the shore. He flashed a Coston signal, when she quickly changed her course and stood off.

December 24.—The patrol of the Cape Henry Station, (Sixth District,) Virginia, during the first watch, from 6 to 9 o'clock in the evening, saw a bark standing in for the beach about two miles north of the station. She was so close in that, although the weather was dark and stormy, he could see what sails she had set. He warned her with a red Coston light. She tacked at once and went off clear.

December 25.—At about half-past 8 at night one of the crew of the Green Run Inlet Station, (Fifth District,) coast of Maryland, while on patrol and about a mile north of the station, warned off with his Coston light a steamer which was almost ashore. She sheered off as soon as the signal was made.

December 25.—The ship *Cheesebrough*, of Bath, Maine, bound from Astoria, Oregon, to Cork, Ireland, with a cargo of wheat, and having a crew of twenty-two men, dragged from her anchorage in the Columbia River on the night of December 24, during a violent northeast gale, and stranded on the northeast point of Clatsop Spit, off Point Adams, where she was discovered at daybreak of the 25th by the crew of the Cape Disappointment Station, (Twelfth District,) Washington Territory. She lay about three miles from shore and four and a half miles southeast of the station. The mail-boat *General Miles* passed close to her on her way to Fort Canby, near which the station is situated, and reported her as in no immediate danger. Just before noon, however, the tug *Columbia* came to the station and reported that the ship was striking heavily and the crew were in need of help. The life-boat was immediately launched and towed over to Clatsop Spit, where she cast off and dropped in towards the *Cheesebrough*, which was then pounding hard and shipping a great deal of water. The anchor was let go to windward, and the life-boat veered down as near the stranded vessel as was safe, and by means of lines ten of the sailors were taken off by the life-saving crew and put on board the tug, lying near. This was accomplished with much difficulty, owing to the intense cold and the slippery condition of the ship, covered as she was with ice. Just as the life-boat was approaching the ship for another load, however, the flood-tide, which was running strong from the southward over the spit, swung the ship very unexpectedly clear of the shoal, and she was once more afloat in deep water. She was leaking badly, but the captain concluded that he and the rest would remain on board, get a hawser from the tug, and slip his anchors. This was accordingly done, and she was towed back to Astoria for repairs. The station-crew suffered much from exposure and hardshp while engaged on this vessel, as there was a snow and hail storm raging, and they were completely drenched to the skin. For an acknowledgment of their services on this occasion see the letter subjoined to the case of the British bark *Embleton*, which arrived off the station in distress on December 30.

December 26.—The crew of the Lewes Station, (Fifth District,) coast of Delaware, afforded shelter to a sailor belonging to one of the Delaware River pilot-boats, which had departed on a cruise leaving him behind. He came to the station at about 7 o'clock in the evening, almost perished with the cold. The life-savers gave him warm welcome, and took care of him until the following day.

Digitized by Google

December 27.—At about 7 o'clock in the evening the crew of the Bay Head Station (Fourth District) were called upon to assist in extricating a pair of horses, attached to a wagon, which had fallen through the trestle-work of the railroad-bridge, not far from the station. They rendered all the aid necessary, and sent the driver of the team on his way home in a very thankful frame of mind.

December 27.—On this date the crew of the Forked River Station, (Fourth District,) New Jersey, by great exertion, saved from destruction in the ice in Barnegat Bay the sloop *Gussie*, of Perth Amboy, New Jersey, which lay about a mile to the westward of the station. She had come into the bay the day before, (26th,) with three men on board on a gunning excursion, but, getting frozen in before a harbor could be reached, the men had left her and gone home, and the following day, when the ice began to move, there was no one on board to take care of her. The station-crew reached her after some difficulty, and succeeded in breaking a channel in the ice and getting her to a safe anchorage. It took them nearly the entire day, and was very fatiguing work. But for their timely arrival she would have been crushed by the ice and wrecked.

December 27.—The Norwegian bark *Lena*, while on a voyage from Natal, Brazil, to Philadelphia, Pennsylvania, with a cargo of sugar, was totally wrecked on the shoals off Hog Island, coast of Virginia, and of her crew of ten men eight were lost. The two survivors were rescued by the crew of the Hog Island Station, (Fifth District,) under circumstances of the greatest difficulty and danger, which are fully detailed on page 25 of this report.

December 28.—The mid-watch patrol to the north of the Long Beach Station, (Fourth District,) coast of New Jersey, warned out of danger, by burning a Coston signal, a steamer which was rapidly nearing the beach and almost ashore.

December 28.—The crew of the Racine Station, (Eleventh District,) Lake Michigan, responded to the call of the local authorities at Racine, Wisconsin, and made several ineffectual efforts to demolish the west wall of the Racine Opera-House, which was all that remained standing after the destruction of the building by fire. By means of the wreck-gun they threw lines over the top of the wall, and aided for several hours in the effort to pull it down, and, when that failed, attempted to shatter it by firing directly at it. The wall was so solidly built, however, that it remained standing, a menace to the adjacent property, until the night of the 30th, when about one-half of it was overthrown by a violent gale from the northwest. The next day (31st) a large force of men, aided by the life-saving crew with their gun and lines, succeeded in overthrowing the remaining portion, and thus removed all further danger. The authorities of Racine thanked the station-crew very warmly for their services.

December 29.—Between 1 and 2 o'clock in the morning the north patrol of the False Cape Station, (Sixth District,) coast of Virginia, sighted a steamer approaching dangerously near the breakers, and warned her with his Coston signal just in time for her to change her course.

December 29.—A Coston signal was burned by the patrol of the Little Island Station, (Sixth District,) Virginia, shortly after midnight, to warn a steamer of her dangerous proximity to the shore. The vessel soon changed her course and stood off. The weather was cloudy and

Digitized by Google

dark, and there is but little doubt that she would have struck in a few minutes more had she not seen the signal.

December 29.—Just before midnight of the 28th the south patrol of the Wash Woods Station, (Sixth District,) South Carolina, saw a schooner close in, about a quarter of a mile south of the station. The sea was running high, and the weather was thick and foggy. He hurried to the station and reported his discovery to the keeper, who at once turned out the crew and had the beach apparatus hauled down the shore to a point abreast of the vessel and placed in position. Several shots were fired, but they failed to effect communication. Her red and white running-lights were burning, but no signals of distress were seen. The sea was so bad that it was deemed hazardous to launch the surf-boat before morning. After daylight it was seen the vessel was anchored just outside of the breakers and badly crippled. The keeper tried to communicate with her by means of the International Code, but no answer came, for the reason, as was afterwards ascertained, that she had no signals on board. She, however, set her ensign union down, as a signal of distress. By this time the crews of the False Cape and the Currituck Beach Stations arrived on the ground to render assistance. The surf-boat was soon successfully launched and the vessel boarded. The keeper provided each of the vessel's crew with a cork life-preserver and placed them and their baggage in the boat, and at 9 o'clock had them all safely landed. The schooner proved to be the *Ario Pardee*, of Perth Amboy, New Jersey, from Rondout, New York, bound to Chester, Pennsylvania, with a cargo of cement and a crew of four men. An hour later she parted her chains and drove upon the bar, where she soon began to break up. The crew were sheltered and fed at the station twelve days. The captain, having lost his shoes, was provided with a pair from the stock donated by the Women's National Relief Association. The vessel and cargo were a total loss.

The following statement was handed to Keeper Corbel by the captain of the schooner:

"WASH WOODS, NORTH CAROLINA,
"*December* 31, 1884.

"I sailed December 18, 1884, from Perth Amboy, with a crew of five men, all told, on the schooner *A. Pardee*, of Perth Amboy, bound from the port of Rondout, New York, to Chester, Pennsylvania, with a cargo of cement. Sailed at 7 A. M. Wind northwest. Passed Sandy Hook 11 A. M. When abreast of Long Branch, the wind shifted to north, and commenced to snow. At 6 P. M., wind blowing a gale from the north, took in sail, and run the vessel before the wind under a reefed main-sail and jib. Gale lasted fifty-six hours, in which we had continuous high seas, washing everything movable from deck; stove water-casks and split sails. Afterwards took a gale from south, lasting about twenty-four hours, and run before that. Then took a gale northwest, and run that out. Then, wind shifting to northeast, made what sail we could and run for land. Made light-ship off Five-Fathom Bank. When about five miles off took westerly gale, lasting twelve hours. Hove vessel to. When wind abated, made sail again and stood for land. Made Indian River Inlet, Delaware. Wind hauled to north. We tried to beat to Delaware Breakwater. When about five miles southeast of Cape Henlopen, blew away jib. Hove the vessel to again, wind blowing a gale and snowing. The next day, our boat being stove and the vessel leaking badly, spoke steamer *Chattahoochie* and asked to

Digitized by Google

be taken off. The steamer made two attempts to take us off. They got one man by life-buoy and line. The sea running very high and night coming on, she left us. ' We lay hove-to about sixty hours, when gale abated. Made what sail we could and steered west for land. Weather very foggy. At midnight December 28 we sighted a bright-red light ahead [probably Currituck Beach light] and saw breakers. Let go both anchors. In a short time saw lights on shore and heard guns fired at intervals during the night. Heard two shots pass over the vessel, but could not find any line. At daylight 29th we discovered that we were near a life-saving station and saw signals by flags. We had no code to answer signals. Set our ensign in distress. Soon life-boat was launched and we were rescued, (about 9 A. M.) Vessel still afloat, but sea running very high. At 10 A. M. vessel parted chains and came ashore, and soon began breaking up. Vessel was about a quarter of a mile from shore, in two and a half fathoms of water, when we were rescued by Captain Corbel and his brave crew, and only for their aid we would most likely have all been lost. We, the master and crew of the schooner *Ario Pardee*, desire to return our most sincere thanks to Captain Corbel and his men for their timely rescue of us from our perilous position and their kind treatment of us since.

"HENRY A. SMITH, *Master.*
"JOHN W. COMER.
"OLE JENSEN.
"JOHN FORCE."

December 30.—At 6 o'clock in the morning the north patrol of the False Cape Station, (Sixth District,) coast of Virginia, when about two and a half miles north of the station, sighted a three-masted schooner quite close to the breakers and in a very dangerous situation. He at once warned her by burning a Coston signal, when she endeavored to work off shore. The wind being light from the eastward, she was unable to do so, however, and was compelled to anchor to avoid drifting onto the beach. The patrolman reported the facts at the station as quickly as possible, when the crew turned out with their boat and pulled up to the schooner's assistance. They arrived on board soon after 8 o'clock. She was the *C. C. Lane*, of New Haven, Connecticut, with a crew of seven men, bound from Providence, Rhode Island, to Baltimore, Maryland, in ballast. Soon after the life-saving crew got to her, and while they were preparing to kedge her off to a safer distance from shore, the revenue-steamer *Hamilton* hove in sight, bound to the southward. A signal for assistance soon brought the *Hamilton* to the spot. The station-crew with their boat ran a line from the schooner to the steamer, and as soon as the anchor could be weighed the schooner was towed out of danger and enabled to proceed on her voyage.

December 30.—The British bark *Embleton*, of Liverpool, bound from Acapulco, Mexico, to Astoria, Oregon, in ballast, and having a crew of eighteen men, arrived in the Columbia River at about 9 o'clock in the morning, with all but one of her crew down sick. She was also in a generally dilapidated condition from the loss of sails during the passage, which had been an unusually stormy one, and the provisions were nearly exhausted. She came in in charge of one of the river tugs, which had picked her up outside the bar. As soon as she could be anchored by the pilot and the mate, the latter being the only well man of the crew left, the tug cast off and proceeded to Astoria to procure a

Digitized by Google

relief crew to take the vessel up to her wharf. Upon returning from Astoria, at 1 o'clock in the afternoon, it was found impossible to go alongside the bark with the tug, on account of the floating ice. The latter therefore ran into Baker's Bay, and obtained the assistance of the crew of the Cape Disappointment Station, (Twelfth District,) Washington Territory. The surf-boat was at once launched, and proceeded in tow of the tug to the windward of the bark, which was lying abreast of the Peacock Spit buoy, and an effort was made to put a part of the relief crew on board, but as the gale was blowing directly out of the river from the northeast, and there was a seven-knot current running, with the river full of drift ice, logs, &c., and no one on board but the pilot and mate to catch the lines, it was not until the third attempt that they were successful. The remainder of the men were put aboard the next trip. The ugly chop sea gave all hands a thorough drenching, and, the surf-boat being covered with ice, it was extremely difficult and dangerous work. The pilot of the bark bears testimony in the subjoined letter to the valuable and arduous nature of the service rendered by the Cape Disappointment crew on this occasion and also on a previous date, (December 25,) at the stranding of the ship *Cheesebrough* on Clatsop Spit:

"ASTORIA, OREGON, *January* 7, 1885.

"SIR: Having been pilot of the American ship *Cheesebrough* when she went aground on Clatsop Spit on the 25th ultimo, and also of the British bark *Embleton*, which anchored in the main channel off Peacock Spit on the 30th ultimo, with all hands sick, I have the honor to return my sincere thanks for the very valuable services rendered those two vessels, while in my charge, by the crew of the Cape Disappointment Station. The services, the details of which I suppose you already know, were rendered during the worst spell of weather ever known at this point. Although the *Cheesebrough* came off the sands, the work of the crew, taking ten men out of the ship and making a second trip for the rest, was, nevertheless, very hard and dangerous. All the time, there was a strong northeast gale blowing, and the ship, tug, and life-boat were encased in ice; also, their work of putting the relief crew aboard the fever-stricken bark *Embleton* I consider as having been the means of saving the vessel, for without my sails stowed she must have gone ashore. This I consider to have been equally as hard and dangerous a task as that of the 25th ultimo, as the crew had a northeast gale and a strong (seven-knot) ebb-tide to contend with, and the river was full of ice and drift. It would have been impossible for any boat other than life or surf-boat to have put a crew aboard the vessel at that time. * * * Again thanking the Cape Disappointment life-crew for their timely assistance and gallant services on those two occasions,

"I am, sir, very respectfully, your obedient servant,

"CHARLES JOHNSON,
"*Pilot Columbia River Bar.*

"Major BLAKENEY,
"*Superintendent 12th District, U. S. Life-Saving Service,*
"*San Francisco, Cal.*"

December 31.—The steamer *F. and P. M., No.* 1, of East Saginaw, Michigan, ran aground off Ludington, Michigan, during a snow-storm, at 7 o'clock in the morning, while attempting to enter the harbor. She struck with such force as to rupture the steam-pipe, by which accident

Digitized by Google

one of her crew was scalded to death. As the occurrence was within the scope of the operations of the Service, a detailed statement of it is given on page 28.

January 1.—At 8 o'clock in the morning the keeper of the Bellport Station, (Third District,) Long Island, New York, observed a small sloop and a cat-boat, with no one on board of them, adrift in the ice in the Great South Bay, a mile or so to the northwest of the station. He at once set out with two of his men in a boat and, after three hours of hard work, succeeded in cutting them out clear of the ice and bringing them to a safe place in a cove not far from the station, where they were properly cared for until the ice broke up, a week later, and the owners, who resided at Patchogue, could cross the bay and remove them. Both vessels had been wrenched from their moorings by the moving ice-fields, and, but for the prompt action of the station-men, would undoubtedly have been cut through and sunk.

January 2.—On this date the crew of the Barnegat Station, (Fourth District,) New Jersey, were called upon by a man in charge of the cat-boat *M. G. Erickson*, of Barnegat, to assist him in floating his craft which had run ashore in the bay about two miles northwest of the station, while on her way from Barnegat Village with a load of lumber for the beach. The vessel had sprung a leak and was full of water. The crew took their surf-boat and transferred the lumber to it. They then bailed the vessel out and got her afloat, after which she was taken to a safe anchorage and the cargo restowed.

January 2.—At noon the patrol of the Ocean City Station, (Fourth District,) New Jersey, discovered a small schooner stranded on the bar on the north side of Great Egg Harbor Inlet, just below the point of the beach, a mile and a half northeast of the station. The surf-boat was soon launched and the crew proceeded to the vessel. She proved to be the *Emma*, of Bridgeport, Connecticut, from Rockaway, New York, bound to Virginia, with four men on a gunning excursion. The life-saving crew ran out her anchor, and at high tide floated her off, when she proceeded on her voyage.

January 2.—Shortly after 6 o'clock in the evening the patrol of the Ocean City Station, (Fourth District,) New Jersey, discovered a steamer heading for the bar and burned his Coston signal. The warning was heeded, when the vessel immediately changed her course and hauled off, thus avoiding a disaster.

January 2.—One of the patrols of the Watchapreague Station, (Fifth District,) Virginia, seeing a vessel standing into danger, burned his Coston signal, which warned her in time to change her course and steer clear of the shoals.

January 2.—At about 11 o'clock at night the patrol of the Cobb's Island Station, (Fifth District,) coast of Virginia, discerned a vessel almost ashore. He burned a Coston signal to warn her of her danger, when she quickly changed her course and went clear.

January 3.—The patrol of the Great Egg Station, (Fourth District,) New Jersey, in the night, burned a Coston signal and warned off a vessel which was dangerously near the beach.

January 3.—The patrol of the Watchapreague Station, (Fifth District,) Virginia, having the watch from 8 to 12 o'clock in the night, discovered a sloop running dangerously close to the beach, and warned her off by burning a Coston signal.

Digitized by Google

January 3.—During the night the patrol of the Whale's Head Station, (Sixth District,) North Carolina, found a gaslight buoy adrift on the bar, about three-quarters of a mile north of the station. It was recovered by the station-crew.

January 3.—At about half-past 11 o'clock in the morning the small schooner *James Andrews*, of Galveston, Texas, from Indianola, bound to the former port, in ballast, and having a crew of two men, stranded on the South Breakers, San Luis Pass, about four miles from the San Luis Station, (Eighth District,) coast of Texas. The life-saving crew boarded her at about a quarter of 1 in the afternoon, ran off the anchors, and pulled her into smooth water. The captain not deeming any further assistance necessary at that time, the life-saving crew went ashore, after promising to keep watch on the beach all night and go off if he should signal for them. After changing their wet clothing, they patrolled the beach until daylight. The weather was then so thick and rainy that the schooner could not be seen, but when the fog lifted the station-crew went off and found that she had slipped her anchors and run into South Pass, where she had stranded on the Middle Ground. She was soon hove off and swung alongside the bank in deep water. On the 5th, the weather having moderated, the life-saving crew went off and recovered her anchors, and put them aboard, after which she proceeded on her voyage.

January 5.—The north patrol of the Poyner's Hill Station, (Sixth District,) North Carolina, soon after sunset saw a vessel, apparently a large steamer, in dangerous proximity to the beach. He fired a Coston signal to warn her of her danger, when she at once sheered off and was lost sight of in the darkness. The weather was so thick that the Currituck Beach light, only three miles distant, was not visible.

January 6.—Shortly after 6 o'clock in the morning, during a southeasterly storm with thick weather, the bark *Aberdeen*, of New York, stranded on the coast of New Jersey, nearly opposite the Harvey Cedars Station, (Fourth District.) She was on a voyage from Mobile, Alabama, to Boston, Massachusetts, with a cargo of cotton, and carried a crew of eight men. She lay nearly three hundred yards from the shore. The dim outline of the vessel was seen through the misty darkness by the patrol a few moments after she struck. The tide was flood, and there was a heavy surf rolling in. It was, therefore, decided to have recourse to the beach apparatus, boat service being out of the question. Word was also sent by messengers on horseback to the adjacent Loveladies Island and Ship Bottom Stations for assistance, the horses being obtained at the Harvey Cedars hotel, near by. In ten minutes from the time of the arrival of the apparatus the gun was fired, and a line dropped over the bark's spanker-boom. The morning, however, was still so dark that it was some time before they were aware of the success of their shot, the first indication being the tugging upon the line by the sailors on board. The whip was at once bent on, but it was extremely hard and tedious work for the sailors to haul it off, the strong set or current alongshore sweeping the bight of the line far to the northward. The same difficulty occurred with the hawser, and when the latter was fast on board and ready to set taut ashore it was found to be foul of the whip, the two being twisted together. This involved further delay, the attempts for a long time of both the station-crew and the people on board to clear them failing utterly, the difficulty being increased by the impossibility of making intelligible signals on account of the fog. While

Digitized by Google

the Harvey Cedars men were thus engaged, the crews of the Loveladies Island and Ship Bottom Stations arrived and lent their assistance. They also had the aid of David White, Hudson Gaskill, and Hugh Bolton, residing at the hotel. The forenoon was then well advanced, and with the rising tide the sea had grown very bad. It was also raining in torrents, and, notwithstanding their oil-clothing, the men were completely drenched. By the time the lines were finally cleared, it was found the bark had forged ahead to the northward about one hundred yards, a movement which had not been noticed while they were disentangling the gear. This compelled the shifting of the sand-anchor. The vessel was also rolling so deeply it was impossible to set the gear up until she became steady, it being feared that any attempt to operate the breeches-buoy through the surf such a great distance, even with the strong force at hand, would result in the sailors being washed out. They therefore waited until the tide turned before doing anything further, a message telling the sailors to hold on a little longer being written on a piece of board and sent off attached to a breeches-buoy. In due season, when with the reflux of the tide the bark became steady in her sandy bed, the life-saving crews resumed work, and in forty-five minutes the eight men were safely landed and at once conducted to the station, where they arrived at 2 o'clock, and were given dry clothing and a good dinner. They subsequently took up their quarters at the Harvey Cedars hotel, a few hundred yards from the station, where they remained until the captain could arrange for transportation to New York. The personal effects of the crew were landed by the Harvey Cedars crew on the day following the wreck, after the sea had gone down sufficiently for them to use the boat. The bark broke up and became a complete loss. A portion of the cargo, some four hundred bales, was recovered by wreckers.

January 6.—The keeper and crew of the Two Rivers Station, (Eleventh District,) Lake Michigan, were called upon to save a small fishing-tug, the *Boss*, of Milwaukee, Wisconsin, which, while lying at Two Rivers, at the opposite bank from the station, had during the previous night filled with water and was almost entirely submerged. The accident had been caused by the rough sea rolling in from the lake bursting the engine-room doors open. Her bow was aground while the stern hung in deep water, and she was in danger of sliding off and sinking in the channel. The station-crew first got her on an even keel, and then bailed and pumped her out, a task which took three or four hours to accomplish, after which she was hauled afloat and removed to a safer berth. The station-crew were not regularly employed at the time this accident occurred, lake navigation being suspended and the life-saving stations closed.

January 7.—The crew of the Little Egg Station, (Fourth District,) New Jersey, at 7 o'clock in the morning went to the assistance of the sloop-smack *E. M. Hartshorn*, of Perth Amboy, New Jersey, with a crew of three men, which had grounded on a shoal in Little Egg Harbor Inlet, about half a mile south of the station. The accident was occasioned by one of the channel buoys being out of place, probably from the ice. The tide turned to flood shortly after the life-saving crew got on board, and as soon as it swung her bow off the main-sail was hoisted, and as the sloop lifted on the seas she forged ahead and was soon afloat. The bar being very rough and the wind light, the captain

Digitized by Google

concluded to run back and await a better opportunity. The station-men, therefore, piloted him to a snug anchorage.

January 7.—The patrol of the South Brigantine Station, (Fourth District,) New Jersey, after midnight, hearing cries of distress, hurried in the direction of the sounds and found a wayfarer who was on his way home from Atlantic City and had become bewildered. He was nearly perished from exposure. The patrolman took him to the station and provided for his comfort. He was afterwards conducted to his home by one of the surfmen.

January 8.—The sloop-smack *E. M. Hartshorn*, which had been assisted the day previous by the crew of the Little Egg Station, (Fourth District,) New Jersey, was again in need of the same crew's services on this date. She was proceeding out of the inlet to sea on a fishing cruise, at half-past 6 in the morning, when, the tide being low, she again ran aground fifty yards from the beach, less than half a mile from the station. The life-saving crew went on board, and when the tide rose hove her head off shore, and then by going out on the end of the bowsprit tipped her by the head to an even keel, when, under the pressure of her sails, she was forced ahead into deep water and enabled to proceed out over the bar to sea. She received no damage. The crew of the Little Beach Station, to the south of the inlet, also boarded the smack, but their aid was not required, as she was then afloat.

January 8.—At half-past 5 o'clock in the afternoon the tender of the Five-Fathom Bank light-ship, *No.* 40, a schooner-rigged boat, in charge of three men, missed the channel and stranded on the north bar of Cold Spring Inlet, New Jersey, about two miles east from the Cold Spring Station, (Fourth District.) When the station-crew reached her she was high up on the bar. The two crews succeeded in getting her off after a hard drag for a distance of fifty yards, when she continued her course into the inlet.

January 9.—The sloop *Alice*, of Bath, Maine, while on her way from Hunniwell's Point, at the mouth of the Kennebec River, to Portland, Maine, with a load of furniture, encountered strong southwesterly winds as she passed out of the river, and when between Pond and Seguin Islands, at 9 o'clock in the morning, carried away her mast and became completely disabled. The accident occurred about two miles southeast of the Hunniwell's Beach Station, (First District.) The life-saving crew had seen her pass out, and anticipated from the looks of the weather that she would have trouble. She was hidden behind Pond Island when the mast went by the board, and the first intimation they had of the accident was given by the light-keeper on the island waving his hat for their assistance. In half an hour, after a hard pull, the crew arrived alongside. They found but one man on the sloop. Two of the surfmen were, therefore, put on board to clear away the wreck and get the mast ready for re-stepping, while the rest took the sloop in tow and pulled to leeward to the most convenient shelter, in Herman Harbor, five or six miles distant, in the mouth of the Sheepscot River, where they arrived safely at about 11 o'clock. The crew then proceeded to re-step the mast and secure it, and after putting the sloop in good order again, and in readiness to resume her voyage when the weather permitted, left for the station, which was reached at half-past 3 in the afternoon.

January 9.—At 5 o'clock in the morning the schooner *Anna E. Cranmer*, of Tuckerton, New Jersey, with a crew of six men, bound from

Digitized by Google

Richmond, Virginia, to New York, with a cargo of pine wood, stranded on the Romer Shoal, New York Bay, about three miles to the northward and eastward of the Sandy Hook Station, (Fourth District,) coast of New Jersey. Upon her discovery, soon after daybreak, the life-saving crew pulled on board and offered their services, which were gladly accepted. A heavy ground-swell was setting in over the shoal from seaward, and this caused the vessel to pound so heavily that she soon sprang a leak. The life-savers remained by her until a steam-tug arrived, when, as it was dangerous for the latter to go alongside, they ran the necessary lines between the two vessels, and the tug commenced operations. The surfmen then returned on board the schooner and stood by, in case of need, to throw the deck-load overboard. This, however, proved unnecessary, and the vessel was hauled afloat soon after noon and towed to New York. The captain was very thankful for the aid given him.

January 9.—At about a quarter past 9 o'clock in the morning a steam-tug, while standing in for Chincoteague Inlet, at low water, brought up hard and fast on the bar, about three miles east-northeast from the Wallop's Beach Station, (Fifth District,) Virginia, and two miles from shore. At the time she struck the wind was blowing fresh from the south, with a heavy sea. The station-crew boarded the tug at 10 o'clock. She proved to be the *Ivanhoe*, of Philadelphia, Pennsylvania, with a crew of eight men, chartered to tow the schooner *Bedabedec*, which stranded December 15, from Chincoteague to Philadelphia. She was lying in a dangerous position, pounding heavily, with the current on her port bow. The keeper instructed the captain, after he had pumped the water out of her tanks, to reverse the engine and back her off. This was accomplished on the third attempt, and she was piloted by the station-keeper to a safe anchorage.

January 10.—At about half-past 7 in the morning the keeper of the Saint Joseph Station, (Eleventh District,) Lake Michigan, went off in his boat to the assistance of a woman named Arhart, a resident of Saint Joseph, who, in attempting to cross the river just below the station in a skiff belonging to her husband, had got caught in the floating ice and was being rapidly swept towards the lake by the strong current. As the ice was very heavy, he had great difficulty in reaching her and bringing her to the shore. He undoubtedly saved the woman's life, as in a few minutes she would have been outsde the harbor, where the high sea would have swamped her boat. The station was closed at the time for the winter, with only the keeper present.

January 10.—During the watch from midnight to 4 o'clock in the morning the patrol of the Cape Disappointment Station, (Twelfth District,) Washington Territory, fired his Coston signal to warn off a vessel which had approached rather too close to the outer sands while waiting for a pilot. She kept out of danger upon seeing the signal.

January 11.—At about half-past 12 in the day the schooner *Vraie*, of Dighton, Massachusetts, with a crew of six men, coal-laden, from Baltimore, Maryland, while entering the harbor of Stonington, Connecticut, ran aground on Penguin Shoal, near Wamphassuck Point. She was running in under her head sails, before a fresh southerly wind. As soon as her situation was observed from the Watch Hill Station, (Third District,) coast of Rhode Island, about four miles distant, the life-saving crew hastened to her assistance. Upon getting on board they hoisted all sail, guying the booms out wing and wing, and when

Digitized by Google

the tide rose forced the vessel over the shoal into the channel. She was then piloted into the harbor and safely moored to the wharf. The accident was caused by the buoy marking the shoal being out of its place.

January 11.—At about 10 o'clock at night the patrol of the Smith's Island Station, (Fifth District,) Virginia, saw a vessel standing into danger, and warned her off by flashing his Coston signal.

January 11.—At about 7 o'clock at night the lookout of the Louisville Station, (Ninth District,) Kentucky, reported a steamer disabled near the falls of the Ohio. The keeper called out his crew and had one of the station-boats manned and sent off to assist the steamer, which proved to be the *Cous Miller*, of Cincinnati, Ohio, bound from that port to Memphis, Tennessee, with a miscellaneous cargo, and having a crew of fifty-nine persons and nineteen passengers. When the accident occurred it was raining, and there was a fresh breeze from the southeast. The steamer was on her way to the canal, when she was caught by the wind and driven, stern foremost, against the wing-dam, breaking her wheel. The station-crew ran a hawser from the steamer to shore, and assisted in mooring her safely to the levee to repair damages.

January 12.—The schooner *Avlona*, of Lunenburg, Nova Scotia, from Cienfuegos, Cuba, for Boston, Massachusetts, with a cargo of sugar and a crew of six men, stranded on the south coast of Long Island, New York, about a mile to the eastward of the Bellport Station, (Third District,) at 6 o'clock in the morning, during the prevalence of a thick fog. She was discovered by the patrol at 7 o'clock. as he returned over his beat towards the station, and as soon as he could give the alarm the life-saving crew hastened to the assistance of her people with the beach apparatus. The wind was blowing directly on shore from the southward, and, the sea being high, the schooner, by the time the life-savers arrived, had driven well up onto the beach, bow on, rendering the use of the apparatus unnecessary. The sailors, therefore, came out on the bowsprit and descended thence to the martingale-rigging, one by one, when the surfmen, watching their opportunity between the seas, waded out, took them on their shoulders, and brought them safely ashore. The crew of the Smith's Point Station, the next station to the eastward, arrived shortly afterwards with their apparatus, but there was no need of their aid. Four of the crew received shelter at the station for four days, and the captain and mate ten days, the two latter remaining to settle up the business connected with the recovery by wreckers of a large portion of the cargo. The vessel was so badly damaged that she was condemned by board of survey and sold at auction. She was purchased by a resident of Patchogue, by whom she was floated off and extensively repaired, and, under an American enrolment, is now known as the *Gussie Bishop*.

January 13.—Shortly after 3 o'clock in the afternoon the steamer *Bengal Tiger*, in coming out of the canal, collided with the wing-dam near the falls of the Ohio, stove a hole in her hull and broke her wheel. The accident being seen at the Louisville Station, (Ninth District,) Kentucky, the keeper immediately had both the station-boats manned and sent off to help the disabled steamer, which in the mean time was assisted to a safe place by a tug. Upon arrival it was found unnecessary for both crews to remain aboard, so one of them was sent back to the station, while the other at once set to work to assist in stopping the leaks and put the pumps in working order. The leaks were soon

Digitized by Google

stopped, and the vessel pumped free and safely moored. The steamer hails from Pittsburg, Pennsylvania, and was bound from the Tennessee River to Cincinnati, Ohio, light, with a crew of twenty-two persons.

January 16, 17.—At 6 o'clock in the evening of the 16th, during an easterly snow-storm, with a heavy sea, the schooner *Cricket*, of and from Saint John, New Brunswick, for New York, with a cargo of lumber and having a crew of five men, while seeking refuge in Quoddy Roads, ran on the Middle Ground, about a mile and a half northeast of the Quoddy Head Station, (First District,) coast of Maine. Her signals of distress were quickly observed by the crew of the station, who at once hastened in their boat to her relief. It was low water when she struck, and when the tide came in they succeeded in floating her off. As the night was intensely dark and thick and it was unsafe to risk running her up the bay, she was brought to in the best place they could find, under the lee of the shoal, with both anchors down. During the night, however, the wind freshened to a gale, and at half-past 6 in the morning (17th) she parted one of her cables and dragged to the leeward onto Crowell's Ledge, off the Quoddy Shore, about a mile from the station. The sea had increased with the wind, and it was only with the greatest difficulty that the life-savers reached her the second time. It being flood-tide, she soon beat over the reef and floated in deep water. She was then got under way under close-reefed sails, and after clearing all the ledges was piloted up through Lubec Narrows and round into Johnson's Bay, to the north of Lubec Neck, to a safe anchorage. This vessel had once before, within a few months, (September 15, 1884,) received valuable assistance from the Quoddy Head crew, when she got ashore in Lubec Narrows. (See record for that date.)

January 16, 17.—At about half-past 10 at night, the weather being rainy and thick, with a breeze from the eastward, the north patrol from the Orleans Station, (Second District,) Cape Cod, Massachusetts, discovered a vessel ashore on Nauset Harbor Bar, about two and three-quarter miles north of the station. The craft had struck about one hundred and fifty yards from the shore. He quickly ignited a Coston light, to let the people on board know their situation was understood, and almost immediately thereafter he saw the ruddy glare of a similar signal, shown by the south patrol of the Nauset Station on the other side of the inlet, to the northward. The two patrolmen had sighted the vessel at nearly the same instant. They hurried back to their respective stations and aroused the crews. The Orleans men started, with their boat on its carriage at about half-past 11, the night being so intensely dark that it was found necessary to send one of their number in advance with a lantern to lead the way. The sand was soft and yielding and the hauling so difficult that, after proceeding a quarter of a mile or so, the men were compelled to halt and send for the aid of a horse. The only one obtainable was a sorry animal, owned by a man on Pochet Island, which they harnessed to the boat-wagon with ropes. This help, however, was better than nothing, and, by tugging hard themselves, they made slow but sure progress, and arrived abreast of the vessel at about 2 in the morning, (17th.) Finding the surf dangerously rough, it was deemed prudent to wait a short time for the tide to fall, when the outer bars would break the force of the sea and afford somewhat of a lee. While they were thus waiting, the crew of the Nauset Station arrived in their boat by way of the inlet, having come down inside the beach in smooth water. The latter assisted the Orleans

Digitized by Google

crew in hauling their boat a little farther to the northward, to a better launching place. While this was being done a boat with a light in it was seen to leave the stranded vessel. The beachmen at once became greatly alarmed for the safety of the occupants of the boat, as the current swept them rapidly towards a very dangerous line of breakers, from which it would be next to impossible to extricate them. Upon the life-savers swinging a lantern and shouting at the top of their voices to pull hard for the group on the beach, the boat was fortunately headed in the right direction, and in a few moments was within reach of the surfmen, who waded out and ran it high and dry on the sand. There were three men in it. They reported their vessel as the fishing-schooner *J. W. Campbell*, of Gloucester, Massachusetts, bound home from the George's Bank, with a fare of fish. There were thirteen persons yet on board, her complement being sixteen men. The tide having fallen sufficiently by 3 o'clock, the two life-saving crews went off in company and brought the remaining thirteen men, with their baggage, ashore, in three trips, the Orleans crew making two trips and the Nauset crew one. The first thing the captain inquired about when they got alongside was the safety of the three men. He said they had left the vessel without his knowledge, while he was temporarily below in the cabin. When all were ashore, a messenger was despatched to the nearest telegraph office to notify the owner of the disaster to his vessel. The hospitalities of the Orleans station were offered to the castaways, but, in consideration of the great distance, the captain decided to seek accommodations for himself and crew in the vicinity of the vessel, and this was accordingly done. The schooner soon afterwards bilged and filled with water, and bade fair to become a complete wreck, being abandoned a few days later by the first gang of wreckers whom the captain employed to save her. A second gang, however, took charge, and, by exerting themselves to the utmost, succeeded on the fourteenth day after the occurrence of the disaster, or on January 30, in floating her off, when she was towed to Provincetown to receive temporary repairs before proceeding to Gloucester.

January 16.—The north patrol of the Cape Henlopen Station, (Fifth District,) coast of Delaware, shortly before midnight saw a large steamer heading in directly for the beach and almost ashore. He quickly ignited his Coston signal by way of warning, when the vessel answered him with a white light and at once turned off shore out of danger. She was discovered almost simultaneously by the eastern patrol of the Lewes Station as he neared the point of the cape, and he also flashed a warning-signal to her.

January 17.—The western patrol from the Point Judith Station, (Third District,) coast of Rhode Island, at about 2 o'clock in the morning, ignited his Coston signal to warn off a steamer which was passing rather too closely along shore. The weather was rainy and thick, and his attention was drawn to her by her steam-whistle, which she was sounding in the fog.

January 17.—On this date the Norwegian bark *Elida*, of Sandefjord, while proceeding to sea from New York, ran ashore on the Outer Middle Ground, New York Bay, about three miles from the Sandy Hook Station, (Fourth District,) coast of New Jersey. As soon as she was discovered the keeper of the station telegraphed to New York for assistance, and in a few hours a steamer belonging to the Merritt Wrecking

Digitized by Google

Company arrived and hauled the vessel afloat. She was towed back to New York.

January 18.—At 4 o'clock in the morning one of the crew of the Hunniwell's Beach Station, (First District,) coast of Maine, who had been away for a few hours on private business, returned hastily to the station with word that there was a dismasted vessel at anchor off the Black Rocks in the direction of Sheepscot River, some three miles or so to the eastward of the station, beyond Salter's Island. He also reported that she had been abandoned by her crew of three men, who had landed in their own boat at Five Islands, Sheepscot River. All hands were at once called and, after a hurried breakfast, set out in the surf-boat. The weather was bitter cold, with the mercury at about 10° above zero, and there was an ugly sea running. They reached the vessel at 6 o'clock, or before daylight. She proved to be the schooner *Orissa B. Kimball*, of Booth Bay, Maine, to which port she was bound from Portland, in the same State, with a general cargo. The vessel was badly iced up, and she had lost her foremast and main-top-mast. The crew proceeded first to beat the ice off, to enable them to work. They then cleared away the broken spars and set as much of the fore-sail as possible upon a jury-mast rigged upon the stump of the foremast, and, after heaving up the anchors, squared the schooner off before the fresh westerly gale and took her safely into Booth Bay, her destination, some ten miles to the eastward, where they found the captain and turned her over to him. The whole affair was very neatly managed, and the station-crew deserve credit for saving the schooner to her owners.

January 18.—Shortly before 8 o'clock in the evening the south patrol of the Brigantine Station, (Fourth District,) coast of New Jersey, warned off by Coston signal a vessel in dangerous proximity to the Brigantine Shoals. The shoals at that point extend well out from the beach, and in the darkness he could see nothing but her lights. She was evidently in a dangerous situation before keeping off.

January 18.—During the night one of the crew of the Assateague Beach Station, (Fifth District,) coast of Virginia, warned off, by flashing his Coston signal, a vessel which was in danger of striking on Turner's Shoal.

January 19.—In the morning watch, the north patrol of the Cape Henlopen Station, (Fifth District,) Delaware, saw a schooner standing dangerously near the beach, and burned Coston signals to warn her of her danger. She quickly hauled down her jibs, backed out her fore-sail, and by that means paid her head off. It was evident, from the manner in which she was handled, that she struck bottom before she wore off. A little nearer and she would have stuck fast.

January 20.—At about 5 o'clock in the morning, at low tide, the schooner *A. B. Perry*, of Machias, Maine, from Port de Paix, Hayti, bound to Chester, Pennsylvania, stranded on the point of Cape Henlopen, Delaware. She had a crew of eight men and a cargo of log-wood. The crews of the Cape Henlopen and Lewes Stations, (Fifth District,) Delaware, boarded her within a few minutes of each other, and made preparations to float her off. By their advice sails were set, and she worked off on the flood-tide, and in charge of the crew of the Lewes Station was sailed into the harbor and safely anchored, without sustaining any damage.

Digitized by Google

January 20.—Shortly before midnight the south patrol of the Assateague Beach Station, (Fifth District,) coast of Virginia, sighted a vessel in danger of stranding on Ship Shoal. He at once ignited a red Coston light, and thus warned her in time to avoid disaster.

January 21.—Soon after daylight the crew of the Cape Henry Station, (Sixth District,) Virginia, observed a steamer standing off and on, as though desiring to communicate. The crew launched the surf-boat, pulled off to the vessel, which proved to be the steamship *America*, bound to Havana, Cuba, and found that the captain wished to learn the weather probabilities, and particularly whether it would be advisable to proceed south. The crew thereupon returned ashore, and, after consulting with the Signal-Service observer stationed at the cape, signalled the desired information by flags to the steamer, which then proceeded on her voyage.

January 22.—On this date, in the afternoon, during the prevalence of a hard northwest gale with bitter cold weather, the crew of the Sandy Hook Station, (Fourth District,) coast of New Jersey, although unable to do anything, their offer of assistance being declined, undertook a long and perilous pull in their boat to the schooner *George Lamb*, of Saint Andrew's, New Brunswick, from New York for Aspinwall, Central America, loaded with lumber, which had stranded on the Outer Middle Ground, about two miles from the station. The men suffered severely from the cold and experienced the greatest difficulty in handling their boat, the spray from the wave-crests freezing as it fell and covering the craft with a glare of ice. On their return they would have been driven far to the leeward but for the aid of the tug Mary N. Hogan, which took them in tow when about half-way and dropped them near the station. The schooner subsequently got off and proceeded.

January 22.—At 10 o'clock at night the patrol of the San Luis Station, (Eighth District,) west end of Galveston Island, Texas, discovered a vessel standing in on the wind and almost ashore. He quickly burned a Coston signal to warn her of her danger, when she tacked and stood off. In a few moments she would have been in the breakers.

January 24.—The schooner *Hope Haynes*, of Bath, Maine, with seven persons on board, on her way from New York to Boston, Massachusetts, with a cargo of fustic, encountered thick easterly weather in Fisher's Island Sound, and at 7 o'clock in the morning struck on Catumb Reef, a little over a mile from shore, to the southwest of the Watch Hill Station, (Third District,) coast of Rhode Island. She was observed almost as soon as she fetched up by the station-crew, who quickly went off to her relief. When they got to her the people were already at work throwing the cargo overboard. With the aid of the life-saving crew a kedge was run out astern and the hawser hove well taut. The sails were then guyed flat aback and all hands set to on the cargo until about forty tons of it had been jettisoned. By that time the tide had commenced flowing, and in due season the schooner was backed off the reef, but leaking so badly that both pumps had to be manned. As soon as the kedge could be tripped the keeper took charge and piloted the schooner into Stonington Harbor, where she arrived in the afternoon, with over two feet of water in the hold. To save her from sinking in deep water she was moored at one of the wharves, where she would lie aground until the cargo could be discharged preparatory to hauling her out on the railway for repairs.

Digitized by Google

January 24.—During the night a patrolman of the Townsend's Inlet Station, (Fourth District,) New Jersey, discovered a schooner standing into danger and warned her off with his Coston signal.

January 24.—At a quarter to 3 o'clock in the morning the schooner *Job H. Jackson*, of Perth Amboy, New Jersey, stranded about three-quarters of a mile south of the Cape Henlopen Station, (Fifth District,) Delaware. She was bound from New Haven, Connecticut, to Baltimore, Maryland, in ballast, and had a crew of eight men. The station-crew arrived abreast of the schooner shortly after 4 o'clock, and at the request of the captain sent for a steam-tug to haul her off. At about half-past 8 the crew of the Rehoboth Beach Station also arrived. The two crews assisted in running a hawser from the schooner to the tugs *North America* and *George W. Pride, jr.*, which had arrived and commenced operations. Later in the day, while the two life-saving crews were at dinner, they saw the schooner was flying her colors union down, and upon pushing off to her again found the hawser had parted. A second hawser having been run off and secured, the vessel was floated at about 2 in the afternoon, without material damage.

January 26.—In the night the patrol of the Ocracoke Station, (Sixth District,) North Carolina, saw a three-masted schooner running in for the beach, and almost ashore. He at once burned his Coston light to warn her off, when she tacked and stood seaward.

January 27.—At about noon the crew of the Sandy Hook Station, (Fourth District,) coast of New Jersey, put off to the assistance of the schooner *Cora May*, of Provincetown, Massachusetts, having a crew of six men, which had stranded on the Outer Middle Ground, two miles off shore, while bound in to New York from Norfolk, Virginia, with a cargo of corn. The captain welcomed them on board, and requested them to stay by him until he got afloat. At high water the tug Charles Allen made an effort to wind the vessel round, but failed, not having power enough. At the instance of the keeper, the men then ran all four of the jibs up simultaneously, and under this sudden pressure the schooner's bow swung off, and in a few minutes she went safely afloat. The tug then took her in tow into the harbor. The captain was very hearty in his thanks.

January 27.—At about 11 o'clock in the morning the schooner *Laura Lewis*, of Brownsville, Texas, bound from Lake Charles, Louisiana, to her home port with a cargo of lumber and having a crew of five men, struck bottom while crossing the bar at Brazos de Santiago, Texas. She quickly became unmanageable and drifted on the north breakers. Half an hour later the keeper and crew of the Brazos Station, (Eighth District,) distant a mile and a half, had launched their surf-boat and arrived on board. An anchor was run out to the southward and a strain hove on the hawser, but all efforts of the crew to move her proving ineffectual, it was determined to throw the deck-load overboard in order to lighten her. This also failed, and, as she was now leaking badly, an attempt was made to pump her out. Despite their efforts, however, to save the vessel, the pumps became choked with sand, and she rapidly filled with water. The men were, therefore, landed with their effects and taken to the station. Next morning (28th) both crews went off to the wreck, unbent her sails and running-rigging, which, with the booms and gaffs, were safely landed on rafts made from lumber taken from the cargo. At 1 in the afternoon the sea became so rough that the men abandoned the vessel and came ashore.

Digitized by Google

They were sheltered at the station for nine days. On February 5 the schooner, being a complete wreck, was sold at public auction. A portion of the cargo was saved. The following letter was subsequently received from the master and the owner of the vessel:

"BROWNSVILLE, TEXAS, *March* 10, 1885.

"DEAR SIR: The object of this is to thank you for the great services rendered me by Capt. T. W. Norman and crew, of station at Brazos Santiago, at the time of the wreck of my vessel, the schooner *Laura Lewis*, in saving the sails and gear of said schooner.

"Yours, respectfully,

"A. RASMUSSEN,
"*Late Master of Schooner Laura Lewis.*

"F. YTTURRIA,
"*Owner Schooner Laura Lewis.*

"SUPERINTENDENT LIFE-SAVING STATIONS,
"*Eighth District, Galveston, Texas.*"

January 29.—The schooner *Medora*, of Rockland, Maine, for which port she was bound from Saint George, in the same State. in ballast, while lying in Seal Harbor, got beset in the ice, and when the latter began to move, under the influence of a strong westerly wind and the ebb-tide, at about 1 o'clock in the afternoon, her anchors loosened their hold, and she was carried down the harbor towards the dangerous sunken ledges near Spruce Head. The crew of the White Head Station, (First District,) who were out practising with their boat opposite the station, quickly took in the situation and went to her assistance. Much difficulty was encountered in reaching her through the ice. Upon getting on board they found she was badly iced up, and that her crew of two men were unable to extricate her. The life-saving crew, therefore, set to work and broke the ice all around her, and then, picking up her anchors, worked her out well clear of the ledges, and took her to a good berth under the lee of the wharf at Spruce Head, where she was safely moored out of the way of the drifting ice-fields. The task was a very arduous one for the station-crew.

January 30.—At about 1 o'clock in the morning the patrol of the Cobb's Island Station, (Fifth District,) coast of Virginia, saw a vessel standing in for the shoals and almost in the breakers. He at once burned a Coston light, when she immediately went about and headed off shore.

January 30.—At about 2 o'clock in the afternoon the day-watch at the Cape Fear Station, (Sixth District,) North Carolina, discovered a schooner standing too close in to the Frying Pan Shoals. The International Code signal J. D. ("You are standing into danger") was displayed, when the vessel altered her course and went clear.

February 1.—Shortly before midnight the patrol of the Bellport Station, (Third District,) coast of Long Island, New York, sighted a bark standing inshore on the wind and rapidly nearing the bar. He at once ignited his Coston signal to warn her of her danger, when she quickly luffed in stays and went round on the other tack. She was so close

Digitized by Google

that the patrolman could hear the creaking of the gear as she went about.

February 1.—At about 7 o'clock in the evening the patrolman of the Parramore's Beach Station, (Fifth District,) Virginia, discovered a vessel heading directly towards the beach, both lights showing. He warned her off with a Coston signal.

February 1.—During the night one of the crew of the Watchapreague Station, (Fifth District,) coast of Virginia, warned off by Coston signal a vessel that was in danger of running onto Dawson Shoal, off Watchapreague Inlet.

February 1.—Between midnight and 3 o'clock in the morning the patrol of the Little Island Station, (Sixth District,) Virginia, saw a brig standing in dangerously close to the beach, and warned her off by burning a Coston signal.

February 2.—On this date the crew of the Cape Hatteras Station, (Sixth District,) coast of North Carolina, rendered service to the small sloop *J. W. Meade*, of Hatteras, North Carolina, which had fouled her anchor while lying in Pamlico Sound the night previous, during a westerly blow, and dragged ashore about three miles to the northward and westward of the station. There was no one on board at the time of the accident. They kedged her into a position where she would float on the next tide, and left the owner in charge. She got off without damage at high water.

February 2.—Shortly before daylight the patrol of Ocracoke Station, (Sixth District,) North Carolina, observed a schooner running too near the beach for safety, and to prevent a disaster fired his Coston signal to warn her of the impending danger. She immediately tacked off shore.

February 4.—On this date, at about noon, the weather being bitter cold, the crew of the Plum Island Station, (Second District,) coast of Massachusetts, were startled by one of their number rushing down from the lookout with the report that a man whom he had seen hurrying towards the house had fallen exhausted in a snow-bank about a hundred and fifty yards distant. The men ran to the spot, and found that it was a man named Stevens, sixty-seven years of age, the father of one of the crew. He was almost unconscious, and totally blind from the effects of the cold. They carried him into the station, removed his wet clothing, and administered stimulants to revive him. Upon coming to he related that, while out in the harbor gunning, his skiff had upset, throwing him into the water. The water being not more than five feet deep, he waded ashore and set out for the station. From over-exertion, however, in his anxiety to reach the shelter, he had become exhausted, and, his sight failing, he stumbled and fell where the men found him. Being utterly helpless, he would in a short time have frozen to death but for the station-crew's aid. The latter did all for him in their power, furnishing him with clothing from their own wardrobes, and, when he was sufficiently recovered, saw him safely on his way home.

February 5.—Shortly after 11 o'clock at night the patrol of the Cobb's Island Station, (Fifth District,) coast of Virginia, warned off by burning a Coston light a steamer which was in danger of running onto the shoals near Cobb's Island.

February 5.—The patrol of the Poyner's Hill Station, (Sixth District,) North Carolina, during the first watch after sunset discovered a vessel

Digitized by Google

very near the beach, about two miles north of the station, when he burned his patrol-signal and warned her off.

February 5.—Shortly after sunset the patrol of the Paul Gamiel's Hill Station, (Sixth District,) North Carolina, observed a vessel running into danger and burned his Coston light. The craft heeded the signal and changed her course.

February 7.—On this date the crew of the Watchapreague Station, (Fifth District,) coast of Virginia, observed, with the aid of the glass, from the roof of the station, a three-masted schooner very near the beach a long distance to the northward. Being unable to determine whether she was ashore or not, two of the crew were despatched up the beach to ascertain the facts. They proceeded as far as Metompkin Inlet, some six miles from the station, and made the vessel out to be in the vicinity of Gargathy Inlet, six or eight miles beyond, and apparently aground. As soon as they could return and report, about 5 in the evening, the crew set out in the surf-boat, taking the inside passage as the most expeditious, on account of the heavy sea outside. After a long pull they landed towards midnight, just below Gargathy, being somewhat delayed by the lowness of the tide. They could from that point see the vessel's light, still some distance away. The journey was resumed after a brief rest, and at daylight, upon again sighting the vessel, it was found she was not ashore, but anchored dangerously close to the breakers, with her bowsprit and jib-boom gone, and apparently disabled. The station-crew at once put out of the inlet, intending to board her, but before they could reach her she got under way and stood out to sea. There was nothing, therefore, for them to do but return; so, after getting something to eat at the inlet and resting awhile, the crew returned to the station, arriving at 4 o'clock in the afternoon, after a twenty-three hours' absence. They were pretty well fagged out, having pulled, altogether, a distance of about thirty-five miles. Although nothing in the way of assistance was rendered on this occasion, it has been thought proper to record the facts, as illustrative of the spirit animating the men of the Service and their ever-readiness to undertake long and toilsome journeys to aid and succor those in distress.

February 8.—Just before daybreak the patrol of the Chatham Station, (Second District,) Cape Cod, coast of Massachusetts, observed a vessel drifting towards the beach about half a mile north of the station. There was a heavy sea heaving-in, and, the wind being light, she was unable to claw off. A warning Coston signal was at once burned, when she came to anchor just outside the breakers. It was not a moment too soon. A good breeze sprang up afterwards, and she proceeded on her way.

February 9.—During the night the north patrol of the Assateague Beach Station, (Fifth District,) Virginia, warned off a vessel that was in imminent danger of stranding on Ship Shoal. He signalled to her twice. Upon seeing the first signal, she changed her course very leisurely, when the man, knowing she must strike if she did not at once haul sharp off, ignited a second signal, which proved effectual, and she soon went out of danger.

February 10.—From this date until the 14th the crew of the Nauset Station, (Second District,) Cape Cod, Massachusetts, were engaged daily, as the weather and tides permitted, assisting the State wreck commissioner in recovering the cargo of lumber of the schooner *Opera*,

Digitized by Google

of Saint John, New Brunswick, which had drifted ashore, bottom up, on the morning of the 10th, about two miles south of the station. The condition of the schooner indicated that she had been in collision with another vessel off shore. There was no sign of life about her when she struck the beach, and the fate of her crew could not be learned. She became a total wreck. One of the surfmen received a painful injury while at work saving the cargo.

February 10.—At half-past 4 in the morning, during a heavy south-east gale, with thick weather, the three-masted schooner *S. M. Thomas*, of Taunton, Massachusetts, with a crew of nine men and coal-laden, from Norfolk, Virginia, for Providence, Rhode Island, stranded off the coast of Long Island, New York, between Shinnecock and Fire Island, about half a mile to the eastward of the Point of Woods Station, (Third District.) She had sprung a leak some days previous, and was almost unmanageable at the time she struck, the crew having labored unceasingly at the pumps to keep her from sinking in deep water off shore. Her situation was discovered by the patrol, and also by the keeper, at about 6 o'clock, and as soon as they could give the alarm all hands turned out with the beach apparatus, the surf being entirely too rough for boat-service. She lay in the breakers on the outer bar, upwards of two hundred yards from the shore, the huge waves tumbling over her in such volume that it was impossible for the men to remain on deck. They had, in fact, been driven to the rigging for safety almost as soon as she struck. Even there, at a height of twenty-five feet, they had to lash themselves to prevent being washed off. Communication was established by the life-savers with the first shot from the wreck-gun, but the strong current alongshore gave them the greatest trouble in rigging the gear. The first man was landed at 10 o'clock. He was almost exhausted, the poor fellow having a narrow escape from being washed out of the breeches-buoy. Under these circumstances the utmost caution was necessary, but within an hour from the time the lines were put in working order the people were safe on the beach. They were all more or less used up, three or four being almost unconscious, so that they had to be lifted out of the buoy. They were taken at once to the station and comfortably provided for, such of them as needed it being furnished with clothing from the supply received from the Women's National Relief Association. The rescue was admirably effected, and just in season, as the wind shifted into the northwest shortly afterwards and blew a furious gale. The weather also turned bitter cold. There is no doubt that if they had remained in the rigging a few hours longer every man would have perished. The crews of the Lone Hill and Fire Island Stations arrived subsequently, but were too late to be of service. It was impossible to launch the boat until the morning of the 12th. On that day, when the station-men went off for the crew's effects, everything movable had been washed away. The vessel was then almost a wreck, and completely covered with ice. She soon broke up, and, with her cargo, became a total loss. The castaways received shelter at the station four days.

February 10.—The crew of the Sandy Hook Station, (Fourth District,) coast of New Jersey, recovered a quantity of materials and personal effects from the canal-boat *W. E. Jenney*, of Perth Amboy, New Jersey, which had broken adrift from her moorings in Raritan Bay, during a north-west gale, and been driven down New York Bay to Sandy Hook,

Digitized by Google

where she stranded, at about 11 o'clock in the day. There was no one on board when she broke adrift. She bilged and became a complete wreck, the property landed by the station-crew being all that was saved. It was subsequently delivered to the owner.

February 10.—At half-past 8 in the morning five men, belonging to a small vessel lying wind-bound in the bay inside San Luis Pass, abreast of the San Luis Station, (Eighth District,) Galveston Island, Texas, came to the station and reported that they were out of provisions and water. The life-saving crew gave them a three days' supply, which was amply sufficient to last them to their destination, the Brazos River, a few miles down the coast.

February 10.—At 7 o'clock in the morning, as the schooner *Annie Gee*, of San Francisco, California, was attempting to tow out over Humboldt Bar, on her way from Eureka to San Francisco, with a cargo of lumber, it was found there was not water enough on the bar, and in turning back to wait for the flood-tide she took a broad sheer and ran aground on the north spit, about a mile southwest of the Humboldt Bay Station, (Twelfth District,) coast of California, and there stuck, in spite of the efforts of the tug having her in charge to pull her off. The life-saving crew boarded her with the surf-boat soon afterwards, but, the tide being ebb, nothing could be done. At 1 o'clock in the afternoon they again went off and, after assisting in throwing the deck-load overboard to lighten her, landed the crew of seven men, with their effects, and gave them quarters at the station. The next morning at 3 o'clock two attempts were made in the surf-boat to put the men on board again, but the sea was then so heavy, and breaking entirely over the vessel, that they were driven back. An attempt a few hours later, at daybreak, with the life-boat, was more successful. A line was then ran to a tug in waiting, in the channel, and vigorous efforts made to get the schooner off, but as she still refused to budge, the sailors were again landed. As the vessel was now fast sanding up, and the chances of floating her were rapidly diminishing, the stores were also brought ashore. On the following day (12th) another unsuccessful effort was made to get her off. She eventually became a complete wreck, although a portion of the cargo was saved. The men were sheltered at the station for three days.

February 11.—On this date, although nothing was accomplished in the way of assistance to the stranded vessel, the crews of the Brigantine, South Brigantine, and Atlantic City Stations, (Fourth District,) coast of New Jersey, went off in their boats during a westerly gale, just before 4 o'clock in the afternoon, to the steamship *Salisbury*, of North Shields, England, with a crew of twenty-six men, which had struck on the outer edge of Brigantine Shoals a short time previous. She was *en route* from Baltimore, Maryland, to New York, in ballast. The crew of the Atlantic City Station, the southernmost of the three, had observed as she passed that she was too close in to clear the outlying shoals to the north off Brigantine, and had hoisted the International Code signal, J. D., ("You are standing into danger.") The warning did not appear to be noticed, as she kept on without changing her course, and finally fetched up on the shoal, some two miles from shore, nearly abreast of the South Brigantine Station. When the life-saving crews got alongside and offered assistance the captain declined their services, and, although the weather was bitter cold, with the mercury almost at zero, forbade the men going on board. He was also very reluctant to give

Digitized by Google

them the barest details of the accident. Although the sea had become rough and the boats were covered with ice, and the situation of the men, almost drenched to the skin, was one of great discomfort, the crews remained alongside until sundown, when, as the captain still refused their aid, they were compelled, in order to keep from freezing, to return ashore, first telling the captain to make signal in case matters became worse in the night and he needed help. The journey back in the teeth of the gale, after nightfall, through fields of floating ice, was one of great risk and hardship. The keeper of the Brigantine Station had his ears frost-bitten. A vigilant watch for signals from the steamer was maintained all night, but none were seen. She got off at high water, about 4 in the morning, (12th,) and proceeded up the coast.

February 12.—The patrol of the Chatham Station, (Second District,) coast of Massachusetts, at about 2 o'clock in the morning observed a vessel running very close along the shore, about half a mile south of the station, and burned a red Coston light to warn her off. She immediately heeded the warning by changing her course and standing out to sea.

February 12.—The fishing-sloop *Patience*, of New York, with a crew of three men, while seeking refuge in Fire Island Inlet, coast of Long Island, at about 7 in the evening, during a fresh southwesterly blow, got caught in the heavy drift-ice coming out of the Great South Bay with the ebb-tide and was forced onto the beach at the east end of Oak Island. She was just from the fishing-grounds and was laden with cod-fish. The crew of the Oak Island Station (Third District) hastened to her assistance, and, after some difficulty on account of the ice, carried out her anchor and hove the cable well taut, and by that means the sloop was floated at high water, without receiving any damage.

February 12.—The steamship *America*, of New York, with a crew of sixteen men, bound from Cardenas, Cuba, to Boston, Massachusetts, with a cargo of sugar, encountered a heavy gale off the Florida coast on February 11th, during which she sprang a leak, and, the pumps becoming choked, the fires were put out in spite of the efforts of the crew, and they were compelled, for their own safety, to run the vessel ashore. She struck the beach at 11 o'clock at night, about eight and a half miles north of the Gilbert's Bar House of Refuge, (Seventh District.) She was discovered from the station at daylight the next morning, and a Mr. Bunker, in company with the keeper's son, the keeper being absent for supplies, immediately proceeded to the scene of disaster to render all the aid possible. The vessel was too badly wrecked to be saved, but a number of the crew were conducted to the station for subsistence and shelter. Provisions were also sent to those remaining on board. Some of the men also, who had sustained injuries during the storm, received necessary treatment at the hands of the keeper and his family. The castaways remained for a week, when fourteen of them were despatched up the river by the captain *en route* to their homes, *via* Rock Ledge, Florida, the keeper giving them a two days' supply of provisions when they left. Being retarded by head-winds and adverse currents, they ran short, and were compelled to stop on their way at the Indian River Station, where they remained one night, and obtained from the keeper an ample supply of food to carry them through.

Before leaving Gilbert's Bar the wrecked crew sent the following letter to the General Superintendent:

Digitized by Google

"HOUSE OF REFUGE, GILBERT'S BAR, FLORIDA,
"*February* 18, 1885.

"SIR: This is to certify that the undersigned officers and crew, were most hospitably taken care of at the Gilbert's Bar Station, and we heartily recommend Keeper Brown and his family for their courteous treatment.

"Very respectfully,

"WALTER J. ROE,
"*Chief Engineer, Steamer America.*
"JOHN J. O'NEILL,
"*First Assistant Engineer, Steamer America.*
"SAMUEL THURTELL, *Oiler.*
"JOHN LAVERTY, *Fireman.*
"H. MCKEEVER, *Fireman.*
"JOHN SNEE, *Fireman.*
"JOHN WESLEY.
"FRANK MANCHESTER.
"OSCAR STROMBERG, *Second Officer.*
"DANIEL FLYNN.
"CARL MATTHISON.
"SAMUEL H. ANDREWS.
"STEPHEN BAMRUS.
"NICHOLAS GREEN.

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

A similar letter, dated February 20, was also received in acknowledgment of the shelter and supplies received at the Indian River Station.

February 14.—The schooner *Favorite*, of New Haven, Connecticut, bound from Norfolk, Virginia, to New York, with a crew of four men and a cargo of lumber, stranded, on the afternoon of the 13th, at the south end of Tatham's Beach, coast of New Jersey. At the time she struck a blinding snow-storm was raging from the northeast. The tide was low and the sea running high. She was discovered by the crew of the Hereford Inlet Station, (Fourth District,) at 6 o'clock in the morning. They immediately launched the surf-boat and started for the wreck, two and a half miles distant, but, owing to the heavy sea on the North Bar, were compelled to row up the channel inside the beach until nearly abreast of the vessel, where the boat was pulled ashore, dragged across the point, a distance of half a mile, through ice and snow knee-deep, and then launched in the surf. When within a few feet of the vessel the boat was struck by a heavy comber and driven back on the beach and partially filled with water. A second attempt to reach the schooner was frustrated in the same manner. The third time they succeeded in throwing a line aboard, but the current being very strong, it tautened the line, when the boat swung into the trough of the sea, and filled with water to the thwarts. For their own safety they had to cut the line and return to the beach. The fourth attempt proved successful, and the wrecked crew were safely landed, in an exhausted condition, having been exposed to the storm without shelter for eighteen hours. The men were immediately taken to the station, where they were given restoratives from the medicine-chest and provided with dry clothing, partly from the supply presented by the

Digitized by Google

Women's National Relief Association, and the rest from the wardrobes of the station-crew. They remained at the station five days, being unable to reach the main-land, owing to the ice in the bay. The vessel became a total loss. Only a part of the cargo was saved. The crew of the Tatham's Station reached the wreck just as the people were landed, and too late to render service. The following commendatory letter has been received from the district superintendent, to whom it was addressed:

"HEREFORD INLET, NEW JERSEY,
"*February* 15, 1885.

"DEAR SIR: I wish to express thanks for the gallant rescue from wrecked schooner *Favorite*, wrecked on Hereford Bar the 14th instant. We were taken off and well treated by Captain Ludlam, Station No. 36. The sea was immensely rough at the time we were taken off.

"I am, respectfully,

"E. L. ELDRIDGE,
"*Master Schooner Favorite.*

"SUPT. J. G. W. HAVENS."

February 14.—Between midnight and 4 o'clock the eastern patrol of the Lewes Station, (Fifth District,) Delaware, observing a large vessel heading for the beach, flashed his Coston signal, when she immediately stood off.

February 14.—The patrol having the first watch after sunset at the Paul Gamiel's Hill Station, (Sixth District,) North Carolina, saw a schooner approaching too close to the shore, and warned her off with a Coston signal.

February 15–17.—At 6 o'clock in the morning of the 15th, during a furious northeasterly snow-storm, the crew of the Muskeget Station, (Second District,) on Muskeget Island, Vineyard Sound, Massachusetts, sighted six schooners encompassed with ice and aground on Tuckernuck Bank, at various points within a radius of two or three miles to the eastward of the station. They had been caught in the ice some days previous, in the vicinity of the Handkerchief Shoal, off Monomoy, and, being unable to extricate themselves, had drifted helplessly to and fro with the tide in Vineyard Sound until the prevailing northerly winds had finally lodged the ice-floes on the shoals skirting the northerly shores of Muskeget, Tuckernuck, and adjacent islands. The ice was several feet in thickness, and extended for miles out into the sound. Two of the vessels had signals of distress flying. The life-saving crew got their dory out, (the surf-boat being too heavy to drag over the ice,) and hauled it about half a mile, to the east end of the island. Upon leaving the beach they found the ice too soft and yielding, even by using planks as skids to slide the boat upon, and, after many attempts in different directions, were compelled, towards evening, to abandon further effort to reach the vessels that day. On the following day (16th) they were equally unsuccessful. On that day the revenue-steamers Albert Gallatin and Samuel Dexter appeared in the offing and tried hard for several hours, or until afternoon, to get near enough to extricate the vessels, but without accomplishing anything. When the patrol came in at midnight the ice was reported in motion from the shore. In their eagerness to embrace every opportunity, the men turned out at once with the surf-boat and again attempted to get off. After rowing a quarter of a mile or so the ice barrier stayed their further progress,

Digitized by Google

and they were compelled to return and wait for daylight. At about 7 o'clock (A. M. of the 17th) the ice opened a little, and off they put again. The two revenue-steamers had also returned and sent their boats out to attempt the rescue of the crews of the vessels nearest to the outer edge of the pack. The ice had piled up in immense cakes, one above the other, in the most fantastic forms, and gave the scene an aspect of arctic weirdness, these accumulations being so high in some places as to completely hide the vessels from sight. It was also in such a soft and spongy condition that the greatest caution was necessary in advancing over it with the boat. After much labor and privation, however, the gallant life-savers reached the nearest schooner, at about 10 o'clock in the forenoon. She proved to be the *Lyndon*, of Calais, Maine, bound from New York to Boston, with a cargo of fustic, her crew consisting of five men. She was full of water and literally sheathed with ice, which had formed upon the hull and rigging during the storm. The men were taken off as quickly as possible and a start made for the next vessel, the *Alba*, a schooner, owned in Saint John, New Brunswick. The wind was still blowing a gale, which kept the ice in constant motion, and before the *Alba* could be reached the lead they were following closed and compelled them to retreat towards the land. The movement of the floes was so rapid and eccentric, however, as to again baffle them, and they were obliged to seek refuge on board the deserted *Lyndon*, where they remained about four hours. Upon boarding the *Alba* at last, they found, beside her own crew of five men, four others, belonging to the schooner *Sammy Ford*, of Lubec, Maine. The *Alba* was bound home to Saint John from New York, with a general cargo. The *Sammy Ford* was also from New York, laden with coal for Eastport. The latter's crew had been forced to abandon her and take refuge on the *Alba*. Fortunately they had saved their yawl, and into this they got, in company with the *Alba's* men, and all three crews, numbering fourteen men, were conducted safely ashore under the skilful guidance of Keeper Sandsbury and his men, the station being reached at 5 o'clock, to the great relief of all concerned. The crews of the three other schooners, the *H. T. Townsend*, the *Dolly Varden*, and the *Charles A. Ropes*, were rescued the same afternoon by the two revenue-cutters and taken to Wood's Holl, on the main-land. Owing to the continuance of the ice-blockade, the fourteen men were compelled to remain at the station a week, or until Keeper Sandsbury could convey them to Tuckernuck Island, and thence to Nantucket. In the meantime the life-saving crew succeeded in recovering their personal effects. At Nantucket arrangements were made with the underwriters' agent for the saving, if possible, of the vessels and their cargoes. The *Lyndon* and the *Sammy Ford*, however, became complete wrecks, a portion only of their cargoes being saved. The *Alba* was subsequently released, and proceeded on her voyage. Of the three schooners boarded by the revenue-cutters, one, the *H. T. Townsend*, was saved. The *Dolly Varden* and the *Charles E. Ropes* were lost.

February 15.—The crew of the Forked River Station, (Fourth District,) coast of New Jersey, performed gallant service on this date in saving the crew of six men of the three-masted schooner *Lida Babcock*, of Somers Point, New Jersey. A furious northeasterly snow-storm, one of the severest of the season, was raging, when, at 2 o'clock in the morning, she stranded in the breakers, about a mile south of the station, towards Barnegat Inlet. She had left New London, Connecticut, a few

Digitized by Google

days previous, for Norfolk, Virginia, in ballast. She grounded about one hundred yards from the beach, and was almost immediately discovered by the alert patrol, who flashed a Coston signal, to let the people know they were seen, and then hastened to the station with the alarm. The snow was drifting badly, and in some places three or four feet deep. In other places, where the beach was low, the sea swept completely across the sandy wastes to the bay beyond, forming sluiceways of quicksand dangerous to cross. The night was weirdly dark, and these obstacles, together with the blinding snowflakes, rendered the task of hauling the beach apparatus to the scene of the wreck exceedingly arduous. With no guide save the thundering roar of the surf, the little band trudged manfully onward, at one moment stumbling into a snowdrift, and the next floundering in the madly-rushing water, which in some places was nearly waist-deep. They arrived opposite the ill-fated craft about 4 o'clock, and at once commenced operations. The sea was breaking clean over her, and had driven the people to the fore-rigging for safety. The drift stuff in the surf showed that she had already begun breaking up. The rising tide compelled the station-crew to seek a position for the wreck-gun among the beach-hills. While unloading the gear they were joined by the south patrol from the Cedar Creek Station, the next station to the north. Suspecting something amiss from not meeting the Forked River patrol, he had continued on until he found the crew at the wreck. They were also joined by two men, residents of the beach, named Demarest T. Herbert and Reuben N. Potter, who did excellent service. The first shot dropped the line over the jib-boom, far out of reach. Upon discovering this, the surfmen hauled the line back and faked it on the sand. Before, however, the second shot could be made, the tide forced them to move to higher ground, as the gun was almost submerged. The second fire carried the line over the after part of the vessel, and again out of reach. The third fire was successful, the projectile passing through the foresail. The line was thus within easy grasp of the poor fellows in the rigging. The whip was at once bent on, and the sailors, after much toil, hauled it out and made the block fast. The hawser then followed, and, when properly secured, the breeches-buoy was rigged and sent off. The sailors during all this time suffered dreadfully from cold and exposure, the spray from the waves, as they rolled in mighty volume over the doomed vessel, flying half-masthead high and keeping them drenched to the skin. Their discomfort and the difficulty of arranging the gear in the darkness was greatly increased by the rolling of the vessel. The first to land was the mate. He was in a sorry plight, and had a narrow escape through the fouling of lines with the buoy, which was hauled through the water the entire distance. When lifted from the buoy he had a turn of the shot-line about his neck and another around his waist. The four sailors followed, and their experience was almost as bad as the mate's. The sixth and last man to leave the vessel was the captain. His escape was little short of a miracle. Just as he clambered into the buoy and made signal to be hauled ashore the schooner fell over on her beam-ends, and never again righted. This slacked the hawser still more, and, to make matters worse, as he neared the beach the whip got jammed in some way and brought the buoy to a standstill. It could not be budged one way or the other, and the captain must in a few moments have been swept away and drowned but for the presence of mind and gallantry of some of the beach party. Keeper Allgor and Surfmen Jesse Penn and David and Alfred Yarnell, the lat-

Digitized by Google

ter from Cedar Creek, dashed boldly into the surf to his rescue. They came near being swept away themselves by the strong undertow, but succeeded in grasping the now unconscious captain, and by united effort got him ashore, where the method in vogue in the service for the resuscitation of the apparently drowned was at once put into practice, with good effect. The castaways were then conducted to the station as quickly as possible, and their needs attended to, the clothing furnished by the Women's National Relief Association coming into good use. The rescuing party deserve the highest praise for their splendid work. An hour's delay would undoubtedly have been fatal to all on board, as before the station was reached the schooner had gone entirely to pieces, and scarce a vestige of her remained where she struck. The captain was confined in bed three days, and required careful nursing to pull through. The remainder of the crew of the Cedar Creek Station, to the north, hastened to the assistance of their comrades as soon as news of the wreck reached them by telephone, but the condition of the beach prevented rapid progress, and they were only in time to meet the party coming back and help haul the apparatus to the station. The Barnegat crew, south of the inlet, also came over in their boat after daylight, upon discovering the wreck, but the people were then ashore, and they conld render no assistance. The sailors were housed and fed for three days, and the captain two days longer, or until well enough to travel. The latter, in his gratitude, before leaving the station, indited the following letter to the General Superintendent:

"FORKED RIVER LIFE-SAVING STATION, N. J.,
"*February* 17, 1885.

"SIR: This is an acknowledgment of my coming on shore the morning of the 15th, in a heavy east-northeast gale and thick blinding snow-storm; and I want to say to you about the timely, heroic service that was rendered to me and my crew of six, all told, by the crew of this station, how bravely they did their work in saving lives. Everything was at a disadvantage, but they landed every man safe, and all are doing well and join with me in giving sincere thanks to the crew for saving our lives, and for the kindness and care we have received since we have been here. If they had not been on hand, we would all have been lost. They were alongside and hailed us in five minutes after the vessel stranded, and they rendered all the assistance that was in their power. I sincerely give them the credit which truly belongs to them, and I cannot express to you what I feel. I do think that it you have first-class medals they deserve one, and I hope this Government will present them with such, for they are a brave set of men. The sea was very high, breaking all over the vessel about fifteen feet high. We were all half-way up to the foremast-head, and even then if flew over us. I did not think they could save us, but they were brave, and succeeded in bringing all safely to land. Hoping that they will receive what duly belongs to them, I close, with due respect.

"MARTIN STEELMAN,
"*Master of Schooner Lida Babcock.*
"JOHN HOGATE, *Mate.*
"JOHN R. SMITH, *Steward.*

"I, Martin Steelman, sign the names of the above by request of my officers.

"To the Hon. SUPERINTENDENT S. I. KIMBALL,
"*Washington, D. C.*"

Digitized by Google

February 15.—At about half-past 7 o'clock in the evening the patrol of the Corson's Inlet Station, (Fourth District,) New Jersey, warned off, by Coston signal, an unknown steamer which was running dangerously near the shore.

February 15.—Just before noon the lookout of the Ocracoke Station, (Sixth District,) North Carolina, observed a three-masted schooner heading for the beach. She soon after anchored, about three miles from the shore and about eight miles east of the station, and ran up a signal. The weather being hazy, the signal could not be distinguished, but, acting on the assumption that it was one of distress, the keeper ordered out his crew, and, manning the surf-boat, pulled for the schooner, which was reached at 3 in the afternoon. She proved to be the *Joseph Baker*, Captain Almy, bound from Pensacola, Florida, to New Bedford, Massachusetts, with a cargo of cotton. The signal was P. B., ("Want immediate assistance.") The captain stated that his rudder-head was sprung, and that he wished the steamer which he saw lying in the inlet to go to his relief. The crew pulled to the steamer, and sent her to the schooner's aid, as desired.

February 16.—On this date, in the forenoon, during the prevalence of a furious easterly gale on the coast of New Jersey, the crew of the Harvey Cedars Station, (Fourth District,) were called to the assistance of three men on a scow, who had been endeavoring to move the craft to a safe anchorage in the bay out of the way of the moving ice. The scow was owned in Barnegat village, and had been used in lightering cotton recovered from the wrecked bark *Aberdeen*, near the station. When discovered by the life-saving crew it had blown adrift and was quite unmanageable. The crew reached the craft, only after considerable difficulty, by veering the surf-boat to a long line fast on shore, the wind blowing so hard that it was impossible to keep the oars in the rowlocks. The men were safely landed at Harvey Cedars, very thankful for their extrication from a trying and dangerous situation. The scow also was moored out of reach of the drifting ice-fields.

February 16.—At about noon, during the prevalence of an easterly storm, with an extremely high tide and a heavy sea, the crew of the Holly Beach Station, (Fourth District,) coast of New Jersey, rescued a party of nine persons, dwellers upon the beach, who were in danger of being swept into the surf and drowned. It seems the storm-tide had undermined one house and carried it away, its occupants having barely time to reach the next adjacent building for shelter. A few minutes later the house in which they had taken refuge, and which now contained nine persons of both sexes, showed signs of also toppling over, the water having risen to the level of the floor and washed out some of the underpinning. The signal of the people for help was promptly responded to by the crew of the station, a mile distant, who picked their way as quickly as possible with the surf-boat through the mass of *débris* and ice floating in the surf, and succeeded, at great risk, in removing the entire party to a place of safety. The people were very thankful for their rescue. One of the party sent the following letter to the General Superintendent:

"HOLLY BEACH, NEW JERSEY,
"*February* 16, 1885.

"SIR: I desire to express to you my sincere appreciation of the services rendered this morning to myself and family by Captain Downs and crew, of the Holly Beach Life-Saving Station, and the splendid

Digitized by Google

manner in which they acted on the occasion of the high tide on this coast at this date. We were certainly in a very precarious position, and owe our delivery entirely to the heroism and efficiency of Captain Downs and crew.

"Yours, in gratitude,

"W. H. BORDNER.

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

February 16.—At about half-past 4 o'clock in the morning the patrol of the Cold Spring Station, (Fourth District,) New Jersey, discovered a vessel stranded on the south bar of Cold Spring Inlet, a mile and three-quarters east of the station. He flashed his Coston signal, to notify the people that their situation was known, and then hurried to the station to alarm the crew. Considerable difficulty was experienced in transporting the surf-boat. The tide was very high, there was a stiff breeze blowing from the east-southeast, and the beach was covered with snow, rendering it almost impassable. It was found necessary to shovel a roadway through the deepest drifts. This was accomplished with much labor, and the boat, with the aid of a team, arrived abreast of the wreck at half-past 7 o'clock. At this time the wind had increased to a gale directly on shore, which, with the high surf, baffled all attempts of the crew to reach the vessel, and finally drove the boat against an obstruction, staving a hole in her bottom. The boat was repaired as quickly as possible, and the next attempt was successful. Six men were rescued from the top of the house, the hull of the vessel being under water. She proved to be the brig *Anita*, of New York, from Ciudad Bolivar, Venezuela, bound to the former city, with a crew of eight men, two passengers, and a cargo of hides and coffee. On the next trip the remaining four men and the baggage of the captain and the mate were safely brought ashore. On the following day the captain was taken on board, and the remainder of his personal effects brought off. On the day following the captain was again taken on board, and a few additional articles of personal property secured. Over one-half of the cargo was saved, but the vessel became a wreck, only her sails and rigging being recovered. It should be stated that the crew of the Turtle Gut Station came up on the morning of the wreck, but their services were not needed. The following was published by the captain in the New York Herald of February 21, 1885:

"To the EDITOR OF THE HERALD:

"I wish to return my sincere thanks, through the columns of your paper, to Captain Hildreth and crew, of Cold Spring Life-Saving Station, for their persistent efforts in rescuing myself and crew and two passengers from the wreck of the brig *Anita*, stranded on Cold Spring Bar on the morning of February 16.

"A. MCCREADY."

February 17.—On this date, during a cold westerly gale, the crew of the Brigantine Station, (Fourth District,) coast of New Jersey, succored a wayfarer, named Alonzo Peterson, whom they observed on the meadows some distance off, on the opposite side of a creek, vainly endeavoring to reach the station for shelter. They hastened to his aid with a boat, ferried him across, and took proper care of him at the

Digitized by Google

station until he was able to resume his journey to Atlantic City. The weather was so severe that he would doubtless have perished but for the assistance thus given him.

February 17.—At about 7 o'clock in the morning the patrol of the Ocracoke Station, (Sixth District,) North Carolina, discovered a schooner, which appeared to be ashore, about ten miles southwest from the station and two miles north of Ocracoke light-house. He soon reported at the station, and the keeper ordered out the crew with the beach apparatus. At this time the wind was blowing fresh from the west and a high sea tumbling in on the beach, which made the transportation of the apparatus a very tedious and laborious task. At times the water rushed up so far on the shore that they were obliged to retreat back of the sand-hills. Progress under these trying and exhausting conditions was necessarily slow, and the keeper, fearing that the vessel's crew might become disheartened at not receiving assistance and attempt to land and lose their lives, proceeded on ahead as rapidly as possible to signal to the vessel that assistance would soon arrive. Before proceeding far he met a man on horseback, who, thinking the vessel had not been seen by the patrol, was hastening to give the alarm. The man kindly loaned his horse to the keeper, in order that he might reach the wreck more speedily, and returned himself on foot. Arriving abreast of the schooner, the keeper found a number of citizens congregated on the beach impatiently waiting for the life-saving crew. The vessel lay nearly half a mile from the shore, with the sea breaking completely over her. The keeper, seeing that the people on board were in a very precarious situation, decided that something must be done instantly to save them without awaiting the arrival of his crew, who could not come up for some time. He therefore called for volunteers. To this appeal six brave men responded, and, with the schooner's yawl, which had previously drifted ashore, they went off with the keeper and rescued the crew of eight men, making two trips. The volunteers were Christopher O'Neall, P. C. Howard, Robert Gorkins, Zorobabel Gorkins, John Gorkins, and William Williams. The expedition they undertook with so frail a craft, was a hazardous one, and the men are entitled to great commendation. The schooner proved to be the *A. F. Crockett*, of Rockland, Maine, from Savannah, Georgia, bound to New York, with a cargo of lumber. The sailors lost all their personal effects. They were sheltered and fed at the station for several days, until transportation could be obtained on passing vessels. The vessel and cargo were a total loss. The following letter of thanks was received by the station-crew for the part they took in the affair:

"OCRACOKE, NORTH CAROLINA,
"*February* 20, 1885.

"GENTLEMEN: It is quite impossible for me to express in words the thanks which are due to each one of you for your noble self-sacrificing efforts to rescue myself and crew of schooner *A. F. Crockett.* so lately stranded at Ocracoke, on the Hatteras coast, and for your kind protection subsequent thereto. The close attention to duty, the bravery and kindness of Captain Howard and his men, are deserving of great credit.

"Yours, respectfully,

"R. H. THORNDIKE, *Master.*"

Digitized by Google

February 18.—An old man named Abrams, employed in watching the oyster-beds in the bay to the north of the Point Lookout Station, (Third District,) coast of Long Island, New York, being unable on this date to reach the main-land on account of a severe snow-storm, was compelled to seek shelter at the station. His clothing was wet and he was almost perished with the cold. The crew took him in and made him comfortable until the following morning, when he was able to resume his journey.

February 18.—At half-past 5 in the evening three wayfarers applied for shelter at the Bay Head Station, (Fourth District,) coast of New Jersey, while on their way from Barnegat Inlet to New York. They were part of the crew of the schooner *Lida Babcock*, wrecked three days previous, near the Forked River Station, just north of the inlet. (See record February 15.) The keeper took them in and made them comfortable for the night, and the next day, after breakfast, sent them to the district superintendent's office, at Point Pleasant, for aid in reaching their destination.

February 18.—At 7 o'clock in the morning, during a severe easterly snow-storm, with a high and dangerous sea, the three-masted schooner *Euphemia A. Hays*, of Saint George, Maine, stranded on the New Jersey coast, about three-quarters of a mile south of the Mantoloking Station, (Fourth District.) She had a complement of eight men, and was bound, in ballast, from Port-of-Spain, Trinidad, West Indies, to New York. One of the station-men discovered her half an hour later, and by 8 o'clock the entire crew were on the ground with the beach apparatus. The vessel, on their arrival, had worked well in over the bar, so that one of the surfmen succeeded by wading out into the surf, and after three or four attempts, in establishing line communication by means of the heaving-stick. The gear was rigged to the schooner as quickly as possible, with the aid of three volunteers, named James and Joseph Stillwell and Frank Estello, and in an hour's time the eight men were safely landed by the breeches-buoy. The operation was attended with considerable difficulty and risk, as the schooner rolled so deeply in the breakers it was impossible to make the shore-end of the gear fast, and the station-men could just keep it hand-taut by veering and hauling with the motion of the vessel. The crews of the adjacent stations (Bayhead and Chadwick's) hastened to the scene as soon as news of the wreck reached them, but were too late to be of service, as the sailors were then all safely ashore. The castaways were housed and fed at the station until the 20th, when all but two left for New York, the latter remaining until the next day. An unsuccessful attempt was made by the Merritt Wrecking Company to get the vessel off. She was subsequently condemned and stripped and sold for a nominal sum.

February 18.—At about half-past 9 o'clock at night the patrol of the Indian River Inlet Station, (Fifth District,) Delaware, espied a conspicuous light up the beach. Upon arriving near the spot he found it to be a signal from the brig *Edward H. Williams*, of Portland, Maine, stranded about a mile northeast of the station. She was from Matanzas, Cuba, on her way to Philadelphia, with a cargo of molasses, her crew numbering eight men. At the time she struck the tide was high, with a fresh wind blowing from the north, and the weather was clear. The Cape Henlopen light had been mistaken for the Five-Fathom Bank light-ship, hence the casualty. When the station-crew boarded the brig, at half-past 10, the tide had commenced to fall, but there was a heavy

Digitized by Google

surf running. Although the vessel was pounding heavily and had sprung a leak, the captain thought as the tide fell she would lay more easily, and that it would be perfectly safe to remain on board. He therefore wrote a despatch for the assistance of a tug from the Delaware Breakwater, and handed it to the keeper, who immediately went ashore and sent it to the next life-saving station by one of the surfmen, on foot, a distance of eight miles. The message was delivered at Lewes before daylight. At 7 o'clock next morning the life-saving crew again boarded the vessel, and found she had six feet of water in the hold. The agent of the wrecking company of Lewes, Delaware, arrived on the beach soon afterwards, and, upon being put aboard of the brig by the station-crew, he made contract to float the vessel off. She was floated on the 24th, and towed to the Delaware Breakwater the same day, with two steam-pumps constantly at work to keep her free.

February 18.—During the night one of the crew of the Assateague Beach Station, (Fifth District,) coast of Virginia, sighted a vessel heading directly for Ship Shoal and almost ashore. He quickly warned her with a red Coston signal, when she at once changed her course just in time to escape disaster.

February 18.—The patrol of the Watchapreague Station, (Fifth District,) Virginia, observing a vessel sailing too near the shoals, burned his Coston signal to warn her off. She immediately kept away and ran out of danger.

February 19.—The crew of the Point Lookout Station, (Third District,) coast of Long Island, New York, on this date aided the crew of the fishing-sloop *Carrie Bell*, of Baldwin's, Long Island, in hauling their vessel off the marshes in the bay, about half a mile north of the station, where she had been driven on February 16, during a severe storm. At the time of the accident her crew were all on shore. She was hauled to the edge of the marsh and launched by the use of purchases and lines from the station.

February 20.—At 2 o'clock in the morning the patrol of Corson's Inlet Station, (Fourth District,) New Jersey, discovered a steamer standing into danger. The burning of a Coston signal had the desired effect, as she immediately altered her course and stood off shore.

February 20.—At about twenty minutes past 10 o'clock at night a vessel was seen close in to the shoals by the patrol of the Cobb's Island Station, (Fifth District,) Virginia, who flashed his Coston signal, when she immediately hauled off shore out of danger.

February 21.—The schooner *Jordan L. Mott*, of Newburyport, Massachusetts, bound from San Domingo to New York, with a cargo of sugar and honey, and having a crew of seven men, struck the bar off the coast of Long Island, New York, about three-quarters of a mile to the westward of the Petunk Station, (Third District,) at a little before 6 o'clock in the morning. The accident was caused by the vessel standing too close in and getting caught in the ice, which extended half a mile out from the shore, and from which her crew were unable to extricate her. She was discovered shortly afterwards by the western patrol, and as soon as he could give the alarm the life-saving crew turned out to her assistance. They encountered considerable difficulty in launching the boat, the ice on the shore being piled to a height of several feet. The schooner lay on the outer bar, about five hundred yards from the beach. The wind was fortunately a little off shore, or about west-northwest, and the tide, which was rising, was also in her favor. When,

Digitized by Google

therefore, the men got on board they helped trim the sails for the purpose of sluing the schooner's head off shore, hoisting and lowering as required, and after some hours of hard work succeeded, at high water, in forcing her afloat, apparently undamaged, to the great relief of the captain, who was profuse in his thanks for the assistance given him. He wished to pay them for their services, but the men declined the offer.

February 22.—At about half-past 7 in the evening the crew of the Ocean City Station, (Fifth District,) coast of Maryland, discovered a vessel on fire some six or seven miles off shore to the southeast of the station. They launched the surf-boat as quickly as possible, and after a hard pull arrived alongside the burning vessel, to find she was abandoned, there being no one on board. It was evident the crew had left in their yawl, as the latter was not at the davits. The life-saving men, therefore, returned ashore, landing nearly five miles south of the station, at 2 o'clock in the morning, (23d.) The weather was bitter cold and, the surf-boat being covered with ice, they left it at the point where they landed and travelled on foot to the station, where they found the crew of the vessel, eight in number. The latter had arrived at 10 o'clock, just about the time their would-be rescuers reached the vessel. The two boats must have passed each other in the darkness, at too great a distance apart to be seen. The vessel was the three-masted schooner *Frederick J. Collins*, of Somers Point, New Jersey, bound from Galveston, Texas, to Boston, Massachusetts, with a cargo of cotton and old iron, the master reporting that the fire had originated in the galley, at about 6 in the evening, by the explosion of a lamp. The sailors were taken proper care of at the station until after breakfast of the 23d, when passage was procured for them to Berlin, Maryland, *en route* to their homes. The schooner was totally destroyed. The crew of the North Beach Station, several miles to the south of Ocean City, also put off to the burning vessel as she drifted past their station, at about midnight, but were unable to do anything.

February 22.—At half-past 7 o'clock in the evening some of the officers, crew, and passengers, thirteen in all, of the steamer *City of Ludington*, arrived at the Grand Point au Sable Station, (Eleventh District,) Lake Michigan, and were lodged and fed until the 24th. They had left their vessel, ice-bound, out in the lake about twenty miles northwest of the station, and were almost exhausted when they arrived, having been on the ice all day since early in the morning. The feet of one of the passengers were frost-bitten. After communicating with the owners of the vessel and their friends as to their whereabouts, those belonging to the crew, eight in number, left the station at 7 o'clock on the morning of the 24th for the steamer, being provided by the station-crew with a boat, together with a sled for drawing it over the ice, and also a supply of provisions to last until they reached the vessel. The five passengers continued their journey by land, thankful to escape the dangers which had beset them on the lake.

February 24.—At about 1 o'clock in the morning the crew of the Townsend's Inlet Station, (Fourth District,) coast of New Jersey, discovered a fire at Sea Isle City, about a mile and a quarter north of the station. Upon arrival on the ground they found one unoccupied house nearly destroyed, and in another the fire had made considerable headway. The latter was new, and just finished. In it, on the lower floor, were a lot of carpenter's tools, paints, and a quantity of lumber, all of

Digitized by Google

which were carried out by the crew without damage. Both houses were entirely destroyed. The station-crew arrived so promptly, notwithstanding the distance, that everything possible had been saved before the people residing near by knew anything of the fire.

February 24.—On this date, in the evening, the crew of the Assateague Beach Station, (Fifth District,) coast of Virginia, assisted a young man belonging to a sloop lying in Tom's Cove, who had broken through the ice while returning to his vessel, from another craft near by, with a supply of provisions. He managed to crawl out on the ice and reach the shore before the life-saving crew, notwithstanding their haste, could reach him, but they took him to the station and provided him with dry clothing and otherwise cared for him until he was able to rejoin his vessel. The weather at the time was quite cold, and the young man was well-nigh perished when the station-crew reached him and gave him succor.

February 27.—At about half-past 6 in the evening, the crew of the Atlantic City Station, (Fourth District,) observed a ship and a bark bound up the coast to the northward, and steering a course that must shortly have taken them aground on Brigantine Shoals. A red Coston signal was at once displayed, which warned them of their danger and enabled both vessels to haul off shore in time to avoid disaster. It seems, however, they did not stand off far enough, as the patrol of the South Brigatine Station, the next station to the north, saw the same two vessels, an hour or so later, heading directly towards the outer edge of the shoals. He promptly gave them warning by signal, when they again changed their course, and made sure of a good offing by running directly seaward.

February 27.—During the night, just as two of the patrolmen of the Lewes and Cape Henlopen Stations, (Fifth District,) Delaware, met at the junction of their beats, they discovered a barkentine coming square for the beach, and warned her off by flashing their Coston lights. She barely escaped stranding.

February 27.—At about 5 o'clock in the evening, as a party of ladies were standing upon the deck of the Louisville Station, (Ninth District,) Louisville, Kentucky, watching the breaking up of the ice in the river, one of the number, a Miss May Means, more venturesome than the rest, stepped off onto it to see if it would bear her. It so happened that at that particular spot the frozen mass had been broken the day previous, and, being very thin, it gave way and precipitated her into the water. Boatman Shuck, of the station, who was fortunately near, instantly sprang in and rescued her before the current could sweep her under. Keeper Devan had the young lady properly attended to and sent home in a carriage. It might have resulted very seriously, but beyond the thorough drenching and a bad fright she came out none the worse for the mishap.

March 1.—Two of the crew of the Tiana Station, (Third District,) coast of Long Island, New York, picked up in the surf a fishing-dory which had evidently broken adrift from some smack. The fact was duly advertised in the New York Herald and the Riverhead News, and the boat held subject to the claim of its owner.

March 1.—Shortly before 8 o'clock in the evening, the west patrol of the Bellport Station, (Third District,) coast of Long Island, New York, saved a steamer from running ashore. She was heading directly for

Digitized by Google

the beach, as though unaware of her danger. Upon his burning a Coston signal she immediately changed her course.

March 1.—During the midnight watch, the north patrol of the Cape Henlopen Station, (Fifth District,) coast of Delaware, warned off a bark which was almost in the breakers. As soon as the people on board saw the danger-signal they put the helm hard up and sheered broad off shore.

March 2.—During the night, one of the patrol of the Watchapreague Station, (Fifth District,) Virginia, discovered a vessel standing in too near the beach for safety, and burned his Coston signal. The warning was seen, and the vessel tacked and stood off shore.

March 2.—At forty minutes past 9 o'clock in the evening the patrol of the Cobb's Island Station, (Fifth District,) Virginia, seeing a vessel standing too close inshore, burned his Coston signal to warn her of her danger. It had the desired effect, as she changed her course and was soon in safe water.

March 4.—During the night, the patrol of the Watchapreague Station, (Fifth District,) Virginia, saw a vessel running too near the beach and fired his Coston light. The signal being observed, she at once changed her course and stood off shore.

March 5.—At about 8 o'clock in the morning, the lookout at the Assateague Beach Station, (Fifth District,) Virginia, reported a two-masted schooner running into danger, southwest of Fishing Point, about two miles south by east from the station. The International Code signal J. D. ("You are standing into danger") was at once hoisted, and the vessel immediately came to anchor. The surf-boat was launched and the the schooner boarded. She proved to be the *Shekinah*, of Millville, New Jersey, from Washington, North Carolina, bound to Philadelphia, Pennsylvania, with a cargo of heart-pine lumber and she had a crew of five men. As the captain was not acquainted with the shoals in the vicinity of Chincoteague Inlet, the vessel was piloted by the keeper into deep water, and instructed how to proceed to Chincoteague, where he wished to make a harbor, as a storm seemed to be impending.

March 6.—At 11 o'clock at night the patrolman of Ocean City Station, (Fourth District,) New Jersey, saw a schooner standing towards the beach, very close in. He burned his Coston signal, when she tacked at once and stood off shore.

March 6.—During the forenoon, the crew of the Cape Disappointment Station, (Twelfth District,) Washington Territory, saved the scow *Chinook* from destruction on Peacock Spit, at the mouth of the Columbia River. The scow was used as quarters by a party of fishermen from Chinook River, and had broken from its moorings during the absence of the men in their boats, and was drifting with the strong current out over the bar. As soon as the discovery was made, the life-saving crew put off in the surf-boat with an anchor and cable, and endeavored to bring the craft to. This failing, and the scow continuing to drift towards the breakers, they rigged a temporary steering apparatus and succeeded in sheering clear of the shoal, when the anchor fortunately held until the steamer *General Miles* stopped on her way to Fort Canby and took them in tow. Some difficulty was experienced in making fast to the steamer, they were so near the breakers. They also narrowly escaped disaster while going up the channel. It seems the accumulation of water in the hold rendered the scow so nearly unmanageable that in the heavy swell it gave a sudden plunge and then fell over

Digitized by Google

almost on its side, throwing four of the station-crew overboard. They were, however, quickly picked up by their comrades as the craft righted. The scow was taken abreast of the station and there cared for until claimed by the owners.

March 8.—At about 11 o'clock at night, the patrol of the Hog Island Station, (Fifth District,) Virginia, observed the red and green lights of a large ocean steamer standing directly for the shore, about two miles north of the station. As she was approaching rapidly, apparently at full speed, he flashed his Coston signal, when she at once changed her course and stood directly off. She narrowly escaped disaster.

March 8.—Shortly after 9 o'clock at night, the lookout of the Louisville Station, (Ninth District,) Kentucky, reported that an open skiff containing two persons was in a dangerous situation above the cross-dam of the falls of the Ohio. One of the boats was manned and soon arrived alongside the skiff, and towed it and its occupants safely to shore. It belonged at Jeffersonville, Indiana, and the two men were on their way to Louisville, when their craft was caught in the strong current and was being rapidly swept towards the dam. It was a narrow escape.

March 9.—The 8 o'clock (night) patrol to the eastward from the Short Beach Station, (Third District,) coast of Long Island, New York, warned off a vessel which was quite near the beach. He fired a Coston signal just in time to prevent her from striking the bar.

March 9.—Shortly before midnight, as one of the crew of the Far Rockaway Station, (Third District,) coast of Long Island, New York, was patrolling the beach to the westward of the station, he observed an inward-bound steamer, for New York, hugging the shore too closely and in danger of striking on Rockaway Shoals. He quickly warned her with a red Coston light, when she changed her course to the southward and westward, and soon passed out of danger.

March 9.—At a few minutes before 4 o'clock in the afternoon two men in a skiff were in imminent danger of being carried over the cross-dam of the falls of the Ohio. They were observed by the lookout of the Louisville Station, (Ninth District,) Kentucky, and reported to the keeper, who immediately sent out one of the boats and towed the skiff ashore. Both men were ignorant of the locality, and did not know of the danger they were in. They were profuse in their thanks for their delivery.

March 10.—The schooner *Ellen Merriman*, of and from Winterport, Maine, for Boston, Massachusetts, with a cargo of hay and having a crew of four men, while lying in Seal Harbor, Maine, whither she had sought refuge during a fresh westerly gale, suddenly sprung a leak, at about 5 o'clock in the morning. She lay near Spruce Head, a little over a mile distant from the White Head Station, (First District.) She was supposed by the life-saving crew to be all right until about 8 o'clock, when the people on board made signals for assistance. The crew responded to the call at once, and relieved the sailors, who were much exhausted, at the pumps. The captain proposed running her on the flats to save her from sinking, but the state of the tide prevented such a course until late in the day. The station-crew, therefore, labored hard at the pumps, and, although the vessel was leaking, when they commenced, at the rate of sixteen hundred strokes per hour, succeeded in getting the leak so well under control that by 4 o'clock in the afternoon she was making but little water and nearly dry. Under these circum-

Digitized by Google

stances the captain abandoned the idea of grounding the vessel, and decided to continue his voyage to Boston.

March 10.—The schooner *Bertha J. Fellows*, of Camden, Maine, bound from Rockport, in that State, to New York, with a cargo of lime, and having a crew of five men, stranded at 7 o'clock in the morning on Common Flats, off the westerly shore of Monomoy Island, coast of Massachusetts, about half a mile northwest of the Monomoy Station, (Second District.) She had anchored the night previous at 9 o'clock, off the Bishop and Clerk's Shoal, some ten or twelve miles to the westward, in Vineyard Sound, during a westerly blow. The wind had increased to a gale during the night, and, both bower anchors and a kedge failing to hold, she commenced dragging at 6 o'clock in the morning, and an hour later fetched up near Monomoy. The crew of the life-saving station saw her drifting down from the westward, broadside to wind and sea, with no sail set, and put off to her assistance as quickly as possible. They reached her before she struck, after a hard pull of half an hour, but too late to save her, as she was then near the breakers. Seeing there was no escape, the captain was advised to slip the cables and pay her head off under the jib, in order to drive her as far as possible onto the shoal beyond reach of the sea. While, however, this was being attempted, and before the chains could be slipped, she took the bottom and soon afterwards bilged. The flooding of the hold set the lime on fire, but it was soon extinguished as the vessel filled. The people were landed safely, with their baggage, by the life-saving crew and taken care of at the station for two days. The schooner became a complete wreck, nothing being saved but the sails and rigging, which were recovered by a party of wreckers from Chatham, under an agreement with the captain.

March 11.—Near midnight, the patrol of the Ocean City Station, (Fourth District,) New Jersey, burned a Coston signal and warned off a vessel which was in dangerous proximity to the bar.

March 12.—The small schooner *Saint Mary*, of Dennis, Massachusetts, with a crew of two men, engaged in an effort to recover cargo from one of the vessels wrecked a few weeks previous on Tuckernuck Bank, Vineyard Sound, (see this record, February 15–17,) ran aground on the same bank at 2 o'clock in the afternoon, at a point about three-quarters of a mile to the eastward of Muskeget Island. The crew of the Muskeget Station (Second District) boarded her as quickly as possible, but, although she had not been ashore more than half an hour, she was already full of water and showed signs of breaking up. As nothing could be done to save her, the two men accompanied the station-crew ashore in their own boat, and were sheltered at the station until the next day, when they left for Nantucket. The schooner became a total loss.

March 13.—The sloop *Golden Light*, of Somers Point, New Jersey, while lying in the harbor at Atlantic City, New Jersey, with no one on board, parted her chain and stranded on the south side of Absecom Channel. The crew of the Atlantic City Station, (Fourth District,) at the request of the captain of the sloop, carried out an anchor with the surf-boat, and at high water made an attempt to float her off. It proved unsuccessful, however, the tide not being full enough. On Sunday, March 15, at about half-past 5 o'clock in the morning, they again boarded the sloop and succeeded in getting her afloat.

March 13.—At about half-past 8 o'clock at night, the patrol of the Cape Henry Station, (Sixth District,) Virginia, observed a steamship

Digitized by Google

standing close in, head on, to the beach, two miles north of the station. He at once burned a red Coston signal, when the ship backed off, turned, and went to sea. The weather, at the time was stormy with a rough surf, and only for the timely warning of the patrol the vessel would have struck the beach and probably been wrecked.

March 15.—At 1 o'clock in the afternoon the crew of the Sandy Hook Station, (Fourth District,) coast of New Jersey, received word by telephone from the marine news reporter at the telegraph office at Sandy Hook that a bateau or skiff, with one man in it, could be seen from the lookout tower rapidly drifting off shore before the fresh southwesterly breeze. A few hours previous there had been a southeast gale, which had run up quite an ugly sea, and this made the situation of the man extremely critical. The life-saving crew got off in their surf-boat as quickly as possible, and, after a hard pull of about three miles, came up with the craft, which was then nearly full of water. The occupant of the boat seemed completely unmanned, and was weeping like a child. He had, in fact, given himself up for lost, and, being wet and cold, had become so helpless that, in the heavy sea running, it was with the greatest difficulty they could transfer him to the surf-boat. His boat was taken in tow and hauled ashore inside the Hook, the man going with the crew to the station, where he received proper attention until able to return to his home at Port Monmouth.

He left the following written acknowledgment with the keeper:

"SANDY HOOK, N. J., *March* 15, 1885.

"I, the undersigned, do affirm that I was saved from drowning by the crew of the Sandy Hook Life-Saving Station.

"JOSEPH COVERT."

March 16.—The midnight patrol to the north from the Cape Henlopen Station, (Fifth District,) coast of Delaware, warned off, by burning a Coston signal, a schooner which was running directly for the land, and close in, apparently unaware of her danger.

March 16.—Shortly after noon, the pilot-schooner *Ada*, of Brazos de Santiago, Texas, with a crew of three men, in attempting to pass in over Brazos Bar, got becalmed and was swept ashore by the strong current, about three-quarters of a mile northeast of the Brazos Station, (Eighth District,) coast of Texas. The life-saving crew at once went to her assistance, and, after a few hours' work, succeeded in kedging her off into the channel, when, a breeze having sprung up, she proceeded into the bay, all right.

March 16.—At about 6 o'clock in the morning, the lookout at the Louisville Station, (Ninth District,) Louisville, Kentucky, gave the alarm that a small flat-boat, with three men on board, was adrift in the strong current setting down the river, and in danger of being swept over the cross-dam at the falls. Boat No. 1 of the station was at once launched, and three of the crew started in pursuit. They had but a few hundred yards to go, and the flat was soon overhauled and towed safely to the shore. Without doubt the men would have been carried over the dam but for the prompt arrival of aid from the station, as they were unable to manage the flat themselves.

March 17.—At 8 o'clock in the morning a schooner in the offing, evidently bound to the westward, was observed by the crew of the White Head Station, (First District,) coast of Maine, to suddenly heave to,

Digitized by Google

when about a mile from the station, and hoist a signal of distress. The crew went off to her at once and found her cargo was on fire. She was the *Fred. Gray*, of Portland, Maine, bound from Rockland, to New York, laden with lime. Her crew numbered five men. The fire was occasioned by the water, which had accumulated in the well while the pumps were frozen, coming in contact with the lime. Almost simultaneously with the arrival of the life-saving crew, the United States revenue-steamer *Dallas* came to the schooner's aid, having seen her signal while cruising along the coast. The fire was making rapid headway, and prompt action was necessary. While, therefore, the *Dallas* was making fast to the schooner to take her in tow for Rockland, ten or twelve miles distant, the station-crew jumped into the cabin, which was then full of smoke, and passed out on deck the crew's clothing, provisions, and everything else of value. They then mixed some lime into a cement or paste and plastered up all the doors, windows, hatches, and other air-passages into the hold, for the purpose of smothering the fire. The station-crew accompanied the vessel to Rockland and saw her safely anchored near the wharf. The measures taken to save the vessel were thoroughly effective, as it was found next day, upon opening the hatches, that the fire was completely subdued and that the schooner was but little damaged.

March 17.—At 4 o'clock in the morning, during the prevalence of a fresh westerly breeze with a high surf, as two of the crew of the Peaked Hill Bar Station, (Second District,) Cape Cod, Massachusetts, were setting out on patrol, they saw a schooner, just at that moment, fetch up on the bar a little less than half a mile to the northward of the station. She was about five hundred yards from the beach. While one of them turned back to arouse the rest of the crew, the other ignited a Coston signal to let the people on board know that they were seen. The latter answered the signal by firing a shot-gun and showing a torch. The life-saving crew boarded the vessel as quickly as possible. She proved to be the schooner *Eddie Pierce*, of and from Portland, Maine, with a crew of seventeen men, bound south on a fishing-cruise. As the weather looked threatening, the keeper, to save having to make two or three trips in landing so many men, advised the use of the schooner's large seine-boat, which was capable of carrying all hands. The boat was already in the water when the station-crew arrived. The fishermen followed the keeper's advice, and under his direction the entire party reached the beach in safety. The crew of the High Head Station arrived subsequently, but were too late to be of service. The fishermen were comfortably provided for at the station until the following day, (18th,) when the schooner was floated off by a party of salvors and taken to Provincetown for repairs. The men, one and all, expressed their indebtedness to the Peaked Hill crew, and upon arriving at Provincetown the captain published the following card in the local paper:

"PROVINCETOWN, MASSACHUSETTS, *March* 19, 1885.

"DEAR SIRS: I desire to express, in behalf of myself and crew, the gratitude we feel for the timely assistance rendered us in abandoning the schooner *Eddie Pierce*, while stranded on the bar at 4 o'clock A. M., March 17. We also extend our thanks to the keeper and crew of the station for the kindness and attention shown us after landing. We take pleasure in testifying to the heroism and efficiency of the officers and

Digitized by Google

crew of the Peaked Hill Bar Station, as it was but twenty minutes after stranding before we were rescued.

"F. D. McKown.

"To the *Keeper and Crew of the Peaked Hill Bar Life-Saving Station, and Keeper Kelley of the High Head Station.*"

March 17.—The schooner *Virginia*, of Barnstable, Massachusetts, with a crew of six men, bound from Boston to New York, in ballast, ran aground on Chatham Bar, Cape Cod, Massachusetts, during a thick snow-squall, at about half-past 4 in the morning. The accident occurred about a mile to the southward of the Chatham Station, (Second District.) She was discovered by the south patrol a few minutes after she struck, but before he could give the alarm the men at the station had discovered her situation by her lights and put off in their boat without waiting for the patrol. Upon nearing the schooner, they found she was on the outer bar, about five hundred yards from shore, directly in the heaviest breakers, which made it extremely hazardous to go alongside. By watching their opportunity, however, the boat was shot up close enough for the keeper and two men to jump on board, three men being left in the boat, with orders to retreat inside the bar into smoother water. The keeper subsequently hailed the boat, with instructions to go ashore for the two men left on patrol. Several fishing-boats soon afterwards put off from the beach, but only two succeeded in reaching the vessel. One of these returned ashore with despatches, while the other, after putting two men on board to assist, dropped back inside the bar to where the station-boat lay, ready for service in case the schooner had to be abandoned. Fortunately it was low water when the schooner struck, and as soon as the tide began to rise her sails were hoisted to force her over the shoal into the channel. A little later she began pounding so heavily that she sprung a leak, and for a time it seemed doubtful whether they would succeed, the situation being such that the keeper advised the people to pack their effects in readiness to leave. By good luck, however, she forged slowly ahead, under the pressure of her canvas, and upon clearing the shoal was brought to anchor inside. Upon sounding the well the captain concluded that the leak was not serious enough to deter him from running for the nearest port. The life-saving crew, therefore, assisted in getting the schooner under way, and piloted her safely out on her course, with a fair wind for a harbor to the leeward in Vineyard Sound.

March 17.—At about fifteen minutes after 2 o'clock in the morning, the patrol of the Peck's Beach Station, (Fourth District,) New Jersey, saw a vessel too close inshore and warned her off by burning his Coston signal.

March 17.—At about 7 o'clock in the evening, the patrol of the Parramore's Beach Station, (Fifth District,) Virginia, burned a Coston signal and warned off a schooner which was approaching too near the beach.

March 18.—At about 5 o'clock in the evening the crew of the White Head Station, (First District,) coast of Maine, observed a vessel ashore on the Northern Triangles, an exceedingly dangerous rocky ledge off the entrance of Penobscot Bay, about five and a half miles southeast of the station. They at once launched the surf-boat and proceeded to her, the wind being from the northeast. When about half-way thither they met the United States revenue steamer *Dallas*, which had been cruising in the vicinity when the accident occurred. As the vessel was al-

Digitized by Google

most surrounded by a series of detached sunken ledges, which rendered the cutter's approach nearer than half a mile impossible, the latter was on her way towards White Head for the assistance of the station crew when they fell in with her. The *Dallas* at once took the surf-boat in tow, and in due season dropped the life-savers to windward and within a mile of the schooner. The wind by that time had freshened to a gale, and a thick snow-storm had set in. As the cutter could do nothing further, she bore away for Seal Harbor, between White Head and Spruce Head Islands. The life-saving crew reached the schooner at about dark. She proved to be the *Mary George*, of and from Saint John, New Brunswick, for New York, with a cargo of lumber, and she had five men on board. She had struck the ledge just prior to the time of her discovery from the station, and was lying in a bad position, with every probability of breaking up. The keeper and two of his men sprang on board and assisted the people in gathering together their personal effects. All hands then took to the surf-boat, and shoved off with the schooner's yawl, containing the baggage, in tow. The night was dark, and the driving snow made the task of threading their way out between the ledges, with huge breakers in every direction, extremely difficult and perilous. They got clear, however, and after an arduous pull reached the station at about 10 o'clock. The weather was so bitter cold that when the boats arrived in the cove opposite the station they were thickly encased with ice. The White Head crew had behaved on this occasion with conspicuous gallantry. The wrecked people remained under their care for the night, and on the following morning were conducted on board the *Dallas*, in Seal Harbor, for conveyance to Portland, whence they could take passage home. During the night of the 18th the schooner went adrift, and was picked up in a waterlogged condition the following day, off Monhegan Island, some fifteen miles to the westward of where she struck, by a party of fishermen, and taken into Port Clyde, Nova Scotia. The life-saving crew sent the yawl they had saved to Saint John, by the schooner *Juno*.

March 18.—During the night the west patrol of the Peaked Hill Bar Station, (Second District,) coast of Massachusetts, sighted a schooner running dangerously close to the bar. He at once flashed a Coston signal to warn her, when she changed her course and sheered off shore.

March 19.—The sloop-smack *Peruvian*, of and from New York, with a crew of three men, on a fishing-cruise, was wrecked at 3 o'clock in the afternoon on the inner shore of Sandy Hook, New York Bay, during a violent westerly gale and snow-storm. She stranded near the West Beacon light-house, and was seen to strike by one of the crew of the Sandy Hook Station, (Fourth District,) New Jersey, who at once gave the alarm. Almost simultaneously with his report the station-crew received word of the disaster by telephone from the look-out-tower of the marine news telegraph office. The surf-boat was launched as quickly as possible, and the three men were rescued, with their effects. The vessel shortly afterwards fell over on her beam-ends and bilged, and soon went to pieces. The fishermen found quarters with friends upon one of the smacks anchored in the Horse-shoe. A few days later the station-crew assisted in recovering the sloop's spars, sails, and rigging, and subsequently grappled for and picked up one of her anchors and seventy fathoms of new cable.

March 19.—Soon after sunset, the patrol of the Hereford Inlet Station, (Fourth District,) New Jersey, discovered a schooner dangerously

Digitized by Google

near the bar. He fired his Coston signal, when she altered her course and stood off.

March 19.—Shortly before midnight, while the north patrol of the Dam Neck Mills Station, (Sixth District,) Virginia, was returning over his beat, he discovered a three-masted schooner between the station and himself, which appeared to be ashore. He burned a red Coston signal and then ran down the beach to a point abreast of the vessel, and, still thinking that she was ashore, fired another Coston signal, when she at once went about and stood off. The south patrol, seeing the signals supposed they were from a stranded vessel, and ran towards the station to give the alarm, and on his way discovered a steamer almost ashore. He promptly warned her off with a red signal, thus making two vessels saved from running aground within the same hour.

March 20.—At about 6 o'clock in the morning the schooner *H. S. Boynton*, of Camden, Maine, with a crew of three men, from Rockport, Maine, to Boston, Massachusetts, with a cargo of lime, while getting under way in Winter Harbor, Maine, gathered rapid sternway as soon as her anchor broke ground, and, before anything could be done to prevent it, stranded in shoal water, about a mile to the north of the Fletcher's Neck Station, (First District.) She was quickly seen by the patrol, and as soon as he could give the alarm the station-crew turned out to her assistance with their boat. They carried out one of her anchors, and when the tide flowed hove the schooner afloat and piloted her safely out of the harbor on her voyage. She was ashore nearly four hours, but received no damage, as the weather was fine and the sea smooth.

March 20.—At 5 o'clock in the evening, during the prevalence of a furious northwesterly gale, the schooner *Anna B. Jacobs*, of New York, which had been lying in New Shoreham Harbor, Block Island, awaiting an opportunity to sail, started her anchors and dragged afoul of the breakwater. She had recently arrived from New London, Connecticut, with a cargo of stone for the improvement of the breakwater. The place where she struck is about five hundred yards northeast of the New Shoreham Station, (Third District,) and the life-saving crew, seeing what had happened, put off as quickly as possible to her assistance. The gale, however, was so fierce their first attempt by pulling direct from the station to windward failed. It was so intensely cold, also, that in the short time they were out the men's fingers were more or less frost-bitten and the boat was covered with ice. Upon returning to the beach the boat was put upon its carriage and hauled well to windward of where the vessel lay, and on going off the second time the crew were successful. They anchored to windward, and by veering-cable dropped in close enough to the schooner to take her crew of five men safely into the boat, all hands getting a complete drenching in the operation. The five men were subsequently put on board the *R. H. Daly*, a schooner which had been in their company, where they remained for the night. At half-past 6 the next morning, (21st,) the gale having slackened, the life-saving crew again visited the stranded schooner to ascertain her condition. She lay in the same position, with her stern on the breakwater, but the only damage perceivable was a hole in the counter. As they were not equipped for such operations as would be necessary, the captain was advised to employ a wrecking company. The captain would not, however, accede to the local wrecking company's terms, and the life-saving crew, in concert with the captain of the *R. H. Daly*, promised to

Digitized by Google

do all in their power to get the vessel off. While they were thus at work the keeper and part of the crew of the Block Island Station, on the west side of the island, arrived and lent their aid. The effort was of no avail, and before long the schooner filled and sunk. On the following day (22d) they hauled the *Daly* alongside the sunken craft, and by means of the *Daly's* hoisting-engine succeeded in moving her some five hundred feet towards the shore. The next day (23d) she was moved still further, so that her deck was out at low water. An attempt was then made to free her, but the water flowed in faster than they could remove it by bailing and pumping, and the only course left was to send for steam-pumps. A Newport Wrecking Company was therefore telegraphed for, and, the latter arriving a few hours afterwards with the necessary machinery, the schooner was pumped out and in due time taken to Newport for repairs.

March 21.—At about 2 o'clock in the afternoon the three-masted schooner *Emma F. Hart*, with a crew of four men, bound from Boston, Massachusetts, to Camden, Maine, her home port, in ballast, which had anchored the night previous in Muscle Ridge Channel, Penobscot Bay, Maine, during a strong westerly gale dragged her anchors, and came near driving on to Lower Gangway Ledge, a dangerous reef about a mile to the eastward of the White Head Station, (First District.) The life-saving crew saw the danger she was in, and put off as quickly as possible to her assistance. The ice was so bad, however, that it took them an hour to reach her. She lay within forty feet of the ledge, and with the change of wind or tide would be certain to swing directly onto it. The revenue-steamer *Woodbury* had also just come to her aid. As the windlass was disabled, it was decided to cut the cable, in order to extricate the vessel as quickly as possible. This took some little time, for the want of proper tools, but while it was being done the *Woodbury* sent the end of her hawser on board, and, as soon as the chain was cut, the schooner was towed safely clear of the ledge. A few days later the life-saving crew assisted the owner of the schooner in recovering the anchor and chain.

March 22.—At about half-past 1 in the morning the sloop *John M. Rogers*, of Chincoteague, Virginia, with a crew of three men, stranded on Cape Henlopen, coast of Delaware, about two miles north of the Cape Henlopen Station, (Fifth District.) She was beating up the coast against a northeasterly wind, on her way from the Nansemond River, Virginia, to Great Egg Harbor, New Jersey, with a cargo of oysters. The vessel was discovered almost as soon as she struck, by the patrols of the Cape Henlopen and Lewes Stations, and, as she was of light draught and had come pretty close in, they found but little difficulty in getting on board. The two men at once set to work, with her crew, in carrying out an anchor and endeavoring to heave her afloat. As the tide, however, was falling rapidly, leaving the sloop almost dry, the attempt failed, and the men returned to their respective stations for more help. The two life-saving crews arrived on the scene at about 3 o'clock. It was soon found that the vessel had bilged and was filling with water. Under these circumstances, with bad weather coming on, her abandonment was resolved upon. The three men, with their baggage, were, therefore, carried ashore on the backs of the surfmen and conducted to the Cape Henlopen Station. After breakfast the Cape Henlopen crew returned with the people of the sloop, and, in the midst of a driving snow-storm which had set in soon after daylight, stripped the sloop

Digitized by Google

of sails, rigging, and everything movable. The vessel became a wreck, and but a small portion of her cargo was saved. The three castaways were cared for at the station until the following day, (23d.) The weather was bitter cold, and the keeper reports that the blankets furnished by the Women's National Relief Association were put to good use in making the men comfortable.

March 22.—Upon their return from the sloop *John M. Rogers*, the crew of the Lewes Station, (Fifth District,) Delaware, after changing their wet clothing and getting breakfast, undertook to aid the captain and mate of the schooner *St. Croix*, of Boston, Massachusetts, in returning on board their vessel. The two men had come ashore the day before, and, the ice in the bay preventing their return, they had been lodged for the night at the station. It was snowing heavily, but the schooner's boat was taken to the end of the railroad pier and launched, and the men seen safely clear of the ice. They soon returned, however, being unable to fetch far enough to windward, on account of the high sea and strong tide. In this dilemma the keeper prevailed on the captain of a steam-tug, which had just come in to the pier, to tow the yawl, with the men in it, far enough to windward to be able to drop down to their vessel.

March 22.—At 6 in the evening of the day that the crew of the Lewes Station, (Fifth District,) Delaware, assisted the crew of the wrecked sloop *John M. Rogers* and the two men from the schooner *St. Croix*, they observed a sail-boat, with one man in it, coming in before the wind directly towards the broad belt of ice which had been lodged against the shore in front of the station by the northwest gale. Signals were instantly made to warn the man of his danger, but he paid no heed, and was soon stuck fast in the ice, one hundred and seventy-five yards from the shore, where he could neither advance nor retreat. Darkness had almost set in, and it was impossible to launch the surf-boat. It would also have been the sheerest folly to attempt to reach the man over the ice, it was so rotten. The life-savers, therefore, resorted to the beach-apparatus. With the wreck-gun, therefore, a shot-line was thrown to him, and by that means the end of the whip was sent off. As soon as the man could secure the larger line to his boat, the surfmen clapped on with a will, and hauled the boat over the ice safely to the shore. The man belonged to the United States light-house tender *Geranium*.

March 22.—The south patrol of the Green Run Inlet Station, (Fifth District,) coast of Maryland, when about a mile from the station, at a little after 4 in the morning, warned off by red Coston signal a steamer which was dangerously near the breakers.

March 22.—At half-past 4 in the morning, during a thick northeasterly snow-storm, the south patrol of the Wallop's Beach Station, (Fifth District,) coast of Virginia, discovered a steamer heading directly towards the beach and almost in the breakers. As quickly as possible he flashed a red Coston light to warn her, when she at once changed her course and was saved from disaster. It was a close shave.

March 22.—At 10 o'clock in the morning the schooner *A. M. Bailey*, of and from Somers Point, New Jersey, for Hatteras Inlet, North Carolina, in ballast, stranded on the coast of Virginia, about a mile north of the Seatack Station, (Sixth District,) below Cape Henry, Virginia, and in a few days became a complete wreck. There was a fresh northeaster at the time, with frequent snow-squalls, and the schooner, having

Digitized by Google

carried away her main-boom, was endeavoring, in her crippled condition, to reach Hampton Roads to repair damages, when she got ashore. Owing to the full tide and the high sea she drove so far up that the crew of four men got ashore from the end of the jib-boom, almost dry-footed, before the life-saving crew could reach them. The latter, however, boarded the vessel and landed all the personal effects, and then took the men to the station, where they were fed and sheltered for ten days, during which time they assisted them in stripping and saving everything possible from the wreck.

March 23.—The crew of the Brenton's Point Station, (Third District,) coast of Rhode Island, were called upon at 8 o'clock in the morning to protect the house and barn of a Mr. Kenney, about three-quarters of a mile from the station, from an incendiary fire, which had been started in the grass to the windward of the house. After working vigorously for an hour or so, they succeeded in subduing the fire, and no doubt saved the house.

March 23.—At 4 o'clock in the afternoon, the crew of the Lewes Station, (Fifth District,) coast of Delaware, were notified by the keeper of the Cape Henlopen Station, who had just come in from the cape in his wagon for supplies, that a fishing-dory, with three men in it, was fast in the ice and unable to extricate itself, about a mile to the eastward of the station. The boat was some two hundred yards from the shore. As it was impossible to reach the men with a boat, the station-crew loaded their beach apparatus on Keeper Salmon's wagon, and the latter drove them to the spot as quickly as possible. A line was at once thrown to the men with the wreck-gun, and by that means a larger line was sent off, and, with the aid of a crowd of fishermen who had gathered on the beach, the boat was drawn ashore over the ice, in the same manner that the light-house tender *Geranium's* boat had been released the day before.

March 23.—At about 8 o'clock in the evening, the patrol of the Hog Island Station, (Fifth District,) Virginia, saw a vessel running in towards the beach and burned his Coston signal to warn the craft of her danger. She quickly changed her course and stood clear.

March 23.—At about 10 o'clock at night, the patrol of the Smith's Island Station, (Fifth District,) Virginia, saw a vessel standing too close inshore and warned her off with his Coston signal.

March 24.—On this date, at about 6 o'clock in the evening, one of the crew of the White Head Station, (First District,) coast of Maine, rescued two women who, in attempting to cross Seal Harbor from Spruce Head to White Head Island in a small skiff, during a fresh southwesterly breeze, had broken one of their oars, and were being swept by the strong ebb-tide directly towards a reef known as Long Ledge. The harbor being quite rough, their skiff was half full of water when he overtook them, within a few yards of the ledge, and the poor creatures were drenched through and benumbed with the cold. A few moments later the skiff would have been capsized in the breakers and its occupants probably drowned.

March 24.—On this date two men, named Alonzo and Stephen Driscoll, were furnished by the crew of the Brigantine Station, (Fourth District,) New Jersey, with a supply of provisions. Their boat had been frozen in in one of the thoroughfares, and getting out of provisions they were obliged to seek a replenishment of their stock from the station.

Digitized by Google

March 25.—In the afternoon, the crew of the Sandy Hook Station, (Fourth District,) coast of New Jersey, extricated from a dangerous situation the sloop *Monsoon*, of Greenport, Long Island. She was bound from New York to Port Monmouth, New Jersey, with a cargo of lumber and coal, and had come to, a few days previous, under the lee of the Government wharf, Sandy Hook, to escape damage from the drifting ice in New York Bay. There was but one man on board. On the date given, the ice had closed in and threatened her destruction. The life-saving crew rigged a purchase, and with some difficulty hauled the vessel within reach of the steam-tug *James Bowen*, which then towed her out into open water, to the great relief and satisfaction of the man on board, to whom she belonged.

March 27.—At 10 o'clock at night the south patrol of the Hog Island Station, (Fifth District,) coast of Virginia, observed a vessel trying to get out of the inlet, but apparently, from her movements, uncertain as to her course. He at once lighted his lantern and swung it to attract attention, and then by taking the lead along the shore, near which the channel ran, enabled the craft to find her way out to sea without further difficulty.

March 27.—On Sunday, the 22d, a small sloop, the *J. W. Meade*, of Hatteras, North Carolina, which was anchored in Pamlico Sound, North Carolina, near Timber Landing, with no one on board, fouled her anchor and dragged ashore, at about 4 o'clock in the afternoon, three miles north-northwest from the Cape Hatteras Station, (Sixth District,) North Carolina. She was obscured from sight by a large body of woods which lies between the point where she stranded and the station, so that the crew knew nothing of the casualty until the 27th, when the owner applied to the keeper for assistance. Four men were sent off, who succeeded in floating her on the next high tide.

March 28.—At 3 o'clock in the morning, the weather being cloudy and dark, the south patrol of the Wallop's Beach Station, (Fifth District,) coast of Virginia, sighted a vessel heading directly for the beach and quite near. He quickly ignited a red Coston signal, from which the craft took warning, as she kept hard off, just clearing the breakers. In a few moments she would have been ashore.

March 29.—The three-masted schooner *French Van Gilder*, of Bridgeton, New Jersey, with a crew of six men, while on her way from Gloucester, Massachusetts, to Philadelphia, Pennsylvania, with a cargo of stone, ran ashore on Tuckernuck Shoal, Vineyard Sound, Massachusetts, at 5 o'clock in the morning, during a heavy northeast gale. The place where she struck is about six miles to the northward and eastward of the Muskeget Station, (Second District,) and, the weather being thick, she was not seen until near noon. As soon as the Muskeget crew discovered her, they put off in their boat, which was half swamped in passing through the breakers. They had the gale right in their teeth, with a tremendous sea and strong tide also to contend with, and after a three hours' gallant struggle were obliged to give up, almost exhausted, having in that time made but a quarter of the distance, or about a mile and a half. During the night the gale moderated somewhat, and at 2 in the morning (March 30) the crew again set out and reached the schooner at half-past 4. It being very dark, the discovery was not made, until they got on board, that she was abandoned. They also found she was full of water. As the yawl was gone, it was supposed the crew had landed on Tuckernuck Island, to the lee-

Digitized by Google

ward, a supposition which proved correct. The crew's baggage was still in the cabin. The keeper had it passed into the boat, and then shoved off. When half-way back a boat was seen approaching from Tuckernuck Island. It was a shore-boat, with the captain of the schooner on his way to the wreck to secure his effects. He had landed with his men the day previous, at about the same time the life-saving crew were making such strenuous efforts to get to his relief. He was greatly pleased to find the baggage safe, and thanked the station-men very heartily for recovering it. It was at once transferred to the captain's boat, and, as nothing further could be done, the men squared away for Muskeget Island, where they arrived at 10 o'clock, fatigued and hungry, after an absence of eight hours. The schooner became a total wreck.

March 30.—The crew of the Brigantine Station, (Fourth District,) New Jersey, assisted in floating a craft belonging to a man named Turner, which had been driven high and dry on the meadows during a recent extremely high tide.

March 31.—The patrolman of the Cobb's Island Station, (Fifth District,) Virginia, about forty-five minutes past 10 o'clock at night, discovered a vessel standing too close in to the shoals and burned his Coston light. This was quickly observed, as she immediately went about and stood off shore, out of danger.

March 31.—The keeper of the Cape Fear Station, (Sixth District,) North Carolina, while on board the steamer *Regulator*, which was stranded on the inner bar at Cape Fear and subsequently pulled off by a steam-tug, saw the schooner *Carrie* running in and heading directly for a dangerous shoal. He warned the captain, and gave him directions how to cross the bar. The instructions were followed, and she went in all right.

April 1.—The north patrol of the Cape Henlopen Station, (Fifth District,) coast of Delaware, during the midnight watch, sighted a schooner heading directly for the land, and almost ashore. He quickly flashed a red Coston light, when the people on board put the helm hard up, and the vessel squared away just in time to clear the point of the cape. It was a close shave.

April 2.—At 10 o'clock at night, the south patrol of the Wallop's Beach Station, (Fifth District,) coast of Virginia, observed a vessel making signals off Assawaman Inlet, and at once answered her with a red Coston light. He then, supposing the vessel must be aground, from her position, hastened to the station and gave the alarm. The crew turned out with their boat, and, after a hard pull of an hour and three-quarters against a head sea, reached the spot to find no vessel there. It was concluded that the craft had taken warning from the patrolman's signal and gone clear.

April 2.—At about 6 o'clock in the evening, two of the crew of the Chicago Station, (Eleventh District,) Lake Michigan, rescued a man named Danielson, a resident of Chicago, who had been out at the breakwater duck shooting, and in attempting to return across the harbor was unable to manage his boat, which was being driven by the strong northerly breeze directly towards the south breakwater, where it would have been dashed to pieces by the heavy sea. The two surfmen overtook him just in time, and towed his boat safely in under the lee of one of the Illinois Central Railroad piers, where he could land without difficulty. He was very grateful for their timely aid.

Digitized by Google

April 2.—At 8 o'clock at night, two hours after the rescue of Mr. Danielson, the crew of the Chicago Station (Eleventh District) were summoned by signal, from the watchman on the breakwater, to the assistance of six men, who had also been out there all day duck-shooting, and, having nothing but a leaky boat at their service, were unable to return. They had attempted it once, but the boat being too small to encounter such a rough sea, it had capsized just as they were about to shove off, and four of the party were thrown overboard. Fortunately they managed to regain the breakwater, where the station-crew found them, shivering in their dripping garments and almost perished from exposure to the keen, biting wind. They were conveyed to the station as quickly as possible, when, with thanks for their deliverance, they hastened to their homes, declining the keeper's offer of dry clothing.

April 3.—The sloop *Everard H. Preston*, of East Rockaway, New York, with a crew of two men, bound from Little Egg Harbor, New Jersey, to New York, with a cargo of clams, while seeking an anchorage in Barnegat Inlet, New Jersey, during a northwesterly blow, ran ashore on the north side of the channel, a mile and a half south of the Forked River Station, (Fourth District.) She was boarded by the crews of the Forked River and Barnegat Stations, on the north and south sides of the inlet, respectively, and when the tide served in the evening, they floated her off and took her inside, the Barnegat crew loaning her an extra anchor until the following morning, when she proceeded on her voyage, apparently uninjured. It was the second time within the year that this vessel had been saved from wreck by the Life-Saving Service, the previous occasion being when she stranded, on September 12, near Little Egg Harbor Inlet, and a few days later was dug out and launched by the Little Egg crew.

April 4.—Soon after midnight, during the prevalence of a dense fog, with a southeasterly breeze, the south patrol of the Highland Station, (Second District,) Cape Cod, Massachusetts, when a little over half a mile from the station, heard the slatting of sails and the sound of voices in the direction of the surf, as though a vessel was ashore on the bar. He hurried forward, and, although the craft could not be seen through the darkness and fog, the Coston signal he ignited was quickly answered by the glad shouts of the people on the vessel, which was aground sure enough. As soon as he could reach the station with the alarm the life-saving crew turned out with their boat and pulled down outside the breakers to where the vessel lay, one of the surfmen being detailed to proceed along the beach with a lantern to guide them to the spot. By the time they got abreast of her she had driven in over the bar and lay close to the beach. The boat was, therefore, beached and the keeper climbed on board. He found she was the fishing-schooner *Mary Doane*, of and from Boston, Massachusetts, on a cruise, her crew numbering fifteen, all told. Upon consultation with the captain, it was decided to get all hands ashore as quickly as possible, as the wind was freshening, with a prospect of bad weather. The fishermen were, therefore, landed at once and taken to the station. The sea increased so rapidly that the schooner soon bilged and became a complete wreck. The castways were provided with food and shelter for two days, when, as they were without funds, the keeper obtained free passage for them over the Old Colony Railroad to Boston.

Digitized by Google

April 5.—At about 10 o'clock at night of the 4th, the schooner *J. P. Ames*, of Rockland, Maine, bound from Portland, Maine, to Boston, Massachusetts, with a cargo of lumber, and having a crew of four men, ran aground on the flats in Biddeford Pool, about three-quarters of a mile west-northwest of the Fletcher's Neck Station, (First District,) Maine. She was badly strained and filled with water. On the morning of the 5th the captain of the schooner called at the station, reported the disaster, and requested the assistance of the keeper and his crew on the next high tide, when he thought she would float after being pumped out. The crew went aboard at 1 o'clock in the afternoon and labored assiduously, but failed to get her off. The captain then concluded to remove the deck load, and went ashore to employ men for that purpose. After the schooner was thus lightened she was hauled afloat by the combined efforts of the two crews, and taken to a safe place to await the arrival of a steam-tug which had been sent for to tow her to Portland for repairs. On the 10th the life-saving crew assisted in heaving up her anchors and she was towed to Portland. Some days later, after being calked, she returned to the Pool, restowed her deck-load, and proceeded on her voyage.

April 5.—During the night the patrol of the Parmet River Station, (Second District,) Massachusetts, discovered a vessel dangerously near the shore and burned his Coston signal. She immediately changed her course and stood off shore.

April 5.—The south patrol of the Little Beach Station, (Fourth District,) coast of New Jersey, shortly before 4 o'clock in the morning saw a schooner in danger of running ashore, and at once ignited his Coston signal, which caused her to change her course.

April 5.—During the night the patrol of the Watchapreague Station, (Fifth District,) coast of Virginia, warned off, by flashing a Coston signal, a vessel which was in danger of running onto Dawson Shoal. She narrowly escaped disaster.

April 6.—About half an hour after midnight, the patrol of the Nauset Station, (Second District,) Massachusetts, discovered a vessel standing inshore and in immediate danger of striking the outer bar. He burned his Coston signal, and the vessel quickly kept off. The warning prevented her from stranding.

April 6.—At about 11 o'clock in the day, the crew of the Short Beach Station, (Third District,) coast of Long Island, New York, observed a sloop which was attempting to enter Jones' Inlet, two miles to the westward of the station, suddenly fetch up on the shoals about three-quarters of a mile from the beach. Her main-sheet had parted, and before the boom could be secured she drifted ashore. The wind was blowing fresh from the northwest, and there was a rough sea. The Short Beach surf-boat was immediately launched, and the crew went to the sloop's assistance. They found she was the *Elizabeth A. Bedell*, of Perth Amboy, New Jersey, owned and sailed by two men named Golden, and that she was from Little Washington, in that State, with a cargo of brick for Freeport, Long Island. The Short Beach men were soon joined by the crew of the Point Lookout Station, to the westward. The sloop lay in a dangerous situation, and it was decided, after consultation with her crew, to lighten her by throwing the cargo overboard. This was accordingly done, and when all necessary preparations had been made for getting the sloop afloat on the next tide, the Point Lookout crew accompanied the Short Beach crew ashore for supper. Operations were

Digitized by Google

resumed after supper, and in due time the sloop got off, and was taken safely in through the inlet and anchored near the Short Beach Station at 1 o'clock in the morning. She received no damage, but the cargo, valued at about seventy-five dollars, was all lost.

April 6.—The schooner *James E. Kelsey*, of Perth Amboy, New Jersey, with a crew of five men, bound from Keyport, in that State, to the Rappahannock River, Virginia, in ballast, ran ashore on the Middle Ground, Little Egg Harbor Inlet, New Jersey, about a mile west of the Little Egg Station, (Fourth District,) at 6 o'clock in the morning. She had entered the inlet the day previous for a harbor, and was on her way to sea again at the time of the accident. The life-saving crew arrived on board at half-past 6. The wind was blowing a gale from the northwest, and, being in the schooner's favor, they crowded on all the sail possible, and after two hours, when the tide had risen, succeeded in forcing her over the shoal into deep water. She proceeded on her voyage uninjured.

April 6.—At 7 o'clock in the morning, the patrol of the San Luis Station, (Eighth District,) coast of Texas, reported a small sloop capsized in the breakers, about two and a half miles northeast of the station. The crew proceeded to the spot, and found she was lying on her starboard side. The sails were furled, and everything about her indicated that she had broken adrift from her moorings. They unshipped her mast, and carried it and all of the gear ashore. She was then righted and hauled up on the beach, bailed, and the sand shovelled out of her. The crew then pried her up, placed rollers under her, and moved her further up on the beach, above high-water mark, where she lay in safety until claimed by the owner. She was delivered to him April 30, when the crew assisted in launching her. It seems she had left Galveston, Texas, April 2, in tow of the sloop *Scandinavian*, on board which vessel was the owner and another man, bound to Sabine Pass. Between 10 and 11 o'clock that night a storm came up, so suddenly that the hawser parted, and the craft went adrift. Her owner received no tidings of her until he read a notice in the Galveston News of April 12 from officials of the Service, giving her description and stating where she had been picked up. The owner subsequently sent the following letter to the district superintendent:

"GALVESTON, TEXAS, *May* 8, 1885.

"DEAR SIR: I take this method of thanking you and your crew at San Luis Life-Saving Station for taking care of my little sloop that came ashore at the station, and also for helping me to launch her on April 30, 1885.

"A. TILFORD.

"W. A. HUTCHINGS,
"*Superintendent of No.* 8 *Life-Saving District.*"

April 6.—On this date the crew of the Louisville Station, (Ninth District,) Louisville, Kentucky, were instrumental in rescuing nine persons who were in imminent danger of being swept over the Falls of the Ohio and drowned. The first case was that of five men, residents of Louisville, who had hired a skiff for an afternoon row upon the river. They were not very expert boatmen, and allowed the skiff to shoot out into mid-stream, where the swift current caught it and was bearing the now thoroughly frightened occupants towards what seemed certain destruction, when their craft was overtaken by the sturdy oars-

Digitized by Google

men of the station and brought safely ashore. This occurred at about 2 in the afternoon. The second rescue was at 5 o'clock. Four men had been out fishing at the falls, near the Indiana shore, and, upon attempting to return to the city, got caught in the current, which was sweeping them rapidly down stream towards the dam, when the life-savers, seeing their plight, put off and towed them also safely to the shore.

April 7.—On this date Keeper Finch and a part of the crew of the Manistee Station, (Eleventh District,) Lake Michigan, assisted in releasing the steamer *I. M. Weston*, of Muskegon, Michigan, which was caught in the ice while attempting to leave Manistee Harbor. They ran her line to the end of the pier, and then helped to heave her out clear.

April 8.—During the night the patrol of Race Point Station, (Second District,) Massachusetts, warned off, by firing a Coston signal, a vessel which was almost in the breakers.

April 8.—Just before sunrise, the patrol of the Peaked Hill Bar Station, (Second District,) Massachusetts, saw a schooner dangerously near the bar and warned her off with his Coston signal.

April 8.—About 1 o'clock in the afternoon the schooner *William Richardson*, of Bridgeton, New Jersey, bound from Philadelphia, Pennsylvania, to Cape May City, New Jersey, stranded on the north bar of Cold Spring Inlet, about one mile south of the Turtle Gut Station, (Fourth District,) New Jersey. She carried a crew of four men and had a cargo of lumber and coal. At the time she struck the weather was foggy, with a stiff breeze blowing from the southward. The life-saving crew proceeded to her assistance, ran out an anchor and hove the cable well taut, and at high water she came off and proceeded on her voyage.

April 8.—At about 7 o'clock in the morning the schooner *Inez Huston*, of Brashear, Louisiana, with a crew of five men, bound from Brazos de Santiago, Texas, to Pascagoula, Mississippi, in ballast, missed stays as she was going about while beating down the narrows on her way out towards Brazos Bar, and, before her anchor could hold her, she drifted ashore on the flats, about three-quarters of a mile to the northward and westward of the Brazos Station, (Eighth District,) Brazos Island, Texas. The life-saving crew reached her half an hour later, and, after running a stout hawser to the opposite side of the pass, made strenuous efforts to get her afloat. They had labored for a couple of hours when the hawser parted. Another hawser was obtained from the pilot-boat lying near, and a fresh attempt made to get the vessel afloat, but without success, the serious leak she had sprung no doubt adding to the difficulty of releasing her. In the afternoon, at about half-past 1, another hawser was stretched across the pass, and by keeping the pumps going and downright hard heaving for several hours longer, in which they had the assistance of the pilot-boat crew, the schooner was got afloat at about half-past 8 and safely anchored in the bay. As she still leaked badly and there were no facilities for repairing at Brazos, the captain engaged extra men to assist at the pumps, and on the second day afterwards proceeded on his voyage, intending to put into Galveston *en route* for repairs.

April 9.—At about a quarter to 1 o'clock in the morning, the patrol of the Cold Spring Station, (Fourth District,) New Jersey, discovered a vessel stranded opposite Madison Avenue, Cape May City, half a mile to the westward of the station. The keeper and his crew boarded her,

Digitized by Google

and immediately assisted at the pumps, as she was leaking badly. She was the schooner *James W. Drury*, of Boston, Massachusetts, bound from Philadelphia, Pennsylvania, to the former port, having a crew of eight men and being laden with coal. The station-crew made three trips in all, and, beside their services at the pumps, telegraphed for a tug to haul her off. The vessel had previously struck on Five-Fathom Bank, about twelve miles off shore, which caused her to leak, and in running for the Breakwater, she stranded as above stated. The tug *North America* arrived, and pulled her off about half-past 2 in the afternoon.

April 9.—The south patrol of the Dam Neck Mills Station, (Sixth District,) Virginia, gave timely warning to a schooner which was standing in too near the shore by firing his red Coston light. She immediately changed her course and stood off. She had a narrow escape.

April 10.—During the night of April 9, the small schooner *Sudie*, of Ocracoke, North Carolina, whither she was bound from Washington, in the same State, with a general cargo, was driven by a fresh gale onto Terrapin Shoal, Pamlico Sound, about four miles to the southward and westward of the Ocracoke Station, (Sixth District,) coast of North Carolina. She had four passengers and a crew of two men, six all told. The life-saving crew went to her assistance, with the necessary gear, early the next morning, and, after removing a part of the cargo, blocked her up, placed timbers under her, and succeeded in launching her in deep water. It was hard and fatiguing work. The cargo was then restowed, and, with a fresh supply of provisions obtained from the station-crew, the schooner went her way. Her people were very thankful for the assistance given them. Upon reaching Ocracoke the following letter was sent to the General Superintendent:

"OCRACOKE, NORTH CAROLINA,
"*April* 10, 1885.

"DEAR SIR: Desirous of showing my gratitude to the Life-Saving Service for service done me and family on April 10, 1885, the schooner *Sudie*, of Ocracoke, I and my family were on, dragged ashore on Terrapin Island, four miles south of Ocracoke Station, in a terrible gale, laden with goods. We had not much to eat. The station-crew came to us with provisions, and broke out our cargo and hauled us off. If it had not been for Captain Howard, I don't know how long we would have stayed there and suffered. I feel very greatful to Capt. J. W. Howard and crew for their services. We were without water, and they brought us a supply, and in two hours were on our homeward journey, rejoicing.

"Yours, truly,

"GEO. W. SWINDELL, JR.

"Mr. S. I. KIMBALL,
"*General Superintendent Life-Saving Service.*"

April 10.—At about noon, shortly after the return of the crew of the Ocracoke Station, (Sixth District,) coast of North Carolina, from the schooner *Sudie*, the lookout reported a schooner heading for the beach, about a mile to the southward and westward of the station. The wind was blowing a gale from the northward, with thick, rainy weather. By the time the boat could be got out of the house the schooner struck. The life-saving crew reached her in half an hour, and found she was

Digitized by Google

the *General Banks*, of Boston, Massachusetts, with a crew of four men, bound from Providence, Rhode Island, to Norfolk, Virginia, in ballast. She had encountered heavy gales on the passage and lost nearly all her sails. In this crippled condition she had been blown far to the leeward of her course, and the captain, finding it impossible to beat back to Cape Henry, determined to beach her. The station-crew made two trips to the vessel in saving the people, with their personal effects and all movable articles possible, and behaved with great gallantry. On the following day (11th) a messenger was despatched on horseback a distance of eight miles, to telegraph for the assistance of the Baker Salvage Company, of Norfolk, and on the 15th the schooner was hauled afloat by the wreking-steamer *Resolute* and towed to her destination. While the vessel lay ashore her men were cared for at the station, the life-saving crew aiding them in every possible way until they took their departure for Norfolk.

The captain of the *General Banks* was very grateful for the assistance given him, and sent the following letter to the General Superintendent:

"OCRACOKE ISLAND, NORTH CAROLINA, *April* 10, 1885.

"SIR: I desire to express to you my sincere appreciation of the services rendered this morning to me and my crew on board the stranded schooner *General Banks* by the keeper and crew of the life-saving station on Ocracoke Island. The schooner *General Banks* struck on the shoals off Ocracoke Island at 12 M. this day, and, although the weather was densely stormy, in a half hour's time the surf-boat from Ocracoke Island was alongside and offered assistance. I and crew availed ourselves of this timely aid, and we were safely conveyed to the station and everything possible done for our comfort. The station-men have been working all this day in a driving rain-storm and fierce gale of wind, endeavoring to save everything possible from the wreck. I cannot express to you and the public the great benefit I have derived from their assistance, to say nothing of the saving of our lives and the splendid manner in which the life-saving crew have acted.

"Respectfully,

"E. E. NORTON,
"*Master Schooner General Banks.*

"SUMNER I. KIMBALL,
"*General Superintendent U. S. Life-Saving Service,*
"*Washington, D. C.*"

April 10.—On this date, at about 2 in the afternoon, an accident occurred in the vicinity of the Grand Haven Station, (Eleventh District,) Lake Michigan, which but for the coolness of Surfman Wissel would doubtless have been attended with fatal results. He had crossed the river to the south pier in response to the signal of two women who, with a little four-year-old boy, wished to reach the north bank. One of the women had descended safely into the boat, when the mother of the boy, in passing the little fellow down to her friend, lost her balance, and all three fell into the water. The strong current setting lakeward instantly swept the child out of reach. The surfman, however, was equal to the emergency, and, quickly grasping both women and helping them get hold of the timbers of the pier, with an injunction to keep cool and await his return, he put off after the child. A few strokes enabled him to reach the boy just as he was sinking. Wissel then returned to

Digitized by Google

the women, and, with the assistance of men who came running to the spot, all three were lifted ashore and sent home. It was a narrow escape. The temperature of the water was but little above freezing, and they were almost perished.

April 12.—At a quarter to 11 o'clock in the day the schooner *R. B. Leeds*, of Somers Point, New Jersey, bound from Parker's Bay, Maryland, to Atlantic City, New Jersey, with a cargo of oysters, and having a crew of three men, struck, during a strong northwest wind and high sea, on Chincoteague Bar, three miles southwest from the Assateague Beach Station, (Fifth District,) Virginia, and about two miles out from the shore. Her signal of distress was speedily seen by the crew of the station, who immediately put off to the vessel's assistance. It was found she had started one of her bottom planks, and when the crew arrived she was in a sinking condition. As it was then nearly low water, they were compelled to heave her to and wait for the tide to turn before she could beat back into the inlet. During this time, however, they had all they could do to keep her from sinking in deep water. They succeeded, however, in taking the vessel safely inside, when the captain landed and obtained extra pumps and a gang of men to get the leak under control, preparatory to making necessary repairs. That the station-crew, by their opportune arrival, saved the schooner, is apparent from the following letter, which they received from the captain:

"CHINCOTEAGUE, VIRGINIA, *April* 13, 1885.

"*To whom it may concern:*

"I wish to return my sincere thanks to J. F. Tracy, captain of the life-saving crew at Assateague Station, for the promptness and efficiency with which he and his crew rendered me timely assistance on Sunday, April 12, 1885, when in a leaking condition, caused by striking on bar going out. If said assistance had not been rendered promptly, the result might have been of a very serious nature. It was probably twenty minutes from the time of hoisting signal of distress until he boarded me.

"J. C. HAMMELL,
"*Captain Schooner R. B. Leeds, of Absecom, N. J.*"

April 13.—In the afternoon the crew of the Assateague Beach Station, (Fifth District,) coast of Virginia, sighted a schooner at anchor, in a crippled condition, just inside the bar off Chincoteague Inlet, about three miles southwest of the station. The wind was blowing hard from the northwest and squally. She had run up to the inlet, when, while beating in, a gust struck her and carried away the bowsprit and jib-boom. The station-crew immediately launched the surf-boat and went on board. She was the *Peter J. Hart*, of Chincoteague, from Tangier Sound, Chesapeake Bay, bound to Franklin City, Virginia, with a cargo of planting-oysters, and had a crew of four men. The crew of the Wallop's Beach Station also arrived soon afterwards. The party went at once to work clearing away the wreckage, and, after hoisting the broken spars on board, rigged a purchase and set up the jib-stay. The jib was then bent, and the vessel got under way and taken safely into the inlet. The captain was very grateful to the two life-saving crews for their assistance, as it got him out of a serious strait and saved valuable time, besides the expense of employing a steamer, which would have amounted to a good round sum.

Digitized by Google

April 14.—During the night, the patrol of the Watchapreague Station, (Fifth District,) Virginia, discovered a vessel running into danger, and by firing his Coston signal warned her in time to change her course and escape disaster.

April 14.—Just before daylight, the patrol of the Watchapreague Station, (Fifth District,) coast of Virginia, saw a three-masted schooner, bound south, running dangerously close to the beach. He at once burned his Coston light, which caused her to keep off. She was so near, however, that, in squaring away, she fetched up lightly on Dawson Shoal. She did not stay there long, as by the time the surfman gave the alarm, and before the boat could be launched, she went off. He undoubtedly saved her from disaster.

April 14.—While on her voyage from Indiantown to Wilmington, North Carolina, with a cargo of corn, the schooner *M. E. Gildersleeve*, of Washington, North Carolina, broke her tiller and became unmanageable. The wind being from the northeast, she drifted ashore on Frying Pan Shoals, at about half-past 7 o'clock in the morning, five miles to the southward of the Cape Fear Station, (Sixth District,) North Carolina. The keeper was on his way, at the time, in the surf-boat, to the post-office at Smithville, but, when about two miles off, seeing the signal set for him by the lookout at the station, he returned and boarded the schooner about half-past 9 o'clock. She was lying in a dangerous situation and leaking badly. As she had grounded at high water, and the tide was then ebbing, nothing could be done until the next flood, except to keep her free by pumping. With the rising of the tide, however, the leak increased to such an extent that the crew could not keep her pumped out, consequently it was decided to throw overboard a part of the cargo. The principal leak having been found to be under the stern, the mate and one of the surfmen cut away a portion of the ceiling and partially stopped it, and thus rendered any further discharge of the cargo unnecessary, and they soon got her free. The steam-tug *Passport* came alongside soon afterwards and hauled her off at about 5 o'clock in the afternoon. She was still leaking badly, however, and, at the request of the captain, the crew remained on board and assisted at the pumps until she arrived safely at Smithville.

April 15.—During the night, the patrol of Atlantic City Station, (Fourth District,) New Jersey, saw a schooner dangerously near the beach. He burned a Coston signal, when she at once changed her course.

April 16.—At about half-past 7 in the evening two old men came to the Point Lookout Station, (Third District,) coast of Long Island, New York, and besought shelter for the night. They were wet to the skin, and reported that they had narrowly escaped drowning by the capsizing of their boat in the bay; a man in another boat near by at the time of the accident having rescued them. They were furnished with dry clothing and a warm supper and otherwise made comfortable. Two of the crew were also despatched by the keeper in search of the boat. The search was unsuccessful in the darkness, but early the next morning it was found sunk, about a mile and a half to the eastward. It was raised and bailed out and put in good order again.

April 18.—At about half-past 8 in the morning the schooner *Oliver S. Barrett*, of Bath, Maine, with a crew of nine men, bound from New York to Boston, with a cargo of coal, ran ashore on the northwestern edge of the Stone Horse Shoal, four or five miles to the southward of the Monomoy Station, (Second District,) coast of Massachusetts. The

Digitized by Google

accident was caused by her attempting to pass to the eastward of the buoy marking the northwesterly end of the shoal. Fortunately the weather was fine and the sea smooth. It was also low tide. The look-out at the life-saving station seeing the vessel fetch up, gave the alarm, when the crew at once put of to her assistance. Although there was not much to be done, they rendered all the aid possible in trimming the sails to the best advantage, and by advising the captain where the best water was to be found, and at half-past 10 the schooner floated clear and proceeded on her way, apparently uninjured.

April 19.—At 3 o'clock in the afternoon the crew of the Seabright Station, (Fourth District,) New Jersey, were alarmed by the cry of the lookout that a fire had broken out in the village of Seabright, a mile distant. They hurried to the scene at once, and rendered excellent service in aiding to extinguish the flames, besides saving considerable personal property.

April 19.—At 7 o'clock in the evening, the patrol of the Assateague Beach Station, (Fifth District,) coast of Virginia, saw the light of a vessel quite close to the beach and apparently ashore. A red Coston signal was burned, and the crew got the surf-boat out, ready to render assistance, but as nothing further was seen of the craft, it was supposed she had run in very close, and taking warning from the signal had sheered off.

April 20.—The patrol of the Chatham Station, (Second District,) coast of Massachusetts, just before midnight saw a vessel heading for the beach directly opposite the station, and almost in the breakers. He immediately warned her by flashing a red Coston signal, when she tacked and stood off shore.

April 20.—The crew of the Grand Haven Station, (Eleventh District,) Lake Michigan, rescued from drowning John Ryan, whose boat had capsized while he was crossing Grand River, from the south to the north pier, with a quantity of bar-iron. It seems that as the boat went over a portion of its load sank to the bottom, while the loose bars, which had been stowed under the thwarts, caught Ryan in some way and held him under water. The boat was fortunately not more than fifty feet from the station at the time, and the life-savers soon reached the spot. The poor fellow was nearly gone, however, before they could right the boat and extricate him. He was profuse in his thanks for his delivery.

April 21–24.—The patrol of the Crumple Island Station, (First District,) Maine, shortly before 5 o'clock in the morning, saw a schooner ashore on Corn Ledge, near Browney Island, about two miles northwest from the station. The surf-boat was launched at once, and in half an hour the crew boarded the vessel. She proved to be the schooner *Challenge*, of Saint George, Maine, from Tennant's Harbor, bound to Saint John, New Brunswick, light, with a crew of four men. Owing to the state of the tide, which was ebbing, the crew were unable to assist her, and returned to the station. At 10 o'clock they again boarded the vessel, ran out her anchor, and laid by her until high water, when an unsuccessful effort was made to heave her off. A second attempt was made the next morning at daylight, (22d,) with the same result. The captain was subsequently taken in a sail-boat, by two of the surfmen, to Jonesport, to telegraph to the owners. At about 5 in the afternoon, the weather looking threatening, it was deemed prudent to remove the stores. They were accordingly landed and placed in the station for safety. Another unsuccessful effort to move the vessel was made on

Digitized by Google

the 24th. On that day the captain was again taken to Jonesport to meet the owners. On their return the schooner was stripped, and her wreckage put on board of a small schooner. The crew was sheltered two days at the station. She was subsequently floated off by wreckers, who took her to Jonesport for repairs.

The following was received at the office of the General Superintendent:

"JONESPORT, MAINE, *April* 27, 1885.

"This is to certify that the Crumple Island Life-Saving Station crew rendered all assistance possible to schooner *Challenge*, ashore on the Corn Ledge. The agents and captain wish to thank Captain W. Marshall and crew for their assistance and kindness.

"G. N. MESERVEY, *Captain.*
"ROBERT LONG & SON, *Agents.*"

April 22.—Towards midnight the south patrol of the Poyner's Hill Station, (Sixth District,) North Carolina, while returning over his beat sighted a steamer which was dangerously near the beach and almost ashore. The weather was foggy. He fired a Coston signal, when the vessel at once changed her course and stood out of danger.

April 22.—At 2 o'clock in the afternoon the crew of the Chicago Station, (Eleventh District,) Lake Michigan, went off, in response to a signal from the watchman on the breakwater at the entrance of the harbor, and picked up the body of a drowned man, which they towed to the station and turned over to the police.

April 23.—On this date, at 6 o'clock in the morning, during the prevalence of a fresh northeasterly gale with a high sea, the pilot-schooner *Robert Templeton*, of Indianola, Texas, parted her cables and was driven ashore just to the north of Tracy Bayou, Matagorda Bay, about two and a half miles northeast of the Saluria Station, (Eighth District,) Pass Cavallo, coast of Texas. There was no one on board at the time of the accident. The station-crew discovered her half an hour later, and after notifying her owner, who commanded her, they accompanied him on board. The craft was fortunately equipped with spare anchors, and by planting these out from the shore and removing the ballast they succeeded, after several hours of hard work, in heaving her afloat, when she was taken to a safe berth in Saluria Bayou. The anchors she had parted from were picked up by the owner at low water, after the storm had abated, on the following day. The life-saving crew, no doubt, saved this vessel, as she lay in a dangerous situation, where the sea would have made short work in breaking her up. The owner, Captain McCoppin, was very grateful.

April 23.—At about 9 o'clock at night the three-masted schooner *Clara*, of and from Sheboygan, Wisconsin, with a crew of four men and loaded with hay and oats, while attempting to enter Manistee Harbor, Michigan, missed the channel between the piers and ran into a mass of ice which was lodged against the shore to the northward of the harbor, where she became utterly helpless, and was in danger of driving onto the beach. The crew of the Manistee Station, (Eleventh District,) Lake Michigan, hastened to her assistance in their boat, with a hawser and kedge, and succeeded in extricating her from the ice and in kedging her round into the harbor before the tug, which they had sent for, could arrive. The tug subsequently towed her up the river to her wharf. The captain thanked the crew very warmly for their timely help in saving the vessel from disaster.

Digitized by Google

April 24.—Shortly before 3 o'clock in the afternoon the lookout of the Louisville Station, (Ninth District,) Louisville, Kentucky, observing a shanty-boat drifting dangerously close to the end of the wing-dam, reported the fact to the keeper, who at once had one of the boats manned and sent it to the craft's assistance. The crew arrived alongside just in time to prevent it from going broadside over the dam. It was in charge of a man who had his wife and three children aboard and was bound down the river. The life-saving crew towed it well out of danger and into the fairway, or chute, whence it could proceed safely on its way.

April 25.—The patrol of the Parmet River Station, (Second District,) coast of Massachusetts, on the first night-watch discovered a large schooner running too near the beach for safety, and flashed a red Coston signal to warn her off. She immediately went about on the other tack and stood out of danger.

April 28.—On this date, in the forenoon, the crew of the Chicago Station, (Eleventh District,) Lake Michigan, succored a man named Moody, who was rescued from drowning in the harbor and brought to the station by the crew of the schooner *G. J. Boyce*, lying at anchor out near the breakwater. He was nearly exhausted when he reached the station. It seems that, in company with a companion named Cullerton, he had gone out to the breakwater, half a mile from the station, in the row-boat *Josie Davison* to shoot ducks, and that while setting their decoys, after landing their guns and ammunition on the breakwater, the skiff was overset, by the sea rolling in from the lake, and Cullerton drowned. It was all over so quickly that before the schooner's crew, who were not more than two or three hundred feet away, could get to the spot the man had sunk. Mr. Moody was provided with dry clothing at the station, and by the administration of stimulants and the application of hot flat-irons to his feet, besides other means of restoring warmth, he was in about five hours well enough to leave for home in a carriage. While some of the men were thus engaged, others of the crew went out and recovered the man's boat and other belongings from the breakwater. It would have been utterly impossible for the station-crew to have saved Mr. Cullerton, even had they witnessed the accident, the distance was so great.

April 29.—On this date, the last but one preceding the close of the active season on the coast of Maine, the crew of the Quoddy Head Station, (First District,) aided two vessels in distress, viz., the schooners *Oriole*, of Saint John, New Brunswick, and *S. S. Bickmore*, of Saint George, Maine. An easterly storm had prevailed all day, and quite a high sea was heaving in to the Quoddy Roads anchorage. At about 4 in the afternoon the patrol discovered that the *Oriole* had parted one of her cables and dragged into the breakers on Crowell's Ledge, about a mile northeast of the station. Her colors were hoisted at half-mast, union down. The life-saving crew put off in their boat as quickly as possible, but while passing the *S. S. Bickmore* the latter also made signal for aid. She being the nearest, they boarded her first. The captain reported that she was striking the bottom and had sprung a serious leak. He begged the life-saving crew to stay by him. They remained for an hour and a half, until the vessel filled with water, when the crew, six in number, were taken off in the surf-boat and landed in safety. The rescue was attended with much danger and difficulty, on account of the heavy sea. The vessel, being loaded with laths, did not sink.

Digitized by Google

She was from Saint John, New Brunswick, bound to Vineyard Haven, Massachusetts, for orders. As soon as the men were landed and on their way to the station, the life-saving crew turned about and again headed for the *Oriole*, which they reached at 6 o'clock. She was pounding on the rocks with every heave of the sea, and her crew, thoroughly alarmed, were anxious to be put ashore. Upon learning that she was not leaking, the keeper advised them to stay and endeavor to get her off. The captain, therefore, asked for two extra men to assist him in heaving afloat at high water. When the two men were obtained and put on board, the captain decided to go ashore himself for a supply of provisions, of which the vessel was in need. He was accordingly taken to the station for the night. In the morning, upon returning to his vessel with a supply of stores, obtained through the keeper, it was found she had got off in the night, at high water, and lay safely at anchor. Although somewhat damaged from the rough usage of the day previous, she was able to proceed up the Bay of Fundy to Saint John, New Brunswick, whither she was bound from New York, with a cargo of hemp. She had a crew of five men. The people of the *Bickmore* remained at the station until 4 o'clock in the morning of May 1, when the captain and some of his men were taken back on board. They found the deck-load gone and everything washed out of the cabin, including the crew's effects, which were lost. The captain on the previous day had boarded the revenue-steamer *Woodbury*, lying in the Roads, and requested her assistance. The sea on that day was too rough for anything to be done. When, therefore, the people returned on board, the *Woodbury* steamed alongside, and, as soon as the anchor was picked up, took the waterlogged craft in tow to Eastport for repairs. The life-saving crew accompanied her. One of the *Bickmore's* crew was left so destitute by the loss of his effects that it was necessary to fit him out at the station from the supply furnished by the Women's National Relief Association.

April 29.—At about 4 o'clock in the afternoon, the schooner *David S. Siner*, of Philadelphia, Pennsylvania, bound from that port to Saco, Maine, with a cargo of iron pipes and having a crew of six men, while lying in Winter Harbor, was driven by the northeast gale onto Negro Island Point, about a mile and a quarter north from the Fletcher's Neck Station, (First District,) Maine. Her distress-signal being observed by the station-crew, they went to her assistance on the steam-tug *Joseph Baker*, the captain of which tendered his services. She was pounding hard on the rocks, and had unhung her rudder, which rendered her situation very critical. As soon as the station-crew got on board they slipped her ground-tackle, hoisted sail, and ran her into smooth water, where the tug took hold and towed her onto the flats in Biddeford Pool, where the cargo could be discharged preparatory to taking her up to Saco.

The following acknowledgment was received from the master:

"BIDDEFORD POOL, MAINE, *April* 30, 1885.

"The master of the schooner *David S. Siner* desires to thank the captain and crew of Fletcher's Neck Life-Saving Station for their efforts in coming aboard the vessel in a steam-tug during the gale of the 29th. Without their assistance and the advice of the captain the schooner must have pounded to pieces on the rocks.

"WM. GUTHRIE,
"*Master Schooner D. S. Siner.*"

Digitized by Google

April 29.—The crew of the Point Judith Station, (Third District,) coast of Rhode Island, soon after daylight sighted a partially dismasted schooner, three miles to the westward of the station, evidently making for a harbor. They at once telegraphed to Newport for the assistance of the revenue-steamer *Dexter*, and then pulled out to the vessel and offered their own services. The captain declined the offer, but thanked them very heartily for sending for the steamer. She proved to be the *D. W. B.*, of Saint John, New Brunswick, whence she was bound with a cargo of lumber for New York, and had lost her foremast and main-top-mast in the night, during a heavy squall, in Long Island Sound. The *Dexter* overhauled her later in the day, some miles to the eastward, and towed her to Newport for repairs.

April 29.—At a little before 5 in the morning, during a heavy northwest gale, the crew of the Sandy Hook Station, (Fourth District,) New Jersey, sighted a schooner-smack, which had been anchored in Sandy Hook Bay, dragging towards the shore. There was a heavy sea running, and it was only with the greatest difficulty that they got alongside in the surf-boat to offer assistance. She was the *Charles Haskell*, of Gloucester, Massachusetts, with a crew of sixteen men, on a fishing-cruise. She had struck bottom some distance out, where the sea made a clean breach over her fore and aft, and, as the fishermen refused to leave, the keeper advised them to hoist the jib to force the vessel farther up on the beach, beyond reach of the heaviest breakers, in order to save her from filling and going to pieces. His advice was followed, and the craft soon drove so far up that she lay nearly dry at low tide and was perfectly safe. The keeper afterwards, at the request of the captain, sent a despatch to the owners. She was got off, in a leaky condition, the night of the 30th, at high water, with the aid of three tugs.

April 29.—The gale which stranded the schooner *Charles Haskell* near the Sandy Hook Station (Fourth District) also drove the schooner *Abbie M. Deering*, of Portland, Maine, ashore a few hours later, a short distance to the southward, in the Horseshoe, not far from the New Jersey Southern Railroad pier. She was a smack, like the *Haskell*, and had a crew of seventeen men. She lay about two miles to the northwest of the Spermaceti Cove Station, but a dense growth of cedar hiding her from view, the crew received news of the accident by telephone from the Sandy Hook Station, the crew of the latter discovering her as they returned from the *Haskell*. The sea ran so high that the first attempt to go off with the surf-boat failed. The people on board then bent the end of a line to one of their dories and let the boat drift ashore, and by means of the line the life-saving crew were enabled to haul off alongside. The captain was brought ashore in the surf-boat, and arrangements made for the aid of a tug. The tug arrived later in the day, and on the next high water got the schooner off, without damage.

April 29.—At 9 o'clock in the morning the sloop *Reindeer*, of Tom's River, New Jersey, with a crew of three men and loaded with clams, from Little Egg Harbor for Tom's River, which had been anchored in Barnegat Bay to ride out a heavy northwest gale, dragged ashore in Bonnet Thoroughfare, about half a mile north of the Ship Bottom Station, (Fourth District.) The accident was seen from the station, and the crew at once went to her assistance. There was quite a sea running, and it broke all over the little craft. The life-saving crew carried

Digitized by Google

out her anchor and by 12 o'clock (noon) succeeded in getting her afloat and took her to a safe anchorage in the channel. She suffered no damage beyond a slight leak, which was easily controlled.

April 29.—At about 9 o'clock in the morning, the crew of the Atlantic City Station, (Fourth District,) coast of New Jersey, went off in response to a distress-signal on board the sloop *Golden Light*, of Somers Point, New Jersey, which had just arrived in Absecom Inlet with a cargo of oysters from Chincoteague, Virginia, and, a northwest gale having sprung up, was dragging her anchors and in danger of drifting out to sea. She lay about a quarter of a mile from the station. The life-saving crew brought her crew of two men ashore, as requested. Her anchors soon afterwards fetched up and held her. In the afternoon, when the gale moderated, the station-crew took the two men back on board, got the sloop under way, and beat her up the harbor to a safer berth. The same vessel had been previously assisted by the Atlantic City crew on March 13.

April 29.—At noon of the same day that the crew of the Atlantic City Station, (Fourth District,) New Jersey, were engaged on the sloop *Golden Light* the keeper received a report that the sloop *Tillie Covert* had parted her chain and fouled the wharf, carrying away part of her rigging. He sent two men to her assistance, who secured the mast and worked her safely back into the harbor.

April 29.—On this date, at about daybreak, during the prevalence of a furious northwest gale, the crew of the Cape May Station, (Fourth District,) coast of New Jersey, rescued, with the breeches-buoy apparatus, a crew of six men from the rigging of the schooner *Emma M. Robinson*, of Wilmington, Delaware, which stranded that morning, soon after 1 o'clock, on the shore of Delaware Bay, about three miles northwest of the station. The schooner was from Tomkin's Cove, New York, bound to Milford, Delaware, with a cargo of lime, and had anchored, just before midnight, about three-quarters of a mile from the shore, to await favorable weather to proceed up the river to her destination, but the gale increased to such force that her anchors failed to hold, and she was blown ashore. As soon as the patrol, who had previously seen her at anchor, discovered the mishap, he hurried to the station and alarmed the crew. The wind had attained a velocity of sixty or seventy miles an hour, and created a perfect sand-storm, which nearly blinded the crew and made it almost impossible for them to drag the apparatus-cart, even with the aid of two extra men and a team. At one place, where the road lay over a stream, it was necessary to halt and repair the bridge before it could be crossed. Indeed, the entire journey of three miles was beset with so many obstacles that the men were fully two hours in making it, and were nearly worn-out. With the first glimmer of dawn communication was effected with the vessel by means of the wreck-gun. The gear was then rigged, after much difficulty on account of the unsteadiness of the vessel in the heavy sea, and in due time all hands were brought safely ashore. They were in such a wretched condition from the drenching and exposure to which they had been subjected, both on board the vessel and in transit to the shore, as to be almost helpless. As they reached the beach, one by one, they were wrapped in blankets and carried to a place of shelter until all were safe and the surfmen were ready to resume the homeward march. Upon arrival at the station they were provided with a dry outfit from

Digitized by Google

the supply donated by the Women's National Relief Association and the wardrobes of the surfmen, and, with the aid of needful stimulants from the medicine-chest, soon came out all right. An attempt was subsequently made in the afternoon, in the surf-boat, to recover the men's personal effects, but the schooner was then submerged, and but few articles could be found. The people remained at the station until the following day, when the owner arrived and provided for them elsewhere. He also made arrangements with a wrecking company to save the vessel. The wreckers worked on her several weeks, and, after many vicissitudes, succeeded in taking her up to Wilmington for repairs.

The captain published the following card in the New York Herald of May 5, 1885:

"*To the Editor of the Herald:*

"Through your valuable paper I wish to thank Captain Hand and crew, of the Cape May Point Life-Saving Station, for rescuing myself and crew from the schooner *E. M. Robinson*, which went ashore one mile north of the steamboat-landing at Cape May Point, in a terrible northwest gale, on the morning of the 29th of April.

"JOHN A. HALL, *Master.*"

April 29.—At 10 o'clock at night, one of the crew of the Ocean City Station, (Fifth District,) coast of Maryland, while on patrol, about four miles south of the station, sighted a vessel dangerously near the beach. He ignited a red Coston light as a warning, when she at once changed her course and stood off shore.

April 29.—During the night the patrol of the Oregon Inlet Station, (Sixth District,) North Carolina, saw a schooner in danger of running ashore. He quickly flashed a Coston signal, when she hauled off.

April 29.—At about daylight, as the schooner *Henrietta*, of Brashear, Louisiana, with a crew of four men, was beating up Aransas Bay, on her way from Calcasieu, Louisiana, to Corpus Christi, Texas, laden with railroad-ties, the wind fell light and, before her crew could prevent it, the strong flood-tide swept her ashore on Harbor Island, about a mile to the northward of the Aransas Station, (Eighth District,) Mustang Island, coast of Texas. The life-saving crew rendered all the assistance in their power, by planting her anchors out in the channel and endeavoring to heave her off. They renewed the effort the next day, but the tide was too scant, and the schooner refused to move. The following morning, however, (May 1,) the tide being higher than on the preceding days, and with the heavy strain already hove on the cables, she floated without further assistance, and proceeded up the bay to her destination. She received no damage. Had the captain consented to the removal of the deck-load, as the station crew advised, she would have got off earlier.

April 29.—In the afternoon, two of the crew of the Muskegon Station, (Eleventh District,) Lake Michigan, put off into the lake in one of the station-boats, and picked up the yawl of a fishing-vessel, which had broken adrift as the latter was entering the harbor. The smack being in the channel, with but little room for manœuvre, had to hold to her course, the risk of rounding to, to pick the yawl up, being too great.

April 30.—During the prevalence of a strong northerly gale, at 2 o'clock in the morning, the patrol of the Coskata Station, (Second District,) Nantucket Island, Massachusetts, saw a brig, which had been anchored in the vicinity, driving towards the shore. He at once made

Digitized by Google

signal to her, and then hurried to the station to alarm the crew. By that time she had fetched up. The crew turned out with the surf-boat, and found she was the *Nyanza*, of Liverpool, Nova Scotia, carrying a crew of eight men, bound from Cienfuegos, Cuba, to Portland, Maine, with a cargo of sugar. She lay a mile and a quarter to the southward and westward of the station, and was within a hundred yards of the beach. The force of the gale had parted her cables. As she was in an easy position, the crew concluded to remain on board, declining the keeper's offer to land them. The captain, however, being desirous of conferring with the agent of the underwriters at Nantucket in regard to employing the necessary means for getting the brig afloat, the life-saving crew conveyed him to the station, where he remained until day light, and after breakfast conducted him to town. The vessel was got off a day or two afterwards, without damage, and proceeded on her voyage.

April 30.—At 4 o'clock in the morning, just as the crew of the Coskata Station, (Second District,) were landing the captain of the British brig *Nyanza*, as above narrated, they sighted the lights of another vessel to the westward, apparently ashore. The boat was again launched, and after a pull of two miles or more they found the stranded craft was a schooner, the *Grace Cushing*, of Portland, Maine. She had a crew of four men, and was loaded with coal from Elizabethport, New Jersey, for Yarmouth, Maine. She had parted from her anchors in the same manner and at about the same time as the *Nyanza*. No assistance was required other than to aid the captain in reaching Nantucket for the employment of wreckers. The captain was, therefore, conducted to the station, and after breakfast taken to town, some miles distant, with the *Nyanza's* captain. The schooner was afterwards got off, in a leaky condition, with the loss of part of her cargo.

April 30.—At half-past 3 in the morning the crew of the Muskeget Station, (Second District,) Muskeget Island, Massachusetts, were aroused by the patrol, with the report that a vessel was ashore off the eastern end of the island, on Tuckernuck Bank. The wind was blowing a gale from the northward, with rainy weather. The station surf-boat was partially swamped in going off through the heavy surf, but the men soon bailed it out and made good time in reaching the vessel, over a mile distant, arriving in three-quarters of an hour from the time they were called. She was the *Adele Trudell*, of Philadelphia, Pennsylvania, with a crew of five men, bound from Nantucket, to Philadelphia, in ballast. The gale had set in soon after she left port the day previous, compelling her to come to with both anchors in Vineyard Sound. During the night the chain of the best bower parted, and, the smaller anchor being insufficient to hold her, she had dragged onto the shoal at about 2 in the morning. One of her topsails had also blown adrift and been lost overboard. The first thing done by the life-saving crew was to heave in the remnant of the starboard chain. They then, while waiting for the tide to rise, went out in the boat and recovered the lost topsail, which lay on an almost dry part of the shoal. Later on, at about noon, upon the flood-tide, they succeeded in heaving the schooner afloat, and, after beating her to windward clear of the shoals, put her safely upon her course up Vineyard Sound. They were engaged on the vessel nearly twelve hours. It was the last day of the occupancy of the station for the season.

Digitized by Google

May 3.—At about 11 o'clock in the day the crew of the Racine Station, (Eleventh District,) Lake Michigan, observed two men put out in a skiff from the beach, about a mile south of the station, for a row upon the lake. The wind was blowing fresh from the westward, which the men had apparently not taken into consideration upon starting, and before long their rowlocks broke. The skiff, thus becoming unmanageable, drifted rapidly off shore before the wind. The lake was getting rough, and the station-crew, seeing at once that the skiff was in danger of swamping if it drifted much farther, went to the men's assistance and towed them back, thus no doubt saving their lives. They were fully a mile and a half out when the station-boat reached them.

May 5.—At about 9 o'clock in the morning the British schooner *Maggie*, of Windsor, Nova Scotia, from Bath, Maine, bound to Walton, Nova Scotia, in ballast, and having a crew of four men, stranded on Stage Island, at the mouth of the Kennebec River, about half a mile east of the Hunniwell's Beach Station, (First District,) Maine. The station had a few days previous been closed for the summer, but as soon as the keeper discovered the vessel ashore he mustered his crew, went to her assistance, and in a short time succeeded in heaving her afloat.

May 8.—At half-past 9 o'clock at night the harbor-master at Sand Beach, Michigan, reported to the keeper of the Sand Beach Station, (Tenth District,) Lake Huron, that the schooner *C. N. Johnson*, of Buffalo, New York, had just arrived at the breakwater, leaking badly, and that the captain, W. H. Weeks, desired the life-saving crew to relieve his men, who were worn-out with their labor at the pumps. The vessel was loaded with stone, and bound from Point Marblehead, Ohio, to Bay City, Michigan. Her crew numbered seven men. The life-saving crew manned the surf-boat and arrived on board a little before 10 o'clock. The keeper at once accompanied the captain below, and aided him in stopping the most serious leaks, while the surfmen manned the pumps. Soon after midnight the captain went to his cabin to rest. At about 4 o'clock in the morning (May 9) the pumps sucked, and upon the keeper going below to see if the water was all out he found the dead body of the captain suspended by a rope from one of the deck-braces. He quickly summoned his crew, cut down the body, and carried it on deck, and then went ashore for a doctor and the coroner. As the schooner was too badly damaged to proceed with her cargo, the keeper engaged another vessel to take the latter to Bay City, and with his crew assisted in its transfer. The captain's body was sent to Marine City, his home, for interment. His suicide was doubtless due to a fit of despondency.

May 10.—A small steam-launch was sunk in Chicago Harbor, Illinois, through collision with an outward-bound schooner, at about 1 o'clock in the morning, nearly opposite the Chicago Station, (Eleventh District.) An account of the accident, which resulted in the drowning of one of the party on board the launch, is given on page 29.

May 11.—At 8 o'clock in the morning the small fishing-schooner *Guinevere*, of and from Newburyport, Massachusetts, with a crew of two men, bound on a fishing-cruise, ran ashore on Salisbury Point, at the mouth of Newburyport Harbor, a mile or so to the northward of the Plum Island Station, (Second District.) The station had closed for the summer a few days previous, and the keeper, being alone, was not aware of the accident until two or three hours after its occurrence.

Digitized by Google

Fortunately the weather was fine. He mustered four of his men, all who were within reach, and with two volunteers to make up a full boat's crew went to the schooner's relief. The tide by that time had fallen, leaving her high and dry, and but little could be done until the next high water. As the vessel had but one anchor, which was too small for the work of heaving her afloat, they borrowed a larger one from another schooner lying in the river. This was planted in the channel, with the *Guinevere's* own anchor attached as a backer. Tackles were then clapped on the hawser, and the latter hove well taut. The influx of the tide brought in a heavier sea, which caused the vessel to pound considerably and start the two anchors from their sandy bed. By hard work, however, they slued the vessel's head off shore, and in due time succeeded in heaving her safely afloat, when she was anchored for the night. The vessel was apparently undamaged.

May 12.—The crew of the Grand Haven Station, (Eleventh District,) Lake Michigan, recovered, outside of the harbor, the body of a man named George Munroe, who had been drowned some days previous. It was properly cared for and delivered to the coroner.

May 13.—The schooner *Nettie B. Dobbin*, of Machias, Maine, with a crew of four men and the captain's family on board, making seven persons in all, bound from Pisarinco, New Brunswick, to New York, with a cargo of laths and fence-pickets, stranded on Duck Ledges, at the westerly end of Moos-a-bec Reach, coast of Maine, at 10 o'clock at night, May 12, during thick, rainy weather. She had come through the Reach, but upon arriving in the vicinity of Duck Ledges the wind shifted ahead to the southwest, and in turning back for a harbor she ran onto the rocks. Finding she was hard and fast, the yawl was lowered and the mate, at 2 o'clock in the morning, (13th,) proceeded to Jonesport, some miles to the eastward, in quest of assistance. The nearest life-saving station, at Crumple Island, (First District,) about five miles to the southward and eastward of where the vessel struck, had closed a few days previous for the summer season, and most of the crew were in Jonesport. They quickly assembled upon hearing the news, and set out in the station supply-boat to the schooner's aid. She had gone on at high water, and by the time they reached her the tide had fallen and left her nearly high and dry. They therefore went to work discharging the cargo into a lighter hired for the occasion, and by relieving the vessel of part of her load were enabled on the next high water to haul her afloat, with but slight damage. The cargo was then restowed on board, and the schooner proceeded on her voyage.

May 13.—At about half-past 9 o'clock in the morning the schooner *Cora Etta*, of Bristol, Maine, bound from Rockland to Booth Bay, Maine, with a general cargo and having a crew of two men, stranded on a ledge in Seal Harbor, about a mile and a half north of the White Head Station, (First District,) Maine. The station was closed for the season, and the keeper had just started to cross the harbor in his own boat, on his way to the post-office, when he observed the craft go ashore. He boarded her in a few minutes, and found her hard and fast on the rocks. As it was then high water, the keeper knew that whatever was done must be done quickly, before the tide fell. He, therefore, ran a hawser to the shore, made it fast, and returning aboard hauled it taut. This swung her head round so that her sails would draw. The sails were then set, and by heaving on the hawser she was forced off the ledge. She was run alongside the wharf to ascertain if

Digitized by Google

any damage had been sustained, and, being found all right, proceeded on her way.

May 15.—The schooner *Joseph G. Stover*, of Bucksport, Maine, whither she was bound from Bermuda, in ballast, ran ashore, at an early hour in the morning of May 14, near the extreme end of Great Point, Nantucket Island, Massachusetts, during thick easterly weather. She had a crew of six men, besides four passengers, making ten persons on board, all told. The place where she struck is about three miles north of the Coskata Station, (Second District.) The station being closed for the summer and the crew off duty, she was not discovered by the keeper, owing to foggy weather, until the morning of the 15th, when he sighted her from the top of the light-house at Nantucket Harbor, several miles away. He immediately procured a team, and was on his way to offer his services when he met the captain coming to town for the aid of wreckers. Keeper Pease turned back, and assisted him in making all necessary arrangements, and then, with two of the station-crew, accompanied the party of wreckers and helped get the schooner afloat, which was accomplished at 11 o'clock that night. The rudder having been damaged, they assisted in putting it in repair, and, when everything was in trim again, on the morning of the 16th, the schooner was taken into port by a tug.

May 15.—At about half-past 4 in the afternoon, two of the crew of the Chicago Station, (Eleventh District,) Lake Michigan, went off to the breakwater in their boat to the assistance of a woman, named Thompson, who had fallen overboard while attempting to land from a boat in which she had gone out fishing with her husband. She was safe on the breakwater when they arrived, but the offer of succor at the station was gladly accepted. The keeper furnished her with dry clothing, and a stimulant was also given to revive her, and in a couple of hours she was able to leave with her husband for home.

May 16.—At about 10 o'clock at night, the schooner *Champion*, of Gloucester, Massachusetts, bound from her home port to Bangor, Maine, with a cargo of fish and having a crew of three men, stranded on Yellow Ledge, in Muscle Ridge Channel, one mile east from the White Head Station, (First District,) Maine, and about half a mile from Hay Island. At the time she struck the wind was blowing fresh from the south, and there was quite a rough sea. The crew immediately came to the station and reported the facts to the keeper. The station being closed for the summer, the crew were not on duty. The keeper, however, succeeded in mustering some of his men, and, launching the surf-boat, pulled for the schooner, with the intention, if possible, of floating her off. They found, however, that she had already washed from the ledge and sunk, with all her sails set. Her hull was just under water. As nothing could be done until low water, the men returned to the station. At sunrise the next morning the full crew boarded the vessel, when it was found that she was breaking up, her masts being unstepped and deck burst open. Being an old craft, she soon went to pieces. The station-crew stripped her of sails, rigging, cables, anchors, &c., and saved a portion of her cargo, all of which was safely landed by means of the surf-boat and boats belonging to the surfmen. The sailors were sheltered and fed at the station four days, and furnished by the keeper with free transportation to Gloucester.

May 16.—On this date the crew of the North Manitou Island Station, (Eleventh District,) Lake Michigan, were called upon to assist in ex-

Digitized by Google

tinguishing a fire in the woods, about a mile south of the station, which threatened the destruction of a small settlement near by. They repaired to the spot, with all the buckets they could muster, and after working energetically for about six hours succeeded in extinguishing the flames and saving two or three houses and barns, with their contents, besides other property, for which the owners were very grateful. They said that everything would have been swept away but for the life-saving crew.

May 16.—At 9 o'clock at night the crew of the Manistee Station, (Eleventh District,) Lake Michigan, turned out with their force-pump and helped extinguish a fire which had broken out in a fish-house about a quarter of a mile from the station. They worked about an hour before the flames were completely extinguished.

May 16.—At about half-past 9 in the morning, during the prevalence of a fresh southerly breeze with a rough sea, the crew of the Grand Point au Sable Station, (Eleventh District,) Lake Michigan, went off in their boat to the assistance of two men in the fishing-boat *Cricket*, of Ludington, Michigan, about a mile out in the lake, who were making signals of distress. The men had gone out to their nets, when one of them was taken sick, and there was danger of the boat being swamped, as she was shipping water faster than the other man could bail it out. One of the surfmen was at once put on board the *Cricket* to help work her into Hamlin Harbor, about a mile to the southward, while the sick man was taken to the station and given proper attention until able to rejoin his companion. Both men were very thankful to the station-crew, as the boat must have soon swamped but for their timely aid.

May 16.—The crew of the Golden Gate Park Station, (Twelfth District,) California, picked up in the surf, a mile south of the station, a boat belonging to the British ship *Earl of Dalhousie*, which a few days previous had capsized and sunk in San Francisco Harbor. The boat had drifted out with the tide. Proper care was taken of it until it was claimed and removed by the rightful persons.

May 17.—In the afternoon, the crew of the Louisville Station, (Ninth District,) Louisville, Kentucky, saved two men in a skiff from being swept over the falls and drowned. The strong current was carrying them rapidly towards the dam, when the lookout saw them in time to give the alarm and send out a boat to their rescue. It was a narrow escape.

May 17.—During the forenoon the crew of the Chicago Station, (Eleventh District,) Lake Michigan, were called to the foot of Randolph street, Chicago, to recover the body of a young man, drowned in the river a few hours previous. They found it after about an hour's search.

May 18.—Just before 8 o'clock in the evening an alarm was given at the Louisville Station, (Ninth District,) Louisville, Kentucky, that there was a small skiff, with four men in it, out on the river near the Kentucky wing-dam, in danger of being swept over the falls. Boat No. 1 was instantly launched, and three of the crew put off to the rescue. It seems the men had been fishing at the falls, and, night coming on, they had set out to return to the city. After pulling up to the abutment, which was out of water, they had dragged the skiff over it and launched on the upper side, when one of their oars snapped in two, leaving them without means of stemming the strong current. By the time the station-boat arrived, the skiff had drifted back to the dam, enabling the men to crawl out onto it. The life-savers hauled the skiff

Digitized by Google

to a place of security, and took the men ashore. They were all residents of Louisville.

May 18.—The evening patrol of the Sturgeon Point Station, (Tenth District,) Lake Huron, found a small sloop-yacht, the *Ann*, of Bay City, Michigan, aground in the breakers and full of water, about two miles north of the station. There was but one man on board, her owner, who was on his way to Alpena. The life-saving crew, as soon as they could reach the spot, hauled her well up on the beach and got the water out of her, and then took the man to the station for the night. The next morning (19th) they floated the sloop and towed her to the station for repairs, the rudder having been lost and the centre-board broken. As the wind was ahead for Alpena, the owner proceeded thither on the 20th, by land, leaving the vessel in charge of the station-crew until his return.

May 20.—The fishing-schooner *Charlotte Brown*, of Provincetown, Massachusetts, having a crew of fifteen men, from Harwich, Massachusetts, for New York, with a fare of fish, ran ashore opposite Seabright, New Jersey, at 10 o'clock at night, during a dense fog. She struck about a mile and a quarter south of the Seabright Station, (Fourth District.) The station being closed for the summer and the crew off duty, the first to discover the vessel was a man named McMullen, living in one of the bathing-houses near the scene of the accident. He immediately despatched his son to inform the keeper. The latter mustered a crew of men of his own and the Spermaceti Cove and Monmouth Beach Stations, with two or three volunteers, and, with the help of a team, was on the ground with the beach apparatus in forty-five minutes from the time of receiving the alarm. The gear was quickly unloaded, and the life-savers were just about to fire a line over the vessel, when a shout was heard for them to look out, and soon afterwards a boat was seen approaching. The surfmen dropped the gear and, wading out into the surf, met the boat and ran it well up. It was a large seine-boat, and the occupants were six men, including the captain of the stranded schooner. There being nine men yet on board, the surfmen put off in the seine-boat and brought all safely ashore. As the sea was moderate, and there seemed to be no immediate danger, it was finally arranged that the fishermen should return on board and await daylight, the life-saving crew agreeing to take them off and then keep watch from the beach, in readiness to assist in case of need. The night was rainy and disagreeable, and the beachmen, most of whom were insufficiently clad, through the haste with which they had left their beds in response to the keeper's summons, were glad, indeed, when the morning came. At 4 o'clock they again went off. The captain took counsel with the keeper, and by the latter's advice, as the vessel remained hard and fast, a despatch was sent to New York for assistance. At 10 o'clock that day (21st) the Merritt Wrecking Company's tug *Rescue* arrived, with heavy anchors and cables, and twenty-four hours later the schooner was hauled afloat and taken in tow to New York. The captain was very thankful for the aid and advice given him by the Service.

May 20.—On this date, the crew of the Point aux Barques Station, (Tenth District,) Lake Huron, lent material aid to the small schooner *Lady Essex*, of Bay City, Michigan, which had dragged ashore on the morning of the 19th, about six miles southeast of the station. She was discovered by the keeper a few hours after she struck, as he was proceeding in a wagon to Port Hope, Michigan, on business. An easterly

Digitized by Google

fog was prevailing, and the lake was quite rough. The keeper at once hailed the vessel, when the captain landed in his boat and reported that, having lost his reckoning in the fog, he had anchored the previous evening, but, the wind and sea rising in the night, the anchor had broken ground and the vessel dragged ashore, at 5 o'clock. She had a crew of four men, and was bound to Bay City from a Canadian port, in ballast. It was also learned that, on account of her pounding badly when she first struck, they had been compelled to scuttle her to keep her steady. As she was an old craft, and would likely fare badly if they attempted to get her off in such a heavy sea, the captain concluded to let her lie there until the sea went down. The wind did not shift until towards daylight next morning, (20th,) when the life-saving crew took an early breakfast and proceeded to the schooner's assistance. They found upon arrival, however, at half-past 5, that her crew had just floated her off. As she was full of water, the station-crew manned the pumps and pumped her free. They also assisted in temporarily repairing her bottom. She was then got under way, and the men accompanied her some distance up the lake, and kept the pumps in operation until she was in condition for the crew to manage her themselves.

May 21.—The three-masted schooner *Warren B. Potter*, of New Bedford, Massachusetts, with a crew of eight men, bound from San Domingo to New York, with a cargo of sugar, stranded, at half-past 3 in the morning, on Long Beach, New Jersey, about a mile and a half to the northward of the Long Beach Station, (Fourth District.) At the time of the accident the weather was very thick, with a moderate northeasterly breeze. The stations on the New Jersey coast had closed three weeks previous for the summer season, and, the crews being off duty, the vessel was not discovered until after daylight. Keeper Sprague quickly mustered a boat's crew consisting of Keeper Marshall and two men of the Bond's Station and three volunteers, and hastened with the surf-boat to the people's assistance. They arrived at 9 o'clock, and brought all hands safely ashore. The schooner was floated off early in the morning of the 23d by the Merritt Wrecking Company of New York, with but slight damage.

May 21.—At about half-past 6 o'clock in the evening the schooner *Rescue*, of Bridgeton, New Jersey, from Washington, North Carolina, bound to Millville, New Jersey, with a cargo of pine lumber and having a crew of four men, stranded, during a northeast storm, on Chincoteague Bar, two and a half miles east-northeast from the Wallop's Beach Station, (Fifth District,) Virginia. The station had but recently closed for the summer season. The keeper, however, upon learning of the casualty, with the aid of the keeper of the Assateague Beach Station, assembled a crew of men belonging to the two stations and proceeded to the vessel. Owing to the intense darkness, the schooner could not be found until nearly midnight. The crew had abandoned her some time previous, and she had just pounded over the bar, on the flood-tide, and was afloat. She was drifting rapidly towards Williams' Shoal, a dangerous bank on the southerly side of the inlet. The life-saving men immediately took in the situation, and, quickly hoisting her sails, succeeded in beating her clear of the shoal safely into the inlet. She had four feet of water in the hold, and was leaking badly, but by constant pumping they managed to keep her afloat. At 8 o'clock the morning of the 22d the captain and crew of the vessel came down from Chincoteague, with a party of wreckers, who had been engaged to float her off,

Digitized by Google

and they were greatly surprised to find the craft anchored inside the inlet. There is no doubt that but for the timely arrival of the life-saving crew, just as the vessel floated clear of the bar, and their hard night's work, she would have drifted on Williams' Shoal, or sunk, and become a total wreck. Her owner sent the following letter of thanks to the district inspector:

"FLORENCE, NEW JERSEY, *May* 26, 1885.

"DEAR SIR: Allow me, through you, to express my thanks and commendation to the Chincoteague life-saving crew for their prompt action, on the night of May 21, in boarding and bringing in off the bar the schooner *Rescue*, of Bridgeton, New Jersey. Owing to their efficiency and promptness (although the station was not manned) in finding the schooner as soon as they did, although the night was dark and foggy, she would have been ashore half an hour later, and in all probability a wreck. As it was, she was brought in in safety, without any loss to vessel or cargo. The captain and crew show a promptness and efficiency that are truly commendable.

"Respectfully,

"W. F. THATCHER,
"*Owner Schooner Rescue.*

"Lieut. W. A. FAILING,
"*Assistant Inspector, Chincoteague, Va.*"

May 21.—Shortly after 5 o'clock in the morning, the weather being hazy, the patrol of the Middle Island Station, (Tenth District,) Lake Huron, discovered a signal of distress on a schooner about four miles southwest from the station. Upon the crew's arrival alongside they found she was the *Owasco*, of Huron, Ohio, bound from Turnbull & Bratton's Landing, Michigan, to Cleveland, Ohio, with a cargo of cedar posts and railroad-ties. She had a crew of seven men. The captain stated that after completing his lading the night previous, and dropping out to the anchorage off the pier, she had dragged in to shoal water and almost aground. He was engaged with his yawl endeavoring to tow her off, and needed assistance. The station-crew helped tow her with their boat about half a mile, or well out into deep water, whence she could proceed on her voyage.

May 22.—Shortly after 12 o'clock in the day, during a thick fog, the crew of the Grindstone City Station, (Tenth District,) Lake Huron, were alarmed by the sound of a steamer's whistle out in the lake, as though calling for assistance. The boat was launched, and after a pull of about two miles to the northeast the life-saving crew fell in with the steamer *Wm. St. John*, of Bay City, Michigan, bound to New River, with a cargo of staves, which had lost her reckoning in the fog. The keeper gave the captain the desired information, and the course and distance to New River, when the steamer at once proceeded on her way.

May 23.—In the afternoon, during the prevalence of a dense fog, the crew of the Ludington Station, (Eleventh District,) Lake Michigan, went out into the lake upon hearing the alarm-whistles of a steamer which it was feared had run ashore. They found, however, that the signals were being made by the steam-tug *Fred. Neilson*, of Pentwater, Michigan, with the schooner *Minnie Wing* in tow, which had lost her way in the fog. The schooner was bound in to Ludington. The keeper gave the captain his course, and stayed by him until he arrived safely inside.

Digitized by Google

May 24.—At about 3 o'clock in the afternoon the lookout of the Erie Station, (Ninth District,) Lake Erie, discovered a sail-boat in the bay in an unmanageable condition. The dingey was immediately launched, and the life-saving crew pulled off to assist the crippled boat, but before they had gone far the fresh breeze drove her on the beach about a mile and a half west-northwest from the station. She proved to be the *F. W. Bacon*, of Erie, Pennsylvania, with two men, on a pleasure-trip. The main-boom was broken and the sail split. The station-crew jumped into the water, and soon pulled her off the beach and took her to the station, where she was temporarily repaired. The two men were so excited over the accident that they were afraid to again trust themselves in her alone, so one of the surfmen was detailed to assist them across the bay to the boat-house where she belonged.

May 24.—Just before noon the lookout of the Two Rivers Station, (Eleventh District,) Lake Michigan, heard the alarm-whistles of a steamer out on the lake, as though calling for assistance. The crew immediately went off in their surf-boat, and when about a mile southwest of the harbor piers fell in with the steam-tug *Joseph Goldsmith*, of Milwaukee, Wisconsin, which had lost her way in the fog and was unable to find the harbor. She had a scow in tow, loaded with logs for Two Rivers. The captain wanted a pilot, and asked them to show him the way in. This was done by the station-boat taking the lead, and the tug and her consort were thus guided safely inside.

May 25.—The patrol of the Thunder Bay Island Station, (Tenth District,) Lake Huron, during the watch from 8 o'clock to midnight, observed a schooner standing in towards the reef at the southwest end of the island. He fired a red Coston light to warn her of her danger, when she immediately kept off.

May 25.—During a thick fog the steamship *Algoma*, of Owen Sound, Canada, when off Two Heart River, Lake Superior, stranded on the bar, about three-quarters of a mile west of the Two Heart River Station, (Tenth District,) Lake Superior. She was bound from Port Arthur to Owen Sound, with a cargo of wheat, flour, and general merchandise. In addition to her crew of fifty-two persons she had sixty passengers. The keeper of the station, with his crew, put off in the surf-boat, and boarded her at 11 o'clock in the morning, within twenty minutes after she struck. He advised the captain to send part of his cargo ashore to lighten the vessel, but the latter thought he could get off by shifting some of the cargo aft. All hands therefore set to work and helped shift cargo until 3 o'clock in the afternoon, when the keeper induced the captain to change his mind and order some of it taken ashore. The steamer's boats were then lowered, and, with the assistance of the surf-boat, the unloading proceeded until half-past 5, when the vessel floated. At about 3 o'clock in the afternoon the keeper and crew of the Muskallonge Lake Station also arrived with their surf-boat and aided in the work. The cargo was reloaded by half-past 8, and the steamer proceeded on her course, without any damage of consequence. The following letter of thanks was received by the General Superintendent:

"STEAMSHIP ALGOMA, *Owen Sound*, *May* 27, 1885.

"DEAR SIR: Coming down Lake Superior, from Port Arthur bound to Owen Sound, on Georgian Bay, Monday, the 25th instant, during a dense fog, and trying to work clear of heavy ice, we grounded abreast of Two Heart River, Lake Superior. Capt. Moses Chartier, of Two

Digitized by Google

Heart River Station, came immediately to our assistance. When the fog cleared off, Capt. H. Clary, of Muskallonge Station, twelve miles distant, sighted us and also came to our aid. With such help we were soon afloat, without suffering any damage. I must say that both the life-saving crews cannot be praised too much for the manner in which they performed their duties. Their assistance to us was invaluable, and it affords me a great deal of pleasure to be able to thus speak of them.

"I am, yours, very truly,

"JNO. S. MOORE, *Captain.*

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

May 25.—At about half-past 8 o'clock in the morning, during a thick fog, the crew of the Grand Haven Station, (Eleventh District,) Lake Michigan, were notified that there was a steamer ashore about ten miles south of the station. The surf-boat was immediately launched, and the crew put off to her assistance. When about four miles out they were overtaken by the steam-tug *Arctic*, also on her way to the stranded steamer, and she towed them the remainder of the distance. The steamer was found to be the *H. S. Pickands*, of Grand Haven, whither she was bound from Escanaba, Michigan, with a cargo of iron ore. She had a crew of sixteen, all told. She had struck at about half-past 5 that morning, the news of her condition having been carried to Grand Haven by a farmer living in the vicinity. The life-saving crew ran the necessary lines between the two vessels, and also transferred a party of eighteen men from the tug to the stranded steamer, to aid in lightening her if necessary. The latter was avoided, however, and in a short time she was pulled off, and arrived in port without receiving any damage.

May 25.—At about 9 o'clock in the morning the crew of the Two Rivers Station, (Eleventh District,) Lake Michigan, sighted a vessel, about eight miles to the southward, coming up the coast, with a signal of distress flying. They at once put off in their boat, and reached her just as she anchored off Manitowoc Harbor. She was the schooner *Grace M. Filer*, of and from Chicago, Illinois, for Ford River, Michigan, in ballast, with a crew of eight men, and was endeavoring to reach Manitowoc to repair damages, having lost her jib-boom and headgear, and been otherwise crippled, by collision with the schooner *Taber* the day previous, in the fog, some thirty or forty miles to the southward and eastward. The offer of assistance was gladly accepted, and, as the captain was a stranger and no tug could be had, the station-crew helped work the vessel safely into the harbor. When the men returned to Two Rivers, at about dusk, they got word that another crippled craft had been seen some nine miles to the southward. Supposing it to be the vessel that had collided with the *Filer*, they pulled down there and made diligent search for her, but without success. They did not get back until after midnight.

May 29.—The barkentine *Walter S. Massey*, of Philadelphia, Pennsylvania, with a crew of ten men, bound in to the Delaware Breakwater for orders, with a cargo of molasses from Cardenas, Cuba, stranded at half-past 9 at night off Cape Henlopen, Delaware, about two miles to the eastward of the Lewes Station, (Fifth District.) A high sea was rolling in from the eastward, and the weather was quite thick. The

Digitized by Google

station had closed for the summer a month previous, but as soon as the light-keeper, who was the first to sight the vessel, could notify one of the Lewes crew, at about 11 o'clock, the men quickly assembled and put off in their boat. On the way they hailed a tug, and upon reporting the accident to her captain, the latter took the surf-boat in tow and proceeded to the vessel's relief, arriving alongside at midnight. The captain of the bark at once employed the tug to get her off. She lay in an exposed and dangerous situation, and the life-saving crew, although unable to do more than they had done, in securing the tug's assistance, remained by the vessel until daylight, in case it should be necessary, to land the crew. The bark subsequently got off, all right, without losing any of her cargo.

May 30.—Shortly after 7 o'clock in the evening the lookout of the Louisville Station, (Ninth District,) Louisville, Kentucky, reported a man in a flat-boat in a dangerous situation above the cross-dam of the falls. The keeper had No. 1 boat launched at once, and the crew, after a hard pull of half a mile against the strong current, overtook the flat when it was within fifteen feet of the dam, and towed it, with the man, to the station. The prompt action of the crew saved the man from being carried over the falls and drowned.

May 31.—The schooner-smack *B. D. Haskins*, of Gloucester, Massachusetts, with a crew of nine men, while returning from the George's Bank to Boston with a catch of fish, stranded at 10 o'clock in the day, during a thick fog, on the coast of Cape Cod, about a mile and three-quarters south of the Nauset Station, (Second District,) Cape Cod, Massachusetts. The station was closed for the summer and the crew off duty, but as the surf was fortunately quite low, the fishermen had no difficulty in landing in their own boats. As soon as the keeper learned of the wreck from the keeper of the Nauset lights, near which point she lay, he assembled a part of his crew and brought the castaways to the station, where they were furnished with dry clothing and fed and sheltered until the next day, when free passes were procured for them *via* the Old Colony Railroad to their homes in Gloucester. The captain remained at the station a few days longer to settle up the affairs of his vessel, which became a complete wreck and was sold at auction.

May 31.—A heavy fog hung over Lake Ontario all day, but shortly after 4 o'clock in the afternoon it raised sufficiently to enable the lookout at the Salmon Creek Station, (Ninth District,) Lake Ontario, to see a schooner ashore about three-quarters of a mile south of Port Ontario, New York, and four miles from the station. The surf-boat was immediately launched, and the crew arrived alongside at 5 o'clock. They found her hard aground. She proved to be the *Two Brothers*, of Port Hope, Canada, bound from that port to Oswego, New York, with a cargo of pine lumber, and she had a crew of six men. The captain had lost his reckoning and supposed the vessel was ashore to the westward of Oswego. The sea and the wind were increasing rapidly, but with the aid of the station-crew an anchor was carried out to the windward and the vessel hove off and worked into deep water in time to save her from damage by the approaching gale.

June 1.—The crew of the Saint Joseph Station, (Eleventh District,) Lake Michigan, recovered from the river the body of William McKnight, a resident of Saint Joseph, Michigan, who had been missing for several days. The body was taken up to the city and placed in charge of the coroner.

Digitized by Google

June 2.—On this date, during the forenoon, the crew of the Manistee Station, (Eleventh District,) Lake Michigan, rendered important service to the schooner *Mamie Jepson*, of Manistee, which had become waterlogged at her berth, about a quarter of a mile above the station. She was ready to sail with a cargo of shingles for Charlevoix, Michigan, and sprung a sudden leak, and filled decks to, soon after 7 o'clock in the morning, during the absence of the captain, who had gone to town leaving no one but a boy in charge. The keeper, observing she was settling in the water as he passed on his way from the post-office, at once ordered out his men, with the station force-pump and all the buckets they could muster. They first removed the deck-load, and then set to work pumping and bailing, and in a few hours had the water all out of her, before the captain's return.

June 3.—The crew of the Sand Beach Station, (Tenth District,) Lake Huron, went in their boat, soon after 7 o'clock in the evening, to the assistance of the schooner *Jura*, of Huron, Ohio, which was becalmed in shoal water about a mile and a half northeast of the station, and had caught on the bottom with her centre-board. They found her crew in their yawl vainly endeavoring to tow her off. The life-savers also took the end of a line, and by the united efforts of the two crews the schooner was soon pulled clear. She was towed about a mile off shore, where she would be safe until a breeze sprang up and enabled her to proceed on her voyage.

June 3.—The crew of the Racine Station, (Eleventh District,) Lake Michigan, recovered, after a search of several hours, the bodies of a woman named Surges and her daughter, who had been drowned that morning at the mouth of Pike Creek, about a mile and a half north of the station. It seems they lived near the creek, and the daughter had put off in a small skiff for a row, but, being unable to manage it in the strong current, she was rapidly drifting out into the lake, when her mother hastened to her assistance, and, in the endeavor to bring her back, both fell into the water and were drowned before help could arrive. The station-crew also recovered the scow.

June 5.—On this date the keeper and one of the crew of the Gurnet Point Station, (Second District,) coast of Massachusetts, assisted by Keeper Milton Reamey, of the Gurnet Point light-station, and a resident of the Point named Meehan, rescued the crew of four men of the sloop *Samoset*, of Plymouth, Massachusetts, lying off Gurnet Point, about half a mile northeast of the station. The sloop had anchored close inshore, and was loading gravel from the beach for conveyance to Provincetown, when a northeasterly storm came on, and she was unable to make an offing. The sea becoming rough, she was soon surrounded by breakers and in a dangerous situation. The station was closed for the summer, and the only members of the crew present were Keeper Holmes and Surfman Richmond. The keeper had been watching the movements of the people on board in their endeavor to get farther off shore, and, seeing they were unsuccessful, he called the persons named to assist him, and at once proceeded to the spot with the beach apparatus. It was then about 1 o'clock in the day. The sloop's three dories had been swept adrift and were lying upon the beach, two of them badly damaged. It was proposed, after establishing communication with the vessel by means of the shot-line, to send off the undamaged boat, in lieu of the breeches-buoy, as the most expeditious method of getting the four men ashore. Four life-preservers were therefore put into it, and, with

Digitized by Google

a note also from the keeper instructing the men what to do, the boat was sent off by means of the shot-line. The men appeared to take no notice of the keeper's advice, and before long the wind increased to a fresh gale. The keeper, supposing the people's inaction was due to a fear that the frail-looking but actually very strong shot-line would be unsafe, sent off a larger line, when in a short time two of the men got into the dory and were hauled safely ashore, although the boat filled as it passed through the breakers. The delay was explained by the statement that the keeper's note had become wet and the writing rendered illegible. The surf had now grown so rough that it was found impossible to haul the boat off again, and, after several ineffectual attempts, it was abandoned and recourse had to the breeches-buoy, and by that means the two remaining men were also landed. They experienced pretty rough usage in the surf, while being drawn through it in the buoy, but as soon as they reached the beach they were taken to comfortable quarters and given proper attention, the first to land in the buoy being conducted to the keeper's dwelling by the latter's daughter, while the captain of the sloop went to the house of a Mr. Boardman, much nearer. The two men landed by the boat also went to the keeper's house. They were all provided with dry clothing, and, by the administration of restoratives, soon came round all right. Shortly after they left her the sloop dragged ashore and bilged. At low water, in the evening, she was boarded, and the sails and rigging made snug, preparatory to an effort to get her off. On the following day the captain was conveyed to Plymouth to confer with the owner of the sloop in regard to the employment of salvors, and on June 12 she was hauled afloat by a tug and taken to Boston for repairs. The men received shelter at the station for four days.

June 5.—During the prevalence of a northeasterly gale and rain-storm, in the evening, the men of the New Shoreham and Block Island Stations, (Third District,) Block Island, rendered timely aid to the crews of three vessels, viz., the *Lizzie D. Barker*, the *Lelia Linwood*, and the *William H. Oaks*, which parted their cables and drove ashore in New Shoreham Harbor. The stations being closed for the summer, the crews were off duty. The first to meet with disaster was the *Lizzie D. Barker*, a fishing-schooner, of Wellfleet, Massachusetts. Keeper Dodge, of the New Shoreham Station, at first attempted to go off with a party of wreckers, but this failing, he gathered his crew, manned the surf-boat, and brought the fishermen, fifteen in number, safely ashore, with their baggage. Three trips were made to her. They were sheltered at the station two days, or until the vessel got off.

By the time the *Barker's* crew were snugly housed, the *Lelia Linwood*, also a fishing-schooner, of Chatham, Massachusetts, had driven ashore quite near the station. It was then about 7 o'clock. The life-savers found she had struck on a ledge one hundred and fifty yards from the beach, and was in a critical situation. By the keeper's advice, therefore, in order to save her from bilging, sail was hoisted and she was driven in over the reef to where the bottom was sandy and smooth and she would lay easy. Twelve of her crew were afforded shelter at the station for the night. They landed in their own boats.

The schooner *William H. Oaks*, of Gloucester, Massachusetts, came next. She also was a smack, and had a crew of fifteen men. She drove ashore about a quarter of a mile from the station, beyond the *Linwood*. By the time the surfmen arrived from the last-named vessel, the people,

Digitized by Google

all but the captain, had landed in their dories, the captain refusing to leave. Ten of the men were accommodated with quarters at the station. This swelled the number taken care of that night to thirty-six. There were also present the keeper and part of the crew of the Block Island Station, on the west side of the island, who had come over to the aid of their brethren at New Shoreham. On the following day, (6th,) after the abatement of the storm, wreckers took charge of the *Lizzie D. Barker* and the *William H. Oaks*, and in the afternoon the latter was floated off. The *Barker* got off the next day, and so also did the *Lelia Linwood*. The New Shoreham crew attempted to relieve the latter, but failed. The wreckers, having special appliances for such work, were more successful. The surfmen, however, recovered the anchor and chain she had lost out in the harbor. The *Barker* was quite badly damaged, and had to be taken to Newport for repairs.

June 6.—Shortly after noon, the lookout reported the body of a man floating down the river abreast of the Louisville Station, (Ninth District,) Louisville, Kentucky. The crew of No. 2 boat soon pulled off and brought the body ashore. The coroner was notified, and took charge of the remains, which were afterwards identified as those of Ernest Pflomm, an insane man.

June 7.—On this date the keeper of the Gurnet Point Station, (Second District,) coast of Massachusetts, assisted two young men, residents of Kingston, Massachusetts, who had been out fishing near the point, and a southwest gale springing up, were unable to return into Duxbury Bay. The keeper, although quite ill at the time, went off upon observing that they were handling their craft, the *Emma*, a small sprit-sail-rigged pleasure-boat, very unskilfully, and, after reefing the sails, worked the boat up into a safe harbor, between Saquish Head and Clark's Island, a distance of three miles from the station. The station being closed for the summer and the rest of the crew absent, the keeper was brought back to the point by Surfman Richmond and Light-keeper Reamy, who had followed him in a dory, all three men reaching their quarters in a thoroughly drenched condition. But for the keeper's ready and skilful aid the two young men would have fared badly, as they had got their boat among the rocks, in a dangerous situation.

June 7.—At 4 o'clock in the morning the crew of the Muskegon Station, (Eleventh District,) Lake Michigan, went in their boat to the assistance of the schooner *Penobscot*, of and from Milwaukee, Wisconsin, for Muskegon, Michigan, in ballast, with a crew of nine men, which had run ashore in the fog an hour previous, about two miles south of the harbor. The station-crew boarded the vessel and ran her hawser out through the surf to two harbor tugs which arrived soon after they did, and also aided at the pumps, (as she had been scuttled as soon as she struck, and was nearly full of water,) and after about two hours' work the schooner was floated off and taken into the harbor.

June 7.—At about 7 o'clock in the evening the crew of the Two Rivers Station, (Eleventh District,) Lake Michigan, went to the assistance of the schooner *Lady Ellen*, of Milwaukee, which, in making port for shelter, had drifted afoul of the south pier, a few hundred yards from the station. The station-men aided her crew in towing her clear and up the river to a snug berth.

June 7.—At about 8 o'clock in the evening the steam-tug *Wisconsin*, of Green Bay, Wisconsin, from North Bay, bound in to Two Rivers, in the same State, with a scow loaded with logs in tow, upon arrival off

Digitized by Google

Two Rivers, and while attempting to take the scow alongside in order to handle the latter better in towing up the harbor, took the bottom and stuck fast on a shoal near the south pier. The crew of the Two Rivers Station, (Eleventh District,) Lake Michigan, went at once to her assistance with their boat, and aided in getting her afloat and safely into the harbor, with her consort.

June 8.—At about 5 o'clock in the evening the man on lookout at the Louisville Station, (Ninth District,) Louisville, Kentucky, rang the alarm-gong and reported a skiff, with three men in it, drifting down the river and in danger of being dashed over the falls. One of the station-boats at once put out, and towed it with its occupants safely to the bank.

June 8.—At about 10 o'clock at night, the crew of the Louisville Station (Ninth District) received word by telephone that the steamer *Thomas Sherlock*, of and from Cincinnati, Ohio, bound down the river to New Orleans, Louisiana, had stuck fast on the Sand Island Dam, near the foot of the falls, about two and a half miles below the station. A boat's crew proceeded at once to her assistance, arriving at about half-past 10. The steamer was loaded with a miscellaneous cargo, and had one hundred and twenty-six people on board, embracing passengers and crew. She had been forced out of the channel by the strong northerly wind. As she was not leaking, and did not appear to be damaged in the least, the passengers were advised to remain on board while the captain went with the station-men to New Albany, Indiana, to engage harbor-tugs and lighters to get the steamer afloat. Upon their return to the vessel the boat's crew remained by her, and rendered good service in running lines to the tugs, and assisting in various other ways, until near noon of the 9th, when she got off and proceeded on her trip down the river.

June 9.—At 9 o'clock in the morning, during the absence of a part of the crew of the Louisville Station, (Ninth District,) Louisville, Kentucky, on board the steamer *Thomas Sherlock*, aground at the foot of the falls, the remainder of the crew went to the aid of two men in a skiff, who were being swept down the river towards the cross-dam. When the station-boat reached the men they were badly frightened, and had almost given up hope of rescue. The boatmen calmed their fears, and told them to keep perfectly quiet, and as soon as a line could be attached to the skiff it was taken in tow to the shore. It was fortunate that all hands had not gone to the steamer, as the men would certainly have been carried over the dam but for the opportune arrival of help.

June 10.—At half-past 8 at night, during the progress of a fire in a large lumber mill on the bank of the Manistee River, the crew of the Manistee Station, (Eleventh District,) Lake Michigan, turned out with their force-pump and rendered valuable service in preventing the spread of the flames to the adjacent buildings.

June 12.—The morning patrol of the Middle Island Station, (Tenth District,) Lake Huron, found upon the beach, at the south end of the island, a twenty-foot boat, which was properly cared for and subsequently delivered to the owner, a resident of Alpena, Michigan.

June 12.—At 8 o'clock in the evening, the crew of the Saint Joseph Station, (Eleventh District,) Lake Michigan, were summoned to Benton Harbor to recover the body of a young man named Mullane, who had been drowned while in bathing. The body was found after a short

Digitized by Google

search and an attempt made to resuscitate it, but without avail, as it had been too long under water.

June 13.—The keeper and two of the crew of the Chicago Station, (Eleventh District,) Lake Michigan, put off at about 1 o'clock in the afternoon to the assistance of four men on board a small sloop, the *Alert*, who were endeavoring to reach Chicago Harbor, but, through inexperience, were unable to manage the craft. They had started from near the foot of Twelfth street, on the lake front, and, after several unsuccessful attempts to make a landing in the basin, had become alarmed, and, taking in all sail, were making signals for aid. The station-crew had been watching their movements, and as soon as it was seen they were in trouble they went out and brought the boat and its occupants safely into the river. There was quite a high wind at the time, and the owner of the boat, who was one of the party, was very grateful for the help given him.

June 13.—At about 7 o'clock in the morning, the crew of the Two Rivers Station, (Eleventh District,) Lake Michigan, went to the assistance of the schooner *Clara*, of and from Sheboygan, Wisconsin, bound to Clay Banks, in that State, in ballast, with a crew of three men, which, while running up the coast during the night in a thick fog, had got too close in and fouled the piling of an old pier a short distance to the southward of the station. The weather was so thick that, although she was not more than a hundred feet from the shore, the station-patrols could see nothing of her until it cleared up after daybreak. They boarded her as soon as she was discovered and ran a line to an outer row of piling, to wind her head in the right direction, and then, by means of her sails—the wind having canted to the westward, or off shore—and by towing with the station-boat, she was extricated from her dangerous situation and moved out into deep water, and enabled to continue her voyage. The captain thanked the men very warmly for their aid.

June 14.—In the afternoon, as two of the crew of the Louisville Station, (Ninth District,) Louisville, Kentucky, were out on the river in a boat, they observed a man swimming after a skiff which had evidently broken adrift. They pulled to the man at once and picked him up, and then recovered the skiff. It appears the man had been out fishing from the abutment of the cross-dam, near the Kentucky chute of the falls, when his boat broke adrift and he had made an effort to recover it. He was almost exhausted when rescued, and but for the station-men's timely arrival would doubtless have been carried down the falls and drowned.

June 14.—At 4 o'clock in the afternoon the crew of the Racine Station, (Eleventh District,) Lake Michigan, went off, during a heavy blow from the southward, and towed back into the harbor a small sail-boat, with three young men in it, who had gone out on the lake for an afternoon sail, and, being inexperienced, were unable to return without assistance. The boat had become unmanageable by the parting of the halyards, and was drifting rapidly away from the harbor, before the gale, when overhauled by the station-crew and taken in tow.

June 15.—At about half-past 7 o'clock in the evening, the three-masted schooner *Home*, of Detroit, bound from Port Huron to Bay City, Michigan, in ballast, and having a crew of six men, in coming into Tawas Bay, Michigan, for an anchorage, kept off too far after passing the buoy and ran aground on the bar, about a mile and a quarter

Digitized by Google

west-southwest from the Ottawa Point Station, (Tenth District,) Lake Huron. The life-saving crew went out in the surf-boat, and found she could not be moved without the aid of a tug. The captain was therefore taken to town in the surf-boat and arrangements made for a tug to go off at daylight next morning, after which the crew rowed him back to his vessel and returned to the station. In the morning, (the 16th,) at half-past 3, the crew again went out and sounded for the best water, and when the tug came ran a line to the schooner, and stayed by her until she was pulled off the bar and resumed her course.

June 15.—During a thick fog, between 12 and 1 o'clock in the morning, the lookout at the Ship-Canal Station, (Tenth District,) Lake Superior, reported whistles blowing, out on the lake. The surf-boat was launched and the crew pulled off to ascertain the cause and render any aid that might be needed. They found the propeller *Badger State*, the captain of which desired assistance in finding his way into the canal. The surf-boat led the way and piloted him in.

June 18.—The schooner *Mary E. Gage*, of Jonesport, Maine, laden with lumber from Machias, Maine, for Boston, Massachusetts, and having a crew of three men, while beating in through Moos-a-bec Reach towards Jonesport, for a harbor, at 6 o'clock in the evening of June 17, struck a rocky ledge at the eastern end of the Reach, a mile or so from Sawyer's Cove, and soon afterwards rolled over on her beam-ends and filled with water. The captain proceeded to Jonesport as soon as he could leave the vessel, and early the next morning (18th) sought the aid of the steam-tug *Ocean* and the crew of the Crumple Island Life-Saving Station, (First District.) The latter, although not on duty, the station being closed for the summer, were got together at daylight, and, with the aid of the tug, took the vessel into Sawyer's Cove. The keeper of the station, which is several miles distant, joined his men at about 9 o'clock, when all hands set to work and succeeded in saving the deck-load, which had been spilled overboard when the schooner fell on her side. They then hauled her alongside another schooner lying in the cove, and by means of tackles to the mastheads righted her up, after which she was moved to the head of the cove and grounded on the mud flats. The next day (19th) Keeper Marshall again boarded the schooner, and helped pump her out, preparatory to the discharge of cargo, so she could be hauled out for necessary repairs. The crew received the following acknowledgment from the captain and owner jointly:

"JONESPORT, MAINE, *June* 19, 1885.

"This is to certify that the Crumple Island Life-Saving Station crew rendered all the assistance possible to the schooner *Mary E. Gage*, and helped remove the deck-load and right her. We, the undersigned, captain and owner, therefore wish to thank Captain Marshall and crew for their kindness and assistance.

"THOMAS F. KENT, *Captain.*
"D. R. DONOVAN, *Owner.*"

June 18.—At 6 o'clock in the evening, the crew of the Muskegon Station, (Eleventh District,) Lake Michigan, picked up a boat which had broken adrift from an outward-bound vessel. Three men had gone out in it, and were taking a tow out of the harbor, when the line parted, and the men narrowly escaped being thrown overboard. They managed to

Digitized by Google

cling to the vessel's side until the sailors could haul them on board. The boat was full of water when picked up. The station-crew bailed it out, and, after putting it in good trim, returned it to the owner.

June 19.—Shortly before midnight, the lookout of the Cleveland Station, (Ninth District,) Lake Erie, sounded an alarm and reported the discovery of a large fire out on the lake near the breakwater, about a mile and a half west from the station. He could not make out distinctly from the lookout what was burning, but thought it was a steamer. The crew were mustered at once, the surf-boat launched, and they started for the fire, intending to rescue those on board. Upon reaching the burning vessel it was found to be the steam-tug *American Eagle*, of Cleveland, Ohio. The crew had abandoned her soon after the fire broke out, after making her fast to the outer side of the breakwater. The harbor-tugs *Forest City* and *Mary Virginia* arrived almost simultaneously with the station-crew. All hands quickly set to work to extinguish the flames. In order to prevent the burning steamer from sinking, it was determined to run her into shoal water in the harbor, and, with this end in view, a line was run to each of the tugs by the life-saving crew, a feat that was accomplished with great difficulty owing to the intense heat and thick smoke, and she was towed into the harbor. In the meantime steam-pumps and hose were got in readiness on each of the tugs, and two streams of water were soon playing on the flames. The fire was raging in the hold as well as on deck, and in order to enable the hose-men to reach it the life-saving crew cut through the deck in several places, an almost impossible task, on account of the dense smoke, and the streams were directed upon the fire through the openings. After five hours' continuous labor the fire was got under control, and soon afterwards extinguished, but not until the vessel was greatly damaged. The fire originated from the explosion of a coal-oil lamp in the forecastle.

June 19.—At about 2 o'clock in the afternoon, the crew of the Louisville Station, (Ninth District,) Louisville, Kentucky, gallantly rescued two men in a skiff who were in danger of being swept over the falls. They overtook the skiff by hard rowing, when it was within a few yards of the falls, and, quickly making a line fast, towed it, with its frightened occupants, safely to the river-bank. It was a remarkably narrow escape.

June 19.—At about half-past 7 o'clock in the evening, the crew of the Muskegon Station, (Eleventh District,) Lake Michigan, picked up a small sail-boat which they found adrift on the lake. It was brought to the station and subsequently delivered to the owner. It had broken adrift from its moorings, some distance down the lake shore.

June 20.—The keeper of the Smith's Island Station, (Fifth District,) coast of Virginia, found the body of a man, fifty or sixty years of age, about four miles east of the station, which had evidently been washed up by the surf. The corpse was given decent burial on the beach.

June 20.—The crew of the Two Rivers Station, (Eleventh District,) Lake Michigan, went off in their boat, at about 10 o'clock in the day, during the prevalence of a dense fog, in search of a steamer which, from the way she was blowing her whistle, they supposed was in distress. After pulling for an hour to the southward and westward of the harbor, they fell in with a fleet of five barges at anchor, and learned that their convoy, the steamer *J. C. Perrett*, had collided, at 3 o'clock that morning, with the *Bertha Calkins*, a lumber-laden schooner, bound to Chicago

Digitized by Google

from Sturgeon River, and injured her so badly that she was obliged to drop the barges and tow the schooner to Manitowoc, the nearest port, a few miles south of Two Rivers, for repairs. The boat was, therefore, headed thither, arriving just before noon, to find that the schooner had gone in and was aground on a shoal in the middle of the river. As the steamer could do nothing further for her, the life-saving crew offered their services, and, after sounding for the best water, hove the schooner afloat and took her to a good berth, where she could unload her cargo and repair damages.

June 22.—The schooner *Grecian Bend*, of Windsor, Nova Scotia, with eight persons on board, bound from Boston, Massachusetts, to Hantsport, Nova Scotia, in ballast, while running to the eastward, with a light southerly wind and thick fog, was set to leeward of her course by the strong flood-tide and struck, at about 7 o'clock in the morning, on the north point of Fisherman's Island, a mile or so to the northward and westward of the Crumple Island Station, (First District,) coast of Maine. The tide being well up, she soon backed off, but, having sprung a leak, she was anchored near the island to ascertain the extent of the damage. The life-saving station was closed for the summer and the crew off duty, but the keeper and one of his men discovering the vessel during a temporary lift in the fog, they went to her assistance. As she was not badly enough damaged to cause any detention, they aided in getting her under way, and piloted her out to windward of Crumple Island, clear of the dangerous ledges in the vicinity, and saw her safely on her course.

June 22.—Shortly before 3 o'clock in the morning it was discovered at the Cleveland Station, (Ninth District,) Lake Erie, that the sloop-yacht *Rover*, of Cleveland, Ohio, which had been lying at anchor in the bay, had drifted on the rocks about a half mile south of the station and was pounding badly. The breakers ran so high that it was found impossible to pull her off. The crew therefore ran a line to her, hauled it taut and made it fast ashore, so as to keep her from rolling heavily against the rocks. They also removed her canvas, booms, running-rigging, furniture, &c., and stored them at the station. At about half-past 8 o'clock, the sea having abated somewhat, the station-crew took one of their largest hawsers, and with the aid of the tug *C. E. Bolton*, succeeded in pulling her off, when she was towed into the harbor.

June 23.—At about half-past 2 in the afternoon, the keeper of the Crumple Island Station, (First District,) coast of Maine, discovered from Jonesport, whither he had gone to mail his report of the assistance extended to the schooner *Grecian Bend*, the day previous, near Fisherman's Island, a schooner aground on a rocky ledge a few miles to the eastward, in Moos-a-bec Reach, near Kelley's Point. The station-crew being, as previously stated, off duty for the summer, he proceeded with the only man he had with him to her assistance. She was the *Surprise*, of Lubec, Maine, with a crew of three men, bound from Eastport to Jonesport, with a cargo of dried fish and salt. The accident had been occasioned by the captain's ignorance of the channel, the ledge where she lay being at the easterly end of the Reach, about six miles northeast of the station. The sea was fortunately smooth, so that she lay easy, and by waiting some hours, until the tide rose, they succeeded by crowding on sail in forcing the schooner off the

Digitized by Google

rocks, with but slight damage, when she was piloted safely into Jonesport Harbor.

June 23.—Shortly before 5 o'clock in the afternoon, the pier-head lookout of the Kenosha Station, (Eleventh District,) Lake Michigan, observed a small scow drifting out from the beach about half a mile south of the harbor. Upon going off to it in a boat, he found a young man lying in the bottom intoxicated. He towed the scow back, and sent the man home. It seems the man had crawled into the scow to sleep off the effects of a debauch, and that it had soon afterwards floated and gone adrift. As the scow was without sails or oars, and the wind was blowing off shore, it is probable it would have driven out into the lake and been swamped.

June 24.—At daybreak, the keeper of the Evanston Station, (Eleventh District,) Lake Michigan, went off in response to the signals of the steam-tug *Flossie Theilcke*, of Chicago, and received from her crew the body of a man, evidently a sailor, which they had picked up in the lake during the night. He conveyed the body ashore and delivered it to the proper authorities for burial.

June 26.—At noon, the schooner *Cora S. Van Gilder*, of Bridgeton, New Jersey, bound from Philadelphia, Pennsylvania, to Saco, Maine, with a cargo of coal, and having a crew of five men, mistook the channel on her way in to Biddeford Pool, and stranded on Gooseberry Island Bar, about three-quarters of a mile northeast from the Fletcher's Neck Station, (First District,) Maine. She was immediately discovered by the keeper. The station was closed for the summer, but the keeper, with two of the crew, put off at once to her assistance. A steam-tug also came to her aid, but the vessel was so far on the bar that it was impossible to move her that tide. The keeper again boarded her at night, with his two men, and remained until high water, when they got her off and took her safely inside.

June 27.—At 3 o'clock in the afternoon Surfman Kirofsky, of the Kenosha Station, (Eleventh District,) Lake Michigan, rescued a seven-year-old child, named William Thien, who had fallen into the river opposite the station, and was nearly gone when Kirofsky pulled him out. The surfman's attention was drawn to the accident by the cries of other children with whom the little fellow was playing on the dock when he fell in.

June 28.—The crew of the Cleveland Station, (Ninth District,) Lake Erie, put off, at about 7 o'clock in the evening, to the relief of a small sloop-yacht which had been dismasted just outside the harbor by a heavy squall. There were two men on board. Having no anchor and being entirely unmanageable, she would have drifted afoul of the piling of the Lake Shore Railroad piers, where the sea rolling in from the lake would have made short work of her but for the timely arrival of the station-crew, who towed her with their surf-boat back into the river.

June 28.—At about half-past 10 at night, a few hours after the occurrence recorded in the preceding paragraph, the crew of the Cleveland Station, (Ninth District,) went out in their boat to the assistance of another sloop-yacht, the *Commodore Gardner*, which was dragging ashore in the bay. The wind was quite fresh from the northeast and had raised quite an ugly sea, causing the yacht's anchor to break ground. There being no one on board, the crew reached her with an

Digitized by Google

anchor and lines from the station just in time to check her drift and prevent her from driving on the rocks and becoming a wreck.

June 29.—The keeper of the Fourth Cliff Station, (Second District,) coast of Massachusetts, while out on the beach in the early morning, the station being closed at the time for the summer, saw, at about half-past 6 o'clock, through a sudden lift of the thick fog, the masts of a vessel evidently aground. Quickly procuring a boat, with a man to assist, he pulled out and found it was the schooner *Elsie Fay*, of Boston, hard and fast on the rocks. She had nine persons on board, including one passenger, and was bound in to Boston from Rum Key, Bahama Islands, with a cargo of pine-apples. The captain had already sent to Boston for a tug. When the tug arrived later, the keeper, who in the meantime had assembled his crew, went off again and rendered active aid for several hours, until the schooner was finally hauled afloat and taken in tow to her destination.

June 30.—The schooner *Ernest T. Lee*, of and from Calais, Maine, for Philadelphia, Pennsylvania, with a cargo of laths and fence-pickets, stranded, at half-past 9 at night of the 29th, on the outlying shoals at the southerly side of Townsend's Inlet, coast of New Jersey, about two miles southeast of the Townsend's Inlet Station, (Fourth District.) She struck at high water. The surf also was very rough, although a strong northwesterly wind was blowing off shore. The life-saving station being closed for the summer and the crew disbanded, she was not discovered by the keeper until daylight next morning, (30th.) The latter assembled his crew from the main-land as quickly as possible, and, being joined by the keeper and one of the crew of the Sea Isle City Station, the surf-boat was launched and the party went off to the schooner, arriving on board shortly before 9 o'clock. A wrecking-vessel was lying in the inlet, and she had been engaged to float the schooner off. The latter had a crew of six men. One of the sailors was taken into the surf-boat, with all the baggage, the rest getting into their own yawl, and, when all was in readiness, the yawl was convoyed by the surf-boat safely inside. The men were taken to the station and sheltered for two days, or until the wreckers got the schooner afloat.

Digitized by Google

Digitized by Google

TABLE OF CASUALTIES

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

SEASON OF 1884-'85.

Digitized by Google

LIFE-SAVING SERVICE.—TABLE OF

DISTRICT No. 1.—EMBRACING COASTS

Date.	Place.	Name of station.	Name of vessel, and where owned.	Master.	Tonnage.
1884.					
July 5	Off Kelley's Point	Crumple Island	Sc. Hattie M. Mayo,* New York.	Lund	69
July 6	Southwest point Great Wass Island.	do	Sc. Autumn Leaf,† Saint John, N. B	Tuft	140
July 13	Carrying Point Cove	Quoddy Head	Sc. Ada S. Allen, Eastport, Me.	Dudley	150
July 23	Reef off Hadlock's Point, Little Cranberry Island.	Cranberry Isles	Yht. Bonnie Bell, Bar Harbor, Me.	Bunker	
Aug. 22	Seal Harbor, 1 mile northeast of station.	White Head	Sc. J. W. Woodruff, Deer Island, Me.	Eaton	146
Aug. 22	do	do	Sc. A. S. Townsend, Parrsboro', N. S.	Curry	75
Aug. 22	do	do	Sc. Julia Ann, Machias, Me.	Eaton	69
Aug. 22	do	do	Sl. United States, Portland, Me.	Sawyer	69
Aug. 27	Libby Island Bar	Cross Island	Sc. E. W. R., Annapolis, N. S.	Johnson	165
Aug. 27	Reef off Hadlock's Point, Little Cranberry Isles.	Cranberry Isles	Sc. Mary E. Whorf, Wellfleet, Mass.	Snow	64
Sept. 3	One-quarter of a mile north of Rye Ledge.	Rye Beach	Sl. Berta, Gloucester, Mass.	Moulton	
Sept. 10	One-eighth of a mile north of station.	Hunniwell's Beach.	Sc. Charles E. Balch, Bath, Me.	Manson	844
Sept. 13	Three hundred yards southeast of station.	Rye Beach	Dory		
Sept. 15	Shop Point, Lubec Narrows.	Quoddy Head	Sc. Cricket, Saint John, N. B.	Read	125
Sept. 16	Four miles southeast of station.	White Head	Sloop, Saint George, Me.		
Sept. 23	Middle Ground, Quoddy Roads.	Quoddy Head	Sc. Modoc, Machias, Me.	Perry	190
Sept. 23	Six hundred feet from station.	Hunniwell's Beach.	Small boat		
Oct. 1	Seal Harbor	White Head	Sc. Chas. H. Sprague, Providence, R. I.	Nickerson	319
Oct. 10	Fort Popham	Hunniwell's Beach.	Sl. Gull, Bath, Me.	Small	22
Oct. 13	Hadlock's Beach, Little Cranberry Island.	Cranberry Isles	Sc. Racer, Gloucester, Mass.	Johnson	54
Oct. 13	Long Point, 3½ miles northeast of station.	Rye Beach	Sc. Statesman, Machias, Me.	Cole	126
Oct. 16	Bunker's Neck, Little Cranberry Island.	Cranberry Isles	Sc. Champion, Saint John, N. B.	Glaspy	64
Oct. 21	Sperlin's Point, Great Cranberry Island.	do	Sc. Patriot, Machias, Me.	Fish	31
Oct. 21	Heals' Eddy Cove	Hunniwell's Beach.	Bg. Castalia, Richmond, Me.	Jackson	516
Oct. 22	South Bunker's Ledge	Cranberry Isles	Sc. Glad Tidings, Saint John, N. B.	Cole	77
Nov. 5	Crowell's Ledge, Quoddy Bay.	Quoddy Head	Sc. Louisa A. Boardman, Calais, Me.	Norwood	113
Nov. 6	South Sugar Loaf	Hunniwell's Beach.	Sc. John F. Merrow, Boston, Mass.	Chase	704
Nov. 7	Seal Harbor	White Head	Sc. A. Heaton, Falmouth, Mass.	Pettie	146
Nov. 10	Cross Island Narrows	Cross Island	Sc. Ben Franklin, Digby, N. S.	Norton	37
Nov. 12	Moos-a-bec Reach, 6 miles north-northwest of station.	Crumple Island	Sc. Revenue, Barnstable, Mass.	Young	167
Dec. 6	Ledges off Little Boar's Head.	Rye Beach	Sc. Josephine,‡ Gloucester, Mass.	Farrell	39
Dec. 23	Sand Ledge, 7 miles northeast of station.	Crumple Island	Sc. Saragossa, Machias, Me.	Woodward.	31

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

Digitized by Google

CASUALTIES, SEASON OF 1884–'85.

OF MAINE AND NEW HAMPSHIRE.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	No. of persons on board.	No. of persons saved.	No. of persons lost.	No. of persons succored at stations.	No. of days' succor afforded.
Boston, Mass., to Calais, Me.	.....	$2,500	.....	$2,500	$2,500	.....	5	5	.....	.....	.....
Philadelphia, Pa., to Yarmouth, N. S.	Coal	10,000	$1,200	11,200	1,375	$9,825	4	4	.....	4	28
Boston, Mass., to Hillsborough, N. B.	....	5,000	.....	5,000	4,700	300	6	6	.....	.....	.....
Cranberry Isles to Bar Harbor, Me.	Potatoes	500	50	550	550	.....	2	2	.....	.....	.....
Bangor, Me., to Philadelphia, Pa.	Lumber.....	5,000	2,500	7,500	7,460	40	4	4	.....	.....	.....
Saint John, N. B., to Boston, Mass.	..... do	3,500	1,600	5,100	5,050	50	5	5	.....	.....	.....
Bangor to Portland, Me.	Barrels.....	2,000	1,750	3,750	3,475	275	3	3	.....	.....	.....
Vinal Haven to Portland, Me.	Stone	6,000	1,500	7,500	7,415	85	5	5	.....	.....	.....
Annapolis, N. S., to Sydney, C. B.	....	9,000	.....	9,000	8,000	1,000	6	6	.....	.....	.....
Fishing cruise to Wellfleet, Mass.	Fish.....	5,000	1,500	6,500	6,500	.....	16	16	.....	.....	.....
Booth Bay, Me., to Gloucester, Mass.	....	100	.....	100	100	.....	3	3	.....	3	3
Boston, Mass., to Bath, Me.	....	45,000	.....	45,000	45,000	.....	9	9	.....	.....	.....
On fishing trip.....	....	10	.....	10	10	.....	1	1	.....	.....	.....
Saint John, N. B., to Boston, Mass.	Lumber.....	9,000	1,300	10,300	10,300	.....	5	5	.....	.....	.....
Green Island, to Seal Harbor, Me.	....	25	.....	25	20	5	1	1	.....	.....	.....
Sand River, N. S., to New York.	Piling.....	12,000	1,000	13,000	13,000	.....	6	6	.....	.....	.. ...
On pleasure trip.....	....	75	....	75	75	.....	3	3	.....	.....	.....
Seal Harbor, Me., to New York.	Granite.....	18,000	15,000	33,000	33,000	.....	6	6	.....	.....	.....
Phippsburg to Cundiz Harbor, Me.	Lumber.....	600	250	850	850	.....	2	2	.....	.....	.....
Fishing trip to Gloucester, Mass.	....	2,500	....	2,500	2,200	300	11	11	.....	.....	.....
Hoboken, N. J., to Portsmouth, N. H.	Coal.....	1,800	1,000	2,800	400	2,400	5	5	.....	.....	.....
Saint John, N. B., to Rockport, Me.	Wood	2,000	250	2,250	2,170	80	4	4	.....	.....	.....
Jonesborough to Rockland, Me.	..... do	300	60	360	360	.....	3	3	.....	.....	.....
Boston, Mass., to Kennebec River, Me.	....	14,000	.....	14,000	14,000	.....	8	8	.....	.....	.....
Moncton, N. B., to Salem, Mass.	Bark.....	3,500	1,000	4,500	3,300	1,200	5	5	.....	5	15
Calais, Me., to Boston, Mass.	Lumber.....	2,300	1,500	3,800	3,500	300	5	5	.....	.....	.....
Boston, Mass., to South Gardiner, Me.	....	40,000	.....	40,000	39,700	300	9	9	.....	.....	.....
Rockland, Me., to New York.	Lime.	4,000	2,200	6,200	6,200	.....	5	5	.....	.....	.....
Saint George, N. B., to Rockland, Me.	Wood	300	100	400	400	.....	2	2	.....	.....	.....
Calais, Me., to New Haven, Conn.	Lumber.....	2,000	3,000	5,000	3,800	1,200	7	7	.....	.....	.....
From Pigeon Cove, Mass., on fishing trip.	....	2,500	.....	2,500	160	2,340	7	7	.....	7	7
From Jonesport, Me...	....	800	.....	800	750	50	.....	.....	.....	.....	.....

†Crew landed in their own boat.
‡Crew landed without assistance.

Digitized by Google

Life-Saving Service.—Table of

DISTRICT No. 1.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Names of vessel, and where owned.	Master.	Tonnage.
1885.					
Jan. 17	Middle Ground and Crowell's Ledge.	Quoddy Head	Sc. Cricket, Saint John, N. B.	Read	125
Mar. 18	Northern Triangles, 5½ miles southeast of station.	White Head	Sc. Mary George, Saint John, N. B.	Wilson	94
Mar. 20	One mile north of station	Fletcher's Neck	Sc. H. S. Boynton, Camden, Me.	Perry	75
Mar. 24	Seal Harbor	White Head	Skiff, Saint George, Me.		
Apr. 5	Winter Harbor	Fletcher's Neck	Sc. J. P. Ames, Rockland, Me.	Hewett	81
Apr. 21	Corn Ledge	Crumple Isle	Sc. Challenge, Saint George, Me.	Meservy	121
Apr. 29	Quoddy Bay, 1 mile east-northeast of station.	Quoddy Head	Sc. S. S. Bickmore, Saint George, Me.	Wall	225
Apr. 29	Crowell's Ledge, Quoddy Bay.	do	Sc. Oriole, Saint John, N. B.	Young	124
Apr. 29	Near Negro Island	Fletcher's Neck	Sc. David S. Siner, Philadelphia, Pa.	Guthrie	232
May 5	Stage Island	Hunniwell's Beach.	Sc. Maggie, Windsor, N. S.	McLellan	66
May 12	Duck Ledges	Crumple Island	Sc. Nettie B. Dobbin, Machias, Me.	Rumery	97
May 13	Ledge in Seal Harbor	White Head	Sc. Cora Etta, Bristol, Me.	Murphy	8
May 16	Yellow Ledge, Muscle Ridge Channel.	do	Sc. Champion, Gloucester, Mass.	Gray	19
June 17	Ledge, east end of Moosabec Reach.	Crumple Island	Sc. Mary E. Gage, Machias, Me.	Kent	84
June 23	Ledge, one-fourth mile southeast of Kelley's Point.	do	Sc. Surprise, Lubec, Me.	McLean	48
June 26	Gooseberry Island Bar	Fletcher's Neck	Sc. Cora S. Van Gilder, Petersburg, N. J.	Lee	176
	Total				

DISTRICT No. 2.—EMBRACING

1884.					
Sept. 4	Three-fourths of a mile northeast of station.	Monomoy	Cat-boat Sammie R., Chatham, Mass.		
Sept. 10	Southwest part of Shovelful Shoal.	do	Sc. Tillie Vanderherchen, Mauricetown, N. J.	Hugg	456
Sept. 12	Two and one-half miles south of station.	Highlands	Sl. Bertie, Newport, R. I.	Mott	5
Sept. 20	Three hundred yards southwest of station.	Gurnet	Sail-boat, Plymouth, Mass.	Walker	
Sept. 29	One-half mile west-southwest of station.	Monomoy	Sl. Tubal Cain, Chatham, Mass.		
Oct. 6	Rocky Hill Point	Manomet Point	Cat-boat Robert Newman, Boston, Mass.		
Oct. 8	Stoney Garden Shoal	Gurnet	Sc. Georgianna, Saint George, Me.	Cook	78
Oct. 8	Hampton Ledges	Plum Island	Sc. Water Lily, Elliott, Me.	Sawyer	37
Oct. 9	Newburyport Bar	do	Sc. Helen, New Bedford, Mass.	Baker	145
Oct. 11	do	do	Sl. Mabel B., Newburyport, Mass.		
Oct. 18	Three-quarters of a mile southwest of station.	Race Point	Sc. Commander, Portland, Me.	Foss	277

Digitized by Google

casualties, season of 1884–'85—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.	No. of persons on board.	No. of persons saved.	No. of persons lost.	No. of persons succored at stations.	No. of days' succor afforded.
Saint John, N. B., to New York.	Lumber	$9,000	$1,400	$10,400	$10,100	$300	5	5	.....	.....	.....
.....do	.....do	3,000	800	3,800	3,500	300	5	5	.....	5	5
Rockport, Me., to Boston, Mass.	Lime	1,800	1,000	2,800	2,800	.....	3	3	.....	.....	.....
Spruce Head Island to White Head Island, Me.	.....	10	.....	10	10	.....	2	2	.....	.....	.....
Portland, Me., to Boston, Mass.	Lumber	1,000	1,400	2,400	2,150	250	4	4	.....	.....	.....
Tennant's Harbor, Me., to Saint John, N. B.	.....	3,000	.....	3,000	2,500	500	4	4	.....	4	8
Saint John, N. B., to Vineyard Haven, Mass.	Laths	3,000	2,400	5,400	3,700	1,700	6	6	.....	6	12
New York to Saint John, N. B.	Hemp	6,000	16,750	22,750	22,450	300	5	5	.....	1	1
Philadelphia, Pa., to Saco, Me.	Iron pipe	3,000	12,000	15,000	14,500	500	6	6	.....	.....	.....
Bath, Me., to Nova Scotia.	.....	1,600	.....	1,600	1,600	.....	4	4	.....	.....	.....
Pisarinco, N. B., to New York.	Laths and pickets.	4,500	1,500	6,000	5,950	50	7	7	.....	.....	.....
Rockland to Booth Bay, Me.	General	175	150	325	325	.....	2	2	.....	.....	.....
Gloucester, Mass., to Bangor, Me.	Fish	300	160	460	100	360	3	3	.....	3	12
Machias, Me., to Boston, Mass.	Lumber	700	1,500	2,200	2,000	200	3	3	.....	.....	.....
Eastport to Jonesport, Me.	Fish and salt.	500	300	800	750	50	3	3	.....	.....	.....
Philadelphia, Pa., to Saco, Me.	Coal	5,000	2,000	7,000	7,000	.....	5	5	.....	.....	.....
.....	.....	251,895	78,120	330,015	305,755	24,260	230	230	.....	38	91

COAST OF MASSACHUSETTS.

Fishing-ground to Chatham, Mass.	.....	$300	.....	$300	$290	$10	1	1	.....	1	1
Philadelphia, Pa., to Boston, Mass.	Coal	15,000	$2,400	17,400	17,400	.....	7	7	.....	.....	.....
Marblehead, Mass., to Block Island, R. I.	.....	300	.....	300	300	.....	2	2	.....	.....	.....
.....	.....	50	.....	50	40	10	1	1	.....	.....	.....
Chatham to Monomoy Point, Mass.	.....	200	.....	200	200	.....	1	1	.....	.....	.....
Boston, Mass., pleasure trip.	.....	80	.....	80	80	.....	2	2	.....	2	2
Bangor, Me., to Sandwich, Mass.	Heads, hoops, and staves.	1,000	1,000	2,000	2,000	.....	3	3	.....	.....	.....
Fishing cruise to Boston, Mass.	Fish	1,000	70	1,070	1,060	10	6	6	.....	.....	.....
Newburyport to Boston, Mass.	.....	4,000	.....	4,000	4,000	.....	4	4	.....	.....	.....
Newburyport, Mass., fishing.	.....	150	.....	150	140	10	2	2	.....	.....	.....
Portland, Me., to New York.	Heading	3,500	2,600	6,100	600	5,500	5	5	.....	5	12

Digitized by Google

Life-Saving Service.—Table of

• DISTRICT No. 2.—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel, and where owned.	Master.	Tonnage.
1884.					
Oct. 21	Chatham Bar	Chatham	Sc. Calvin P. Harris, Lynn, Mass.	Higgins	465
Nov. 22	High Pine Ledge	Gurnet	Sc. Hattie V. Kelsey, New Haven, Conn.	Randall	413
Dec. 12	One and one-quarter miles northwest of station.	Plum Island	Sc. Pinafore, Rockport, Mass.	Feedly	11
Dec. 20	Black Rocks	do	Sc. Sara Louisa, Boston, Mass.	Litchfield.	48
Dec. 20	Peaked Hill Bar	Peaked Hill Bar and High Head.	Sc. Carrie M. Richardson, Portland, Me.	Holbrook.	284
Dec. 20	Three-quarters of a mile east of station.	Peaked Hill Bar.	Sc. Panchita, Machias, Me.	Robinson.	434
Dec. 22	Three hundred and fifty yards southwest of station.	Surfside	Sc. Warren Sawyer, Boston, Mass.	Saunders.	380
1885.					
Jan. 16	Nauset Harbor Bar	Orleans	Sc. J. W. Campbell, Gloucester, Mass.	Chisholm.	83
Feb. 15	Two miles east of station.	Muskeget	Sc. Lyndon, Calais, Me.	Thompson.	97
Feb. 15	Two and one-quarter miles east of station.	do	Sc. H. T. Townsend,* Pembroke, Me.	Smith	184
Feb. 15	Two and one-quarter miles east by north of station.	do	Sc. Charles A. Ropes,* Lubec, Me.	Hunt	65
Feb. 15	Two and one-half miles east of station.	do	Sc. Dolly Varden,* Machias, Me.	Brigham	108
Feb. 15	One mile east of station	do	Sc. Alba, Saint John, N. B.	Akerly	92
Feb. 15	Muskeget Island	do	Sc. Sammy Ford, Lubec, Me.	Allen	108
Mar. 10	Common Flats, one-half mile northwest of station.	Monomoy	Sc. Bertha J. Fellows, Camden, Me.	Wall	154
Mar. 12	One and one-quarter miles east of station.	Muskeget	Sc. Saint Mary, Dennis, Mass.	Thomas	16
Mar. 17	Chatham Bar	Chatham	Sc. Virginia, Barnstable, Mass.	Burgess	234
Mar. 17	Seven hundred yards north of station.	Peaked Hill Bar.	Sc. Eddie Pierce, Portland, Me.	McKown	96
Mar. 29	Tuckernuck Shoal, 6 miles northeast by east of station.	Muskeget	Sc. French Van Gilder,† Bridgeton, N. J.	Tomlin	251
Apr. 4	Five-eighths of a mile south of station.	Highland	Sc. Mary Doane, Boston, Mass.	Lakeman.	72
Apr. 30	Tuckernuck Bank	Muskeget	Sc. Adele Trudell, Philadelphia, Pa.	Fidler	157
Apr. 30	Two and a half miles south-southwest of station.	Coskata	Sc. Grace Cushing, Portland, Me.	Drinkwater.	158
Apr. 30	One and a quarter miles south-southwest of station.	do	Bg. Nyanza, Liverpool, N. S.	Stuart	257
May 11	Salisbury Point, seven-eighths of a mile northwest of station.	Plum Island	Sc. Guinevere, Newburyport, Mass.	Thurlow	9
May 14	Great Point, 3 miles northnorthwest of station.	Coskata	Sc. Joseph G. Stover, Bucksport, Me.	Arey	153
May 31	High Knoll, 1¾ miles south of station.	Nauset	Sc. B. D. Haskins,† Gloucester, Mass.	Mehlman.	57
June 5	One-half mile, northeast of station.	Gurnet	Sl. Samoset, Plymouth, Mass.	Hall	51
June 17	Northeast part of Pollock Rip Shoal.	Monomoy	Sc. Eva C. Yates, Waldoboro', Me.	Yates	360
June 29	Ledge, 7½ miles north of station.	Fourth Cliff	Bgne. Hotspur,‡ Saint John, N. B.	Morrison.	302
June 29	Light-house Point, 3½ miles north of station.	do	Sc. Elsie Fay, Boston, Mass.	Keefe	172
	Total				

* Crew taken off by revenue steamer Albert Gallatin.

Digitized by Google

casualties, season of 1884–'85—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.	No. of persons on board.	No. of persons saved.	No. of persons lost.	No. of persons succored at stations.	No. of days' succor afforded.
Philadelphia, Pa., to Lynn, Mass.	Coal	$15,000	$2,500	$17,500	$17,400	$100	9	9	.....	.....	.....
New York to Cambridgeport, Mass.	.....do	16,000	4,200	20,200	20,200	.....	8	8	.....	.....	.....
Fishing cruise to Newburyport, Mass.	Fish	550	20	570	570	.....	4	4	.....	.....	.....
Lynn to Newburyport, Mass.	Sand	800	50	850	780	70	3	3	.....	.....	.....
Rockland, Me., to New York.	Lime	8,000	3,000	11,000	.....	11,000	6	6	.....	6	12
Portland, Me., to Matanzas, Cuba.	Cooperage and potatoes.	20,000	7,000	27,000	22,000	5,000	8	8	.....	8	16
New Orleans, La., to Boston, Mass.	Cotton and scrap-iron.	12,000	60,000	72,000	45,000	27,000	8	8	.....	8	13
George's Bank to Gloucester, Mass.	Fish	8,000	600	8,600	6,600	2,000	16	16	.....	.....	.....
New York to Boston, Mass.	Fustic	5,000	6,000	11,000	5,000	6,000	5	5	.....	5	35
.....do	Mahogany	6,000	9,000	15,000	15,000	.....	6	6	.....	.....	.....
New York to Pembroke, Me.	Coal	3,000	400	3,400	.....	3,400	4	4	.....	.....	.....
New York to Boston, Mass.	.....do	1,600	685	2,285	330	1,955	5	5	.....	.....	.....
New York to Saint John, N. B.	General	5,000	1,000	6,000	5,950	50	5	5	.....	5	35
New York to Eastport, Me.	Coal	2,000	550	2,550	400	2,150	4	4	.....	4	28
Rockport, Me., to New York.	Lime	6,500	1,500	8,000	.....	8,000	5	5	.....	5	10
Nantucket to Muskeget, Mass.	.....	300	.....	300	.....	300	2	2	.....	2	2
Boston, Mass., to New York.	.....	5,000	.....	5,000	4,900	100	6	6	.....	.....	.....
Portland, Me., on fishing voyage.	.....	5,200	.....	5,200	4,100	1,100	17	17	.....	17	34
Gloucester, Mass., to Philadelphia, Pa.	Stone	10,000	500	10,500	.....	10,500	6	6	.....	.....	.....
Boston, Mass., on fishing cruise.	.....	3,500	.....	3,500	200	3,300	15	15	.....	15	30
Nantucket, Mass., to Philadelphia, Pa.	.....	5,000	.....	5,000	5,000	.....	5	5	.....	.....	.....
Elizabethport, N. J., to Yarmouth, Me.	Coal	3,000	1,000	4,000	3,800	200	4	4	.....	1	1
Cienfuegos, Cuba, to Portland, Me.	Sugar	3,000	15,000	18,000	18,000	.....	8	8	.....	1	1
Newburyport, Mass., fishing.	.....	600	.....	600	600	.....	2	2	.....	.....	.....
Bermuda, W. I., to Bucksport, Me.	.....	3,000	.....	3,000	3,000	.....	10	10	.....	.....	.....
George's Bank, to Boston, Mass.	Fish	1,800	200	2,000	340	1,660	9	9	.....	9	12
Gurnet, to Provincetown, Mass.	Gravel	1,800	75	1,875	1,650	225	4	4	.....	4	15
Kennebec River, Me., to Philadelphia, Pa.	Ice	5,000	1,250	6,250	5,250	1,000	7	7	.....	.....	.....
Barbadoes, W. I., to Boston, Mass.	Sugar	18,000	12,000	30,000	30,000	.....	8	8	.....	.....	.....
Rum Cay, Bahama Islands, to Boston, Mass.	Pine apples	17,000	7,000	24,000	23,300	700	9	9	.....	.....	.....
.....	.....	217,230	139,600	356,830	265,480	91,350	242	242	.....	98	259

† Crew landed in their own boat. ‡ No assistance required of life-saving crew.

Digitized by Google

Life-Saving Service.—Table of

DISTRICT No. 3.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel, and where owned.	Master.	Tonnage.
1884.					
July 4	Opposite Lone Hill, one-half mile southeast of station.	Lone Hill, Blue Point, and Point of Woods.	St. sp. Gulf of St. Vincent, Hartlepool, England.	Brock	1,590
Sept. 1	One and a half miles east-northeast of station.	Petunk	Sail-boat, Moriches, N. Y.		
Sept. 6	Two-thirds of a mile east of station.	Coney Island	Yawl		
Sept. 7	Rockaway Inlet	Rockaway Point	Yht. Kattie J.,* New York.	Wilson	
Oct. 5	Seal Rocks, Little Narragansett Bay.	Watch Hill	Sl. Hadley, New London, Conn.	Lewis	14
Oct. 7	Rockaway Inlet	Rockaway Point	Sc. Susie,† New York		
Oct. 13	One half-mile north of station.	Shinnecock	Cat-boat, Atlanticville, N. Y.		
Oct. 16	One thousand feet northeast of station.	New Shoreham	Sl. Favorite, New London, Conn.	Gear	17
Oct. 18	Watch Hill Race	Watch Hill	Sc. Guard, New London, Conn.	Smith	797
Oct. 20	Jones's Inlet Bar	Short Beach	Sc. Curtis Tilton, Philadelphia, Pa.	Smith	243
Nov. 7	Stonington Point, Conn	Watch Hill	Sc. Clarissa Allen,‡ Taunton, Mass.	Tisdall	108
Nov. 12	Jones's Inlet Bar	Short Beach	Bkne. J. B. Rabel, New York.	Sawyer	451
Nov. 14	Hog Island Inlet Shoals	Far Rockaway	Sc. Alexander Harding, Philadelphia, Pa.	Smith	325
Dec. 21	Near Forge River Station	Forge River and Smith's Point.	St. sp. Oliveto, Sunderland, England.	Trotter	1,426
Dec. 22	One-half mile east of Forge River Station.	Forge River, Smith's Point, and Moriches.	Bk. Charlie Hickman, St. John, N. B.	Thompson	903
1885.					
Jan. 1	One mile northwest of station.	Bellport	Cat-boat, Patchogue, N. Y.		
Jan. 1	do	do	Sloop, Patchogue, N. Y.		5
Jan. 11	Penguin Shoal	Watch Hill	Sc. Vraie, Dighton, Mass.	Haines	274
Jan. 12	One mile east of station	Bellport	Sc. Avlona, Lunenburg, N. S.	Crawford	98
Jan. 17	Jamaica Bay, three-quarters of a mile northwest of station.	Rockaway Point	Sc. Anna T. Ebener,‡ Philadelphia, Pa.	Cherry	498
Jan. 24	Catumb Reef	Watch Hill	Sc. Hope Haynes, Bath, Me.	Otis	216
Feb. 10	One-half mile east of station.	Point of Woods	Sc. S. M. Thomas, Taunton, Mass.	Emerson	761
Feb. 10	Near Forge River Station	Forge River	St. sp. Oliveto, Sunderland, England.	Trotter	1,426
Feb. 12	East end of Oak Island Beach.	Oak Island	Sl. Patience, New York.	Anderson	9
Feb. 14	Near Forge River Station	Forge River	St. sp. Oliveto, Sunderland, England.	Trotter	1,426
Feb. 16	One and one-half miles east-northeast of station.	Point Lookout	Sl. Carrie Bell, Baldwin, N. Y.	Herbert	7
Feb. 21	West Hampton, three-quarters of west-southwest of station.	Petunk	Sc. Jordan L. Mott, Newburyport, Mass.	Tobin	138
Mar. 20	Block Island Breakwater	New Shoreham	Sc. Anna B. Jacobs, New York.	Connors	94
Apr. 6	Jones's Inlet Bar	Short Beach	Sl. Elizabeth A. Bedell, Perth Amboy, N. J.	Golden	14
June 5	One-fourth mile north of New Shoreham Station.	New Shoreham and Block Isl'd.	Sc. William H. Oakes, Gloucester, Mass.	Gibbs	71

* Crew taken off by passing vessel.
† Schooner capsized and was drifting out to sea; crew saved themselves in small boat.
‡ No assistance required of life-saving crew.

Digitized by Google

casualties, season of 1884–'85—Continued.

RHODE ISLAND AND LONG ISLAND.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	No. of persons on board.	No. of persons saved.	No. of persons lost.	No. of persons succored at stations.	No. of days' succor afforded.
Calcutta, India, to New York.	Linseed, &c.	$150,000	$50,000	$200,000	$199,000	$1,000	37	37	.....	22	22
From Moriches, N. Y.	.....	75	.....	75	75	.....	1	1	.....	.....	.....
On fishing trip	.....	15	.....	15	15	.....	3	3	.....	.....	.....
.....do	.....	500	.....	500	450	50	9	9	.....	.....	.....
From Westerly, R. I.	.....	500	.....	500	500	.....	2	2	.....	.....	.....
Rockaway to Barren Island, N. Y.	.....	150	.....	150	150	.....	2	2	.....	.....	.....
Southampton to Atlanticville, N. Y.	.....	150	.....	150	150	.....	1	1	.....	1	1
New London, Conn., to Block Island, R. I.	.....	500	.....	500	450	50	3	3	.....	.....	.....
Hoboken, N. J., to Boston, Mass.	Coal	15,000	5,000	20,000	2,500	17,500	5	5	.....	1	1
Philadelphia, Pa., to Boston, Mass.	.....do	6,000	1,500	7,500	.....	7,500	6	6	.....	6	12
New Jersey to Taunton, Mass.	Clay	2,800	700	3,500	2,200	1,300	5	5	.....	.....	.....
Turk's Island to New York.	Salt	20,000	2,000	22,000	21,950	50	13	13	.....	.....	.....
Baltimore, Md., to Portsmouth, N. H.	Coal	4,000	3,200	7,200	.....	7,200	7	7	.....	7	14
Shields, England, to New York.	.....	175,000	.....	175,000	85,000	90,000	26	26	.....	21	84
Liverpool, England, to New York.	Empty barrels and coal.	30,000	5,000	35,000	.....	35,000	16	15	1	15	45
Adrift	.....	300	.....	300	300	.....	(‡)	.....	.....	.....	.....
.....do	.....	1,100	.....	1,100	1,100	.....	(‡)	.....	.....	.....	.....
Baltimore, Md., to Stonington, Conn.	Coal	15,000	1,000	16,000	16,000	.....	6	6	.....	.....	.....
Cienfuegos, Cuba, to Boston, Mass.	Sugar	7,000	8,000	15,000	10,600	4,400	6	6	.....	6	40
Barren Island, N. Y., to Savannah, Ga.	Guano	30,000	29,200	59,200	55,000	4,200	8	8	.....	.....	.....
New York to Boston, Mass.	Fustic	12,000	7,250	19,250	18,000	1,250	7	7	.....	.....	.....
Norfolk, Va., to Providence, R. I.	Coal	40,000	3,000	43,000	.....	43,000	9	9	.....	9	36
From Shields, England.	.....	.....	.....	.....	.....	.....	‖21	21	.....	.....	.....
On fishing trip	Fish	1,500	400	1,900	1,900	.....	3	3	.....	.....	.....
From Shields, England.	.....	.....	.....	.....	.....	.....	‖21	21	.....	.....	.....
Baldwin's, N. Y., to Rockaway, N. Y.	.....	500	.....	500	500	.....	(‡)	.....	.....	.....	.....
San Domingo, W. I., to New York.	Sugar and honey.	5,000	16,000	21,000	21,000	.....	7	7	.....	.....	.....
New London, Conn., to Block Island Breakwater, R. I.	.....	3,000	.....	3,000	2,000	1,000	5	5	.....	.....	.....
Little Washington, N. J., to Freeport, N. Y.	Brick	600	75	675	600	75	2	2	.....	2	2
Fishing-grounds	.....	5,100	.....	5,100	4,400	700	15	15	.....	10	10

‡ No one on board.

‖ Vessel stranded December 21, 1884. These were wreckers who had gone on board to get the vessel afloat; were rescued by life-saving crew.

Digitized by Google

Life-Saving Service.—Table of

DISTRICT No. 3.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel, and where owned.	Master.	Tonnage.
1885.					
June 5	Two hundred yards north of New Shoreham Station.	New Shoreham and Block Isl'd.	Sc. Lelia Linwood, Chatham, Mass.	McCarty...	66
June 5	Three-fourths of a mile northwest of New Shoreham Station.	.....do.....	Sc. Lizzie D. Barker, Wellfleet, Mass.	Rogers.....	76
	Total.....				

DISTRICT No. 4.—EMBRACING

1884.					
July 5	Great Egg Harbor Inlet....	Great Egg.....	Sc. Annie M. Reynolds, Wilmington, Del.	Croper.....	61
July 17	Point of Sandy Hook.....	Sandy Hook	Sc. Wm. H. Van Brunt,* New York.	Haughwout.	260
July 19	One and one-quarter miles southwest of station.	.....do.....	Cat-boat, Englewood, N. J.	.....	.....
Aug. 10	Point of Sandy Hook.....	.....do.....	Sl. Linda, New York..	Boone	15
Aug. 30	.....do.....	.....do.....	Yht. Sunshine, New York.	Tracey	20
Sept. 8	Absecom Inlet	Atlantic City.....	Row-boat, Atlantic City, N. J.	.....	.....
Sept. 9	North Bar, Turtle Gut Inlet.	Holly Beach and Turtle Gut.	Sc. Northern Light, Cold Spring, N. Y.	Barnett.....	19
Sept. 12	Three-quarters of a mile east of station.	Little Egg.....	Sl. Everard H. Preston, East Rockaway, N. Y.	Persall	7
Sept. 20	Two and one-half miles south of station.	Cape May	Sc. H. M. Somers, Somers Point, N. J.	Albertson.	31
Oct. 7	Townsend's Inlet.....	Townsend's Inlet.	Yht. Cele, Sea Isle City, N. J.	.....	.....
Nov. 5	Three-quarters of a mile west of station.	Sandy Hook.....	Sl. Saddle Rock, Patchogue, N. Y.	Warren....	10
Nov. 5	South Bar, Hereford Inlet.	Hereford Inlet.....	Sc. Ann Louise Lockwood, Boston, Mass.	Madison...	338
Nov. 5	One and one-half miles northwest of station.	Cape May.....	Str. John Taylor,* Norfolk, Va.	Marshall ..	32
Nov. 6	Rock, one-half mile east of station.	Monmouth Beach	Sc. Frank Pratt Lee, Philadelphia, Pa.	Lee.....	601
Nov. 6	Three and one-half miles south of station.	Brigantine and South Brigantine.	Bg. Mary E. Pennell, Machias, Me.	Mitchell ...	252
Nov. 12	Barnegat Inlet	Barnegat.....	Sl. Katy Did, Perth Amboy, N. J.	Johnson...	10
Nov. 19	Barnegat Shoals.....	Barnegat, Forked River, Lovelaidies Island, and Cedar Creek.	St. sp. Guadaloupe, New York.	Nickerson	2,839
Nov. 24	One mile west-northwest of station.	Forked River	Yht. Lenox, Tom's River, N. J.	Miller	.....
Dec. 24	Point of Sandy Hook	Sandy Hook	Sp. E. W. Stetson,‡ New York.	Hammond	1,164
Dec. 26	One mile west of station...	Forked River	Sl. Gussie, Perth Amboy, N. J.	Price	5
1885.					
Jan. 2	Great Egg Harbor Inlet....	Ocean City	Sc. Emma, Bridgeport, Conn.	Allen.....	8
Jan. 2	Barnegat Bay, 2 miles northwest of station.	Barnegat.....	Cat-boat M. G. Erickson, Barnegat, N. J.	.....	.....

* No assistance required of life-saving crew.

‡ No assistance by life-saving crew.

Digitized by Google

casualties, season of 1884–'85—Continued.

RHODE ISLAND AND LONG ISLAND—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	No. of persons on board.	No. of persons saved.	No. of persons lost.	No. of persons succored at stations.	No. of days' succor afforded.
Fishing-grounds	.....	$4,100	.....	$4,100	$3,600	$500	14	14	.....	12	12
.....do	.....	8,150	.....	8,150	6,650	1,500	15	15	.....	14	28
.....	.....	538,040	$132,325	670,365	454,090	216,275	275	274	1	126	307

COAST OF NEW JERSEY.

New York to Frederica, Del.	Lime.....	$5,700	$250	$5,950	$5,900	$50	5	5	.....	.....	.....
Perth Amboy, N. J., to Jacksonville, Fla.	Brick	15,000	10,000	25,000	25,000	.....	8	8	.....	.....	.....
.....	.....	500	.....	500	500	.....	4	4	.....	.....	.....
Jersey City, on pleasure trip.	.....	2,500	.....	2,500	.....	2,500	14	14	.....	.....	.....
New York, on pleasure trip.	.....	2,000	.....	2,000	1,500	500	4	4	.....	.....	.....
On fishing trip	.....	10	.....	10	10	.....	3	3	.....	.....	.....
Philadelphia, Pa., to Holly Beach City, N. J.	Coal.....	800	175	975	925	50	2	2	.....	.....	.....
New York to Little Egg Harbor, N. J.	.....	700	.....	700	685	15	2	2	.....	2	6
Philadelphia, Pa., to Egg Harbor, N. J.	Rigging and lumber.	2,500	3,000	5,500	5,500	.....	3	3	.....	.....	.....
From Sea Isle City, N. J.	.....	75	.....	75	50	25	(†)	.....	.....	.....	.....
Keyport to Spermaceti Cove, N. J.	.....	450	.....	450	250	200	2	2	.....	.....	.....
Boston, Mass., to Philadelphia, Pa.	.....	12,000	.....	12,000	12,000	.....	7	7	.....	.....	.....
On fishing trip	.....	1,000	.....	1,000	.....	1,000	4	4	.....	.....	.....
Baltimore, Md., to Stapleton, N. Y.	Coal.....	35,000	3,000	38,000	37,950	50	8	8	.....	.....	.....
Richmond, Va., to New York.	Pipes, staves, and fish-bars.	8,000	12,000	20,000	20,000	.....	10	10	.....	.....	.....
Sea Bright to Barnegat Bay, N. J.	.....	600	.....	600	600	.....	3	3	.....	.....	.....
New York to Galveston, Tex.	General merchandise.	325,000	60,000	385,000	40,000	345,000	107	107	.....	40	40
Tom's River to Barnegat, N. J.	.....	800	.....	800	800	.....	5	5	.....	.....	.....
Bremen, Germany, to New York.	Barrels, clay, and cement.	40,000	5,000	45,000	42,000	3,000	18	18	.....	.....	.....
Pleasure Bay to Barnegat Bay.	.....	800	.....	800	800	.....	(†)	.....	.....	.....	.....
Rockaway, N. Y., to Virginia.	.....	300	.....	300	300	.....	4	4	.....	.....	.....
Barnegat to Barnegat Inlet, N. J.	Lumber.....	200	60	260	260	.....	1	1	.....	.....	.....

† No one on board.

Digitized by Google

Life-Saving Service.—Table of

DISTRICT No. 4.—EMBRACING

Date.	Place.	Name of station.	Name of vessel, and where owned.	Master.	Tonnage.
1885.					
Jan. 6	Opposite Harvey's Cedars, near station.	Harvey's Cedars, Loveladies Isl'd, and Ship Bottom.	Bk. Aberdeen, New York.	Cook	322
Jan. 7	One-half mile south of station.	Little Egg	Sl. E. M. Hartshorn, Perth Amboy, N. J.	Peterson	27
Jan. 8	do	do	do	do	27
Jan. 8	North Bar, Cold Spring Inlet.	Cold Spring	Light-ship Tender No. 40, Cape May, N. J.	Smith	
Jan. 9	Romer Shoals	Sandy Hook	Sc. Anna E. Cranmer, Tuckerton, N. J.	Falkenberg.	231
Jan. 27	Outer Middle Ground	do	Sc. Cora May, Provincetown, Mass.	Allen	166
Feb. 10	Point of Sandy Hook	do	Canal-boat W. E. Jenney, Perth Amboy, N. J.		
Feb. 11	Brigantine Shoals	South Brigantine.	St. sp. Salisbury,* North Shields, England.	Dawson	1,278
Feb. 13	South end of Tatham's Beach.	Hereford Inlet	Sc. Favorite, New Haven, Conn.	Eldridge	137
Feb. 15	One mile south of Forked River Station.	Forked River, Cedar Creek, and Barnegat.	Sc. Lida Babcock, Somers Point, N. J.	Steelman	247
Feb. 16	South Bar, Cold Spring Inlet.	Cold Spring	Bg. Anita, New York	McCready	219
Feb. 16	One-half mile northwest of station.	Harvey's Cedars	Lighter, Barnegat, N. J.	Ridgway	
Feb. 18	Three-quarters of a mile south of station.	Mantoloking	Sc. Euphemia A. Hayes, St. George, Me.	Hayes	200
Mar. 13	South side of Absecom Channel.	Atlantic City	Sl. Golden Light, Somers Point, N. J.	Ducoss	16
Mar. 15	Ship Channel, 3 miles northeast of station.	Sandy Hook	Sail-boat		
Mar. 19	Abreast West Beacon Light, Sandy Hook.	do	Sl. Peruvian, New York.	Beebe	19
Mar. 26	Swash Channel, two and a half miles north of station.	do	Sp. Aurora I,* Lussino, Austria.	Geromilich.	1,045
Apr. 3	Barnegat Shoals	Forked River and Barnegat.	Sl. Everard H. Preston, East Rockaway, N. Y.	Pearsall	7
Apr. 6	Middle Ground, 1 mile west of station.	Little Egg	Sc. James E. Kelsey, Perth Amboy, N. J.	Longstreet	102
Apr. 8	North Bar, Cold Spring Inlet.	Turtle Gut	Sc. William Richardson, Bridgeton, N. J.	Smith	41
Apr. 9	One-half mile west-southwest of station.	Cold Spring	Sc. James W. Drury, Boston, Mass.	Baker	451
Apr. 29	Three miles northwest of station.	Cape May	Sc. Emma M. Robinson, Wilmington, Del.	Hall	64
Apr. 29	Horseshoe, 2 miles northwest of station.	Spermaceti Cove	Sc. Abbie M. Deering, Portland, Me.	Greenleaf	101
Apr. 29	One-half mile north of station.	Ship Bottom	Sl. Reindeer, Tom's River, N. J.	Bateman	
Apr. 29	One mile southwest of station.	Sandy Hook	Sc. Charles Haskell, Gloucester, Mass.	Thurston	66
May 1	South Bar, Townsend's Inlet.	Townsend's Inlet	Sl. Lidie Jones, Somers Point, N. J.	Wright	12
May 6	Point of Sandy Hook	Sandy Hook	Sc. Joe Hooker,* Gloucester, Mass.	McKinney	62
May 20	One and a fourth miles south of station.	Sea Bright	Sc. Charlotte Brown, Provincetown, Mass.	Pierce	84

* No assistance required of life-saving crew.

Digitized by Google

casualties, season of 1884–'85—Continued.

COAST OF NEW JERSEY—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	No. of persons on board.	No. of persons saved.	No. of persons lost.	No. of persons succored at stations.	No. of days' succor afforded.
Mobile, Ala., to Boston, Mass.	Cotton	$7,000	$38,000	$45,000	$16,000	$29,000	8	8	.....	8	8
New York, on fishing trip.	.....	2,500	.....	2,500	2,500	.....	3	3	.....	.....	.....
.....do	.....	2,500	.....	2,500	2,500	.....	3	3	.....	.....	.....
Five-Fathom Bank to Cape May, N. J.	.....	500	.....	500	500	.....	3	3	.....	.....	.....
Richmond, Va., to New York.	Wood	6,000	2,000	8,000	8,000	.....	6	6	.....	.....	.....
Norfolk, Va., to New York.	Corn	8,000	4,000	12,000	12,000	.....	6	6	.....	.....	.....
Perth Amboy, N. J., adrift.	.....	700	.....	700	.....	700	(†)	.....	.....	.....	.....
Baltimore, Md., to New York.	.....	125,000	.....	125,000	125,000	.....	26	26	.....	.....	.....
Norfolk, Va., to New York.	Lumber	6,500	2,500	9,000	500	8,500	4	4	.....	4	20
New London, Conn., to Norfolk, Va.	.....	10,000	.....	10,000	.....	10,000	6	6	.....	6	20
Ciudad Bolivar, Venezuela, to New York.	Hides, deerskins, and coffee.	10,000	42,000	52,000	26,000	26,000	10	10	.....	.....	.....
Adrift	.....	300	.....	300	300	.....	3	3	.....	.....	.....
Port-of-Spain, West Indies, to New York.	.....	8,000	.....	8,000	.....	8,000	8	8	.....	7	25
.....	.....	1,000	.....	1,000	1,000	.....	(†)	.....	.....	.....	.....
Highlands to Port Monmouth, N. J.	.....	30	.....	30	30	.....	1	1	.....	1	1
New York, on fishing cruise.	.....	1,000	.....	1,000	.....	1,000	3	3	.....	.....	.....
New York to Anjer, East Indies.	Oil	50,000	10,000	60,000	60,000	.....	31	31	.....	.....	.....
Egg Harbor N. J., to New York.	Clams	700	150	850	850	.....	2	2	.....	.....	.....
Keyport, N. J., to Rappahannock River, Va.	.....	4,000	.....	4,000	4,000	.....	5	5	.....	.....	.....
Philadelphia, Pa., to Cape May City, N. J.	Coal and lumber.	2,000	200	2,200	2,175	25	4	4	.....	.....	.....
Philadelphia, Pa., to Boston, Mass.	Coal	30,000	3,000	33,000	32,000	1,000	8	8	.....	.....	.....
Tompkin's Cove, N. J., to Milford, Del.	Lime	5,000	220	5,220	2,500	2,720	6	6	.....	6	12
New York, on fishing cruise.	Ice	7,000	200	7,200	7,200	.....	17	17	.....	.....	.....
Little Egg Harbor to Tom's River, N. J.	Clams	400	30	430	420	10	3	3	.....	.....	.....
Gloucester, Mass., on fishing cruise.	.....	5,000	.....	5,000	5,000	.....	16	16	.....	.....	.....
Hog Isl'd, Va., to Townsend's Inlet, N. J.	Oysters	875	150	1,025	.....	1,025	2	2	.....	2	6
Fishing cruise to New York.	Fish	6,000	425	6,425	6,425	.....	14	14	.....	.....	.....
Harwich, Mass., to New York.	.....do	6,000	500	6,500	6,100	400	15	15	.....	.....	.....

† No one on board.

Digitized by Google

Life-Saving Service.—Table of

DISTRICT No. 4.—EMBRACING

Date.	Place.	Name of station.	Name of vessel, and where owned.	Master.	Tonnage.
1885.					
May 21	One and a half miles northeast of station.	Long Beach	Sc. Warren B. Potter, New Bedford, Mass.	Andrews	368
June 29	South Bar, Townsend's Inlet.	Townsend's Inlet	Sc. Ernest T. Lee, Calais, Me.	Thomas	173
	Total				

DISTRICT No. 5.—EMBRACING COAST BETWEEN

1884.					
July 8	One-half mile north of station.	Parramore's Beach.	Bateau Sharpley, Chincoteague, Va.		3
July 18	Two miles north of station.	Cape Henlopen	Sc. Ella M. Watts,* Thomaston, Me.	Gerry	466
July 23	Assawaman Inlet, south end of Wallop's Beach.	Wallop's Beach	Sl. Bradshaw,* Assawaman, Va.		
Aug. 18	Metompkin Bar	Watchapreague	Sc. Ida C. Schoolcraft, Somers Point, N. J.	Booye	320
Aug. 23	do	do	Sl. Flying Scud, Onancock, Va.	Fletcher	10
Sept. 13	One mile west-northwest of station.	Lewes	Sc. John A. Griffin, Wilmington, Del.	Price	306
Sept. 17	Little Inlet	Smith's Island	Sl. J. H. Crittenden, Norfolk, Va.	Brown	12
Oct. 8	South Shoal, Indian River Inlet.	Indian River Inlet.	Sc. Sea Foam, Newcastle, Del.	Tunnell	13
Oct. 14	Stingray Point	Parramore's Beach.	Sc. Sarah Shubert, Philadelphia, Pa.	Ewan	157
Oct. 24	Four and a half miles east-northeast of station.	Smith's Island	Sc. Lillie A. Warford, Manasquan, N. J.	Mount	171
Nov. 6	One-half mile southeast of station.	Assateague Beach	Sl. John M. Rogers, Chincoteague, Va.	Booth	19
Nov. 15	Outer Bar, Hog Island	Hog Island	Sc. A. D. Scull, Boston, Mass.	Kelly	396
Nov. 23	Point of Cape Henlopen	Lewes and Cape Henlopen.	Bk. Maria Repetto, Genoa, Italy.	Valle	577
Nov. 26	Metompkin Bar	Watchapreague	Sc. Thomas and William Dickerson, Onancock, Va.	Dickerson	41
Dec. 6	Three and a half miles northeast of station.	North Beach	Sc. Margaret A. May, Philadelphia, Pa.	Jarvis	537
Dec. 9	Two miles east of station	Lewes	Sc. Jerusha M, Wilmington, Del.	Hastings	61
Dec. 9	Point of Cape Charles	Smith's Island	Sc. Joseph J. Comstock,† Norfolk, Va.	Bolton	21
Dec. 15	One and a half miles southwest of station.	Assateague Beach	Sc. Peter J. Hart, Chincoteague, Va.	Sharpley	40
Dec. 15	Williams's Shoal	Wallop's Beach	Sc. Bedabedec, Philadelphia, Pa.	Miller	95
Dec. 27	Southeast bar of Hog Isl'd.	Hog Island	Bk. Lena, Norway	Mortensen	450
1885.					
Jan. 9	Chincoteague Inlet	Wallop's Beach	Str. Ivanhoe, Philadelphia, Pa.	Tingle	95
Jan. 20	Point of Cape Henlopen	Cape Henlopen and Lewes.	Sc. A. B. Perry, Machias, Me.	Bunker	221
Jan. 24	Three-quarters of a mile south of Cape Henlopen station.	Cape Henlopen and Rehoboth Beach.	Sc. Job H. Jackson, Perth Amboy, N. J.	Williams	520
Feb. 18	One mile northeast of station.	Indian River Inlet.	Bg. Edward H. Williams,‡ Portland, Me.	Gould	407
Mar. 22	Point of Cape Henlopen	Cape Henlopen	Sl. John M. Rogers, Chincoteague, Va,	Framhus	19

*No assistance by life-saving crew.

†No assistance required of life-saving crew.

Digitized by Google

casualties, season of 1884–'85—Continued.

COAST OF NEW JERSEY—Continued.

Where from and where bonnd.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	No. of persons on board.	No. of persons saved.	No. of persons lost.	No. of persons succored at stations.	No. of days' succor afforded.
San Domingo, West Indies, to New York.	Sugar	$8,000	$25,000	$33,000	$32,000	$1,000	8	8	.....	.....	.....
Calais, Me., to Philadelphia, Pa.	Laths and pickets.	4,000	3,000	7,000	4,000	3,000	6	6	.....	5	10
.....	.....	771,940	224,860	996,800	552,030	444,770	441	441	.....	81	148

CAPE HENLOPEN AND CAPE CHARLES.

From Chincoteague, Va.	.....	$75	.....	$75	$63	$12	2	2	.....	2	2
Philadelphia, Pa., to Savannah, Ga.	Coal	8,000	$2,000	10,000	9,500	500	10	10	.....	.....	.....
Franklin City to Assawaman, Va.	Empty barrels.	600	20	620	.....	620	2	2	.....	.....	.....
Richmond, Va., to Philadelphia, Pa.	Railroad-ties	6,000	2,000	8,000	8,000	.....	7	7	.....	.....	.....
Wachapreague to Metompkin, Va.	Fish-scrap	300	400	700	.....	700	3	3	.....	.....	.....
Philadelphia, Pa., to Wilmington, N. C.	Coal and hardware.	5,500	2,700	8,200	8,200	.....	7	7	.....	.....	.....
Smith's Island to York River, Va.	Oysters	600	200	800	100	700	3	3	.....	.....	.....
Ocean View, Del., to Philadelphia, Pa.	Lumber	1,200	150	1,350	1,350	.....	2	2	.....	.....	.....
Philadelphia, Pa., to Petersburg, Va.	Coal	7,500	1,275	8,775	.....	8,775	5	5	.....	5	15
Nansemond River, Va., to New York.	Wood	7,000	700	7,700	7,150	550	5	5	.....	5	5
.....	.....	1,500	.....	1,500	1,450	50	2	2	.....	.....	.....
Promised Land, N. Y., to Baltimore, Md.	Fish-scrap	10,000	8,000	18,000	500	17,500	7	7	.....	.....	.....
Genoa, Italy, to Philadelphia, Pa.	Marble	35,000	40,000	75,000	75,000	.....	14	14	.....	.....	.....
Baltimore, Md., to Metompkin, Va.	Guano	2,000	1,500	3,500	3,500	.....	5	5	.....	.....	.....
Brunswick, Ga., to Baltimore, Md.	Lumber	32,000	4,000	36,000	33,250	2,750	8	8	.....	8	16
Philadelphia, Pa., to Lewes, Del.	.....	1,500	.....	1,500	.....	1,500	3	3	.....	3	18
Ship Shoal Inlet to Norfolk, Va.	Oysters	2,000	270	2,270	2,170	100	3	3	.....	.....	.....
New York to Franklin City, Va.	Coal	2,500	500	3,000	2,800	200	4	4	.....	4	12
Jamaica, W. I., to Philadelphia, Pa.	Cocoa-nuts	2,500	3,500	6,000	4,000	2,000	6	6	.....	.....	.....
Natal, Brazil, to Philadelphia, Pa.	Sugar	15,000	28,000	43,000	....	43,000	10	2	8	2	6
Philadelphia, Pa., to Chincoteague, Va.	.....	35,000	.....	35,000	35,000	....	8	8	.....	.....	.....
Port à Paix, Hayti, to Chester, Pa.	Logwood	12,000	7,500	19,500	19,500	.....	8	8	.....	.....	.....
New Haven, Conn., to Baltimore, Md.	.....	27,000	.....	27,000	27,000	.....	8	8	.....	.....	.....
Matanzas, Cuba, to Philadelphia, Pa.	Molasses	10,000	17,000	27,000	14,000	13,000	8	8	.....	.....	.....
Nansemond River, Va., to Great Egg Harbor, N. J	Oysters	1,500	300	1,800	40	1,760	3	3	.....	3	6

‡Got off by wrecking company.

Digitized by Google

Life-Saving Service.—Table of

DISTRICT No. 5.—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel, and where owned.	Master.	Tonnage.
1885.					
Mar. 22	Opposite station	Lewes	Sail-boat		
Mar. 23	One mile east of station	do	Dory		
Apr. 12	Chincoteague Bar	Assateague Beach	Sc. R. B. Leeds, Somers Point, N. J.	Hammond	35
May 21	do	Wallop's Beach	Sc. Rescue, Bridgeton, N. J.	Key	68
May 29	Point of Cape Henlopen	Lewes	Bkne. Walter S. Massey, Philadelphia, Pa.	Phelon	577
	Total				

DISTRICT No. 6.—EMBRACING COAST BETWEEN

1884.					
Oct. 8	Four miles northeast of station.	Ocracoke	Sc. Neva May, Philadelphia, Pa.	Howard	217
Nov. 8	Four miles north-northwest of station.	do	Sc. Cherubim, Beaufort, N. C.	Chadwick	98
Nov. 16	One mile south-southwest of station.	Little Kinnakeet	Sc. Adamant, New Berne, N. C.	Gray	8
Dec. 17	Outer Diamond Reef	Big Kinnakeet	Sc. Isaac L. Clark, Camden, N. J.	Cranmer	335
Dec. 18	Off Big Kinnakeet	Cape Hatteras	Bk. Ephraim Williams, Providence, R. I.	Morrison	491
Dec. 19	Olivero Reef	Durant's	Sl. Vim, Portland, Me.	Peters	11
Dec. 19	Six miles north-northeast of station.	Ocracoke	Sc. Carolina, Washington, N. C.	Gaskill	117
Dec. 29	One-half mile southeast of station.	Wash Woods and Currituck Inlet.	Sc. Ario Pardee, Perth Amboy, N. J.	Smith	198
1885.					
Feb. 1	Pamlico Sound, 3 miles north-northwest of station.	Cape Hatteras	Sl. J. W. Meade, Hatteras, N. C.		
Feb. 17	Ten miles southwest of station.	Ocracoke	Sc. A. F. Crockett, Rockland, Me.	Thorndike	434
Mar. 22	One mile north of station	Seatack	Sc. A. M. Bailey, Somers Point, N. J.	Wescott	66
Mar. 22	Pamlico Sound, 3 miles north-northwest of station.	Cape Hatteras	Sl. J. W. Meade, Hatteras, N. C.		
Apr. 9	Terrapin Shoal	Ocracoke	Sc. Sudie, Ocracoke, N. C.	Fulcher	4
Apr. 10	One mile south of station	do	Sc. General Banks, Boston, Mass.	Norton	108
Apr. 14	Frying Pan Shoals	Cape Fear	Sc. M. E. Gildersleeve, Washington, N. C.	Hill	71
	Total				

DISTRICT No. 7.—EASTERN COAST OF FLORIDA AND

1884.					
Nov. 9	Seven and one-quarter miles north of station.	Orange Grove	Bk. Giovanni,† Malta.	Matindis	265
1885.					
Feb. 11	Saint Lucie Rocks, 8½ miles north of station.	Gilbert's Bar	Str. America, New York.	Miller	782
	Total				

*No one on board.

Digitized by Google

casualties, season of 1884–'85—Continued.

CAPE HENLOPEN AND CAPE CHARLES—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	No. of persons on board.	No. of persons saved.	No. of persons lost.	No. of persons succored at stations.	No. of days' succor afforded.
Attempting to land		$100		$100	$100		1	1			
On fishing cruise		50		50	50		3	3			
Parker's Bay, Md., to Absecom, N. J.	Oysters	4,000	$500	4,500	4,300	$200	3	3			
Washington, N. C., to Millville, N. J.	Lumber	2,600	2,000	4,600	4,550	50	4	4			
Cardenas, Cuba, to Delaware Breakwater.	Molasses	16,500	40,000	56,500	45,500	11,000	10	10			
		249,525	162,515	412,040	307,073	104,967	164	156	8	32	80

CAPE HENRY AND CAPE FEAR.

Philadelphia, Pa., to New Berne, N. C.	Coal	$16,000	$8,000	$24,000	$24,000		7	7			
New Berne, N. C., to Philadelphia, Pa.	Lumber	6,000	600	6,600	6,600		5	5			
	Fish	500	170	670	670		3	3			
Fernandina, Fla., to Philadelphia, Pa.	do	18,000	2,500	20,500		$20,500	7	7		7	35
Savannah, Ga., to Providence, R. I.	do	10,000	7,000	17,000		17,000	9	9		9	36
Portland, Me., to Jacksonville, Fla.		800		800	650	150	5	5		5	30
Washington, N. C., to Wilmington, N. C.	Rice	9,000	7,000	16,000	16,000		6	6			
Rondout, N. Y., to Chester, Pa.	Cement	4,000	6,000	10,000		10,000	4	4		4	48
Elizabeth City, N. C., to Cape Hatteras, N. C.		250		250	250		(*)				
Savannah, Ga., to New York.	Lumber	15,000	10,000	25,000		25,000	8	8		8	30
Great Egg Harbor, N. J., to Hatteras Inlet, N. C.		3,000		3,000		3,000	4	4		4	40
Fairfield, N. C., to Hatteras, N. C.		250		250	250		(*)				
Washington, N. C., to Ocracoke, N. C.	Merchandise	250	400	650	650		6	6			
Providence, R. I., to Norfolk, Va.		2,000		2,000	2,000		4	4		4	16
Elizabeth City, N. C., to Wilmington, N. C.	Corn	3,000	2,500	5,500	4,800	700	5	5			
		88,050	44,170	132,220	55,870	76,350	73	73		41	235

COAST OF GEORGIA AND SOUTH CAROLINA.

Black River, Jamaica, to Trieste, Austria.	**Logwood**	$15,000	$11,000	$26,000		$26,000	8	8		8	136
Cardenas, Cuba, to Boston, Mass.	**Sugar**	35,000	25,000	60,000		60,000	16	16		14	144
		50,000	36,000	86,000		86,000	24	24		22	280

†Crew landed in their own boat.

Digitized by Google

Life-Saving Service.—Table of

DISTRICT No. 8.—EMBRACING GULF

Date.	Place.	Name of station.	Name of vessel, and where owned.	Master.	Tonnage.
1884.					
Dec. 19	Pelican Island	Saluria	Sc. Cazador, Brashear, La.	Halverson	32
1885.					
Jan. 3	San Luis Pass	San Luis	Sc. James Andrew, Galveston, Tex.	Petersen	26
Jan. 27	Brazos Santiago Bar	Brazos	Sc. Laura Lewis, Brownsville, Tex.	Rasmussen.	80
Apr. 6	Two and one-half miles northeast of station.	San Luis	Sloop, Orange, Tex.		
Apr. 8	Brazos Pass	Brazos	Sc. Inez Houston, Brashear, La.	Tiller	82
Apr. 23	Two and one-half miles northeast of station.	Saluria	Sc. Robert Templeton, Indianola, Tex.	McCoppin	11
Apr. 29	One mile north of station	Aransas	Sc. Henrietta, Brashear, La.	Smyth	89
	Total				

DISTRICT No. 9.—EMBRACING

1884.					
July 4	Cross-dam, Falls of the Ohio.	Louisville	Skiff Helena, Louisville, Ky.		
July 6	Two miles south of station.	Big Sandy	Yht. Rival, Oswego, N. Y.		
July 7	Falls of the Ohio	Louisville	Skiff, Louisville, Ky.		
July 8	Entrance to Oswego Harbor.	Oswego	Skiff, Oswego, N. Y.		
July 13	New breakwater, one mile southwest of station.	Buffalo	Str. Compound, Buffalo, N. Y.	Napier	41
July 13	One-eighth of a mile northwest of station.	Oswego	Sl. Nonesuch, Fulton, N. Y.	Williams	
July 20	Horseshoe Reef	Buffalo	Yht. Julia, Buffalo, N. Y.	Hill	
July 25	One mile and three-quarters north of station.	Big Sandy	Yht. Water Witch, Woodville, N. Y.		
July 28	One-fourth of a mile east of station.	Point Marblehead	Str. M. Sicken, Marine City, Mich.	Kuhn	213
Aug. 3	One hundred yards south of station.	Cleveland	Sc. Olga, Cleveland, Ohio.		
Aug. 3	Five miles north of station.	Oswego	Sail-boat, Oswego, N. Y.		
Aug. 17	Indiana Chute, Falls of the Ohio.	Louisville	Skiff, Louisville, Ky.		
Aug. 22	Five hundred yards southwest of station.	Cleveland	Yht. Siren, Cleveland, Ohio.		
Aug. 23	Three-quarters of a mile northeast of station.	Point Marblehead	Scow, Point Marblehead, Ohio.	Rolahan	
Aug. 29	West Harbor Reef	do	Str. Jim Sheriffs, Milwaukee, Wis.	Chamberlain.	768
Aug. 29	Two and three-quarters miles north of station.	Oswego	Row-boat Hattie, Oswego, N. Y.		
Sept. 6	Rattlesnake Point, two miles southwest of station.	Charlotte	Open boat, Charlotte, N. Y.		
Sept. 12	One-half mile southwest of station.	Cleveland	Sl. yht. Cora, Chicago, Ill.	Disbrow	24
Sept. 12	do	do	Sc. Camilla, Cleveland, Ohio.		11
Sept. 16	Four miles north-northwest of station.	do	Yht. Davis, Cleveland, Ohio.	Tower	

* No one on board.

Digitized by Google

casualties, season of 1884–'85—Continued.

COAST OF THE UNITED STATES.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	No. of persons on board.	No. of persons saved.	No. of persons lost.	No. of persons succored at stations.	No. of days' succor afforded.
Calcasieu, La., to Indianola, Tex.	Lumber	$2,200	$900	$3,100	$3,100		3	3			
Indianola to Galvesveston, Tex.		2,500		2,500	2,500		2	2			
Lake Charles, La., to Brazos de Santiago, Tex.	Lumber	4,000	800	4,800	430	$4,370	5	5		5	45
Galveston, Tex., adrift		300		300	280	20	(*)				
Brazos de Santiago, Tex., to Pascagoula, Miss.		5,000		5,000	4,700	300	5	5			
Indianola, Tex		1,000		1,000	1,000		(*)				
Calcasieu, La., to Corpus Christi, Tex.	Railroad ties	6,000	1,500	7,500	7,500		4	4			
		21,000	3,200	24,200	19,510	4,690	19	19		5	45

LAKES ONTARIO AND ERIE.

Fishing		$10		$10	$10		4	4			
Adrift		100		100	85	$15	(*)				
On pleasure trip		50		50	50		2	2			
do		25		25	25		1	†1			
From Buffalo, N. Y		6,000		6,000	5,000	1,000	3	3			
On pleasure trip		150		150	145	5	2	2			
Buffalo, N. Y., on pleasure trip.		100		100	100		3	3		2	2
On pleasure trip		50		50		50	3	3			
Cleveland, Ohio, to Bay City, Mich.		26,000		26,000	26,000		12	12			
Adrift		250		250	250		(*)				
Oswego, N. Y., on pleasure trip.		25		25	20	5	3	3			
From Louisville, Ky		5		5	5		3	3			
		400		400	115	285	(*)				
From Marblehead, Ohio.	Poles	150	$100	250	240	10	5	5			
Cleveland to Toledo, Ohio.		75,000		75,000	74,900	100	14	14			
Oswego, N. Y., on pleasure trip.		35		35	35		3	3			
From Charlotte, N. Y.		50		50	50		1	1			
From Cleveland, Ohio		15,000		15,000	15,000		3	3			
do		300		300	300		(*)				
From Cleveland, Ohio, on pleasure trip.		300		300	285	15	6	6			

†Rescued by passing vessel.

Digitized by Google

Life-Saving Service.—Table of

DISTRICT No. 9.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel, and where owned.	Master.	Tonnage.
1884.					
Sept. 17	One hundred yards south of station.	Cleveland	Yht. Silver Spray, Cleveland, Ohio.		
Sept. 17	One hundred and twenty-five yards south of station.	do	Cat-boat, Cleveland, Ohio.		
Sept. 17	One hundred yards north-northwest of station.	do	Yht. Freddy, Cleveland, Ohio.		
Sept. 17	Seventy-five yards north-northwest of station.	do	Yht. Ina, Cleveland, Ohio.		
Sept. 18	Two hundred yards south-east of station.	Buffalo	Str. John B. Lyon, Buffalo, N. Y.	Perew	1,710
Sept. 19	Mouth of Salmon River	Salmon Creek	Str. George A. Bagley, Henderson, N. Y.	Stevens	47
Oct. 6	Near Gordon Park, six miles east-northeast of station.	Cleveland	Scow, Cleveland, Ohio.	Todd	170
Oct. 8	Five hundred yards east of station.	Point Marblehead	Sc. M. O. Keyes, Cleveland, Ohio.	More	41
Oct. 8	Two miles northwest of station.	do	Sc. Maggie, Lakeside, Ohio.	Smith	
Oct. 8	Two hundred and seventy-five yards east of station.	do	Sc. Bertie Crowell, Cleveland, Ohio.	Whitney	16
Oct. 8	Five hundred yards south-west of station.	Cleveland	Yht. Gipsy, Cleveland, Ohio.		
Oct. 8	Two hundred yards south-west of station.	do	Yht. Kittie Welsh, Cleveland, Ohio.		
Oct. 9	Off Point Marblehead	Point Marblehead	Sc. Alice Richards, Marine City, Mich.		286
Oct. 17	Horseshoe Reef	Buffalo	Str. John W. Cramer, Tonawanda, N. Y.	Booth	23
Oct. 23	Four hundred yards north-west of station.	Oswego	Sc. Jessie Drummond, Toronto, Ont.	Cootes	291
Nov. 3	Falls of the Ohio	Louisville	Skiff McMains, Louisville, Ky.		
Nov. 17	Three miles east of station.	Oswego	Scow, Oswego, N. Y.	Donley	
Nov. 17	do	do	do	do	
1885.					
Jan. 11	Falls of the Ohio	Louisville	Str. Cous Miller, Cincinnati, Ohio.	Kirker	521
Jan. 13	do	do	Str. Bengal Tiger, Pittsburgh, Pa.	Hartneg	314
Mar. 8	Cross-dam, Falls of the Ohio.	do	Skiff, Jeffersonville, Ind.		
Mar. 9	do	do	Skiff, Louisville, Ky.		
Mar. 16	do	do	Flat, Louisville, Ky.		
Apr. 6	do	do	Skiff Tatie May, Louisville, Ky.		
Apr. 6	do	do	Skiff, Louisville, Ky.		
Apr. 24	do	do	Shanty-boat, Pittsburgh, Pa.		
May 17	do	do	Skiff Phil Kearney, Louisville, Ky.		
May 24	One and one-half miles west-northwest of station.	Erie	Sl. F. W. Bacon, Erie, Pa.		
May 30	Cross-dam, Falls of the Ohio.	Louisville	Flat, Jeffersonville, Ind.		
May 31	Three-quarters of a mile south of Port Ontario.	Salmon Creek	Sc. Two Brothers, Port Hope, Ontario.		122
June 8	Sand Island Dam, 2½ miles northwest of station.	Louisville	Str. Thomas Sherlock, Cincinnati, Ohio.	McIntyre	1,353
June 8	Cross-dam, Falls of the Ohio.	do	Skiff Fox, Louisville, Ky.		

Digitized by Google

casualties, season of 1884–'85—Continued.

ONTARIO AND ERIE—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	No. of persons on board.	No. of persons saved.	No. of persons lost.	No. of persons succored at stations.	No. of days' succor afforded.
Adrift		$250		$250	$245	$5	(*)				
do		100		100	100		(*)				
do		175		175	175		(*)				
From Cleveland, Ohio		150		150	150		(*)				
Buffalo, N. Y., to Chicago, Ill.	Coal	140,000	$10,000	150,000	149,500	500	19	19			
Chaumont to Port Ontario, N. Y.	Limestone	2,000	180	2,180	2,130	50	4	4			
From Cleveland, Ohio		1,400		1,400	1,400		4	4			
From Lorain, Ohio	Stone	700	15	715	15	700	4	4		4	12
Kelley's Island to Lakeside, Ohio.		250		250	200	50	3	3			
Marblehead to Port Clinton, Ohio.		800		800		800	2	2		2	5
Adrift		275		275	75	200	(*)				
From Cleveland, Ohio		300		300	100	200	1	1			
Cleveland, Ohio, to Bay City, Mich.	Coal	6,000	200	6,200	6,000	200	5	5		2	2
Tonawanda to Buffalo, N. Y.		6,000		6,000		6,000	4	4			
Toronto, Ontario, to Oswego, N. Y.	Lumber	9,000	4,350	13,350	13,325	25	7	7			
		15		15	15		1	1			
From Oswego, N. Y.		800		800	800		7	7			
do		800		800	800		7	7			
Cincinnati, Ohio, to Memphis, Tenn.	Miscellaneous.	15,000	20,000	35,000	34,800	200	78	78			
Tennessee River to Cincinnati, Ohio.		3,000		3,000	2,500	500	22	22			
Jeffersonville, Ind., to Louisville, Ky.		5		5	5		2	2			
Louisville, Ky., to New Albany, Ind.		15		15	15		2	2			
From Louisville, Ky	Coal	100	30	130	130		3	3			
Louisville, Ky., on pleasure trip.		30		30	30		5	5			
Jeffersonville, Ind., to Louisville, Ky.		15		15	15		4	4			
From Louisville, Ky		35		35	35		5	5			
Louisville, Ky., on pleasure trip.		10		10	10		2	2			
Erie, Pa., on pleasure trip.		250		250	240	10	2	2			
Jeffersonville, Ind., on pleasure trip.		5		5	5		1	1			
Port Hope, Ontario, to Oswego, N. Y.	Lumber	3,500	2,880	6,380	6,380		6	6			
Cincinnati, Ohio, to New Orleans, La.	Miscellaneous.	20,000	20,000	40,000	40,000		126	126			
Louisville, Ky, on pleasure trip.		5		5	5		3	3			

*No one on board.

Digitized by Google

Life-Saving Service.—Table of

DISTRICT No. 9.—EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel, and where owned.	Master.	Tonnage.
1885.					
June 9	Cross-dam, Falls of the Ohio.	Louisville	Skiff Ella, Louisville, Ky.		
June 19	Indiana Chute, Falls of the Ohio.	do	Skiff, Louisville, Ky.		
June 19	One and one-half miles west of station.	Cleveland	Str. American Eagle, Cleveland, Ohio.	Dohlke	47
June 22	One hundred yards southeast of station.	Fairport	Sc. John J. Hill,* Cleveland, Ohio.	Peterson	90
June 22	One-half mile south of station.	Cleveland	Yht. Rover, Cleveland, Ohio.		
June 28	One-quarter mile northeast of station.	do	Sloop-yacht, Cleveland, Ohio.		
	Total				

DISTRICT No. 10.—EMBRACING

1884.					
July 5	South side Middle Island	Middle Island	Fish-boat News Boy, Courtwright, Canada.		5
July 13	One mile north of station	Ottawa Point	Raft of timber		
July 22	One and a quarter miles west-southwest of station.	do	Str. Laura Gibbs, Oscoda, Mich.	Gram	16
July 24	Off Sand Beach Harbor	Sand Beach	Sc. Two Fannies, Kenosha, Wis.	Miller	492
Aug. 3	Three miles south of station.	do	Yacht,† L'Anse, Mich.	Cleveland	
Aug. 25	One-half mile southeast of station.	Middle Island	Pile-driver		
Aug. 30	Long Point Reef	Point aux Barques	Sc. Galena, Sand Beach, Mich.	Miller	
Sept. 10	Off Sugar Island	Thunder Bay Island.	Fish-boat Detroit, Alpena, Mich.	Couture	
Sept. 16	One and a half miles northeast of station.	Sand Beach	Sc. James E. Gilmore, Cleveland, Ohio.	Gelarch	290
Sept. 17	Three-quarters of a mile east of station.	do	Sail-boat Shom Wah, Sand Beach, Mich.		
Sept. 23	Two miles south of Black River Isles.	Sturgeon Point	St. sp. Manistique, Detroit, Mich.	Rolls	474
Oct. 2	Two miles east of station	Hammond's Bay	Sc. Robin	More	
Oct. 8	One mile south of station	Sand Beach	Sc. Lula Whiting, Sand Beach, Mich.	Goodwin	23
Oct. 8	Three-quarters of a mile east of station.	do	Sc. Julia, Port Huron, Mich.	Merchant	26
Oct. 8	do	do	Sc. Yankee, Sand Beach, Mich.	Reynolds	11
Oct. 23, 25	One and a half miles east of station.	Grindstone City	Sc. Jordan Beebe, jr., Bay City, Mich.	Elwell	21
Nov. 4	do	do	Sc. J. H. Davis, Toledo, Ohio.	Monroe	45
Nov. 4	One hundred and sixty-five yards south of station.	Sand Beach	Sc. Tinker, Sand Beach, Mich.	Frame	8
Nov. 17	Can Buoy Reef, two miles east-southeast of station.	Middle Island	Sc. Thomas P. Sheldon, Buffalo, N. Y.	McHenry	669
1885.					
May 8	Sand Beach Harbor	Sand Beach	Sc. C. N. Johnson, Buffalo, N. Y.	Weeks	288

* No assistance by life-saving crew.
† No one on board.

Digitized by Google

casualties, season of 1884–'85—Continued.

ONTARIO AND ERIE—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	No. of persons on board.	No. of persons saved.	No. of persons lost.	No. of persons succored at stations.	No. of days' succor afforded.
Louisville, Ky., on pleasure trip.	.....	$10	.....	$10	$10	.....	2	2	.....	.....	.....
.....do.....	.....	15	.....	15	15	.....	2	2	.....	.....	.....
From Cleveland, Ohio..	.....	5,500	.....	5,500	2,000	$3,500	2	2	.....	.....	.....
Point Marblehead to Fairport, Ohio.	Limestone ...	1,400	$150	1,550	.....	1,550	4	4	.....	.....	.....
From Cleveland, Ohio..	.....	500	.....	500	250	250	(†)	.....	.....	.....	.....
Cleveland, Ohio, on pleasure trip.	.....	50	.....	50	50	.....	2	2	.....	.....	.....
.....	.....	342,460	57,905	400,365	384,140	16,225	409	409	.....	10	21

LAKES HURON AND SUPERIOR.

Detroit, Mich., to Georgian Bay, Ontario.	.....	$350	.....	$350	$305	$45	6	6	.....	6	18
Adrift.....	.....	5,000	.....	5,000	5,000	.....	(†)	.....	.....	.....	.....
East Tawas to Au Sable, Mich.	.....	3,000	.....	3,000	3,000	.....	4	4	.....	.....	.....
Cleveland, Ohio, to Chicago, Ill.	Coal.....	15,000	$4,500	19,500	18,000	1,500	9	9	.....	.....	.....
L'Anse to Detroit, Mich.	.....	350	.....	350	350	.....	2	2	.....	.....	.....
Adrift	.....	40	.....	40	40	.....	(†)	.....	.....	.....	.....
From Sand Beach, Mich.	.....	300	.....	300	275	25	2	2	.....	.....	.....
Alpena to Sugar Island, Mich.	.....	300	.....	300	300	.....	3	3	.....	.....	.....
Cleveland, Ohio, to Elk Rapids, Mich.	Coal and oil..	8,000	5,000	13,000	12,800	200	7	7	.....	.....	.....
From Sand Beach, Mich.	.....	150	.....	150	150	.....	1	1	.....	.....	.....
Detroit River to Black River, Mich.	Coal.....	55,000	750	55,750	55,750	.....	17	17	.....	.....	.....
On fishing trip	.....	180	.....	180	180	.....	2	2	.....	.....	.....
Port Hope to Sand Beach, Mich.	.....	800	.....	800	775	25	3	3	.....	.....	.....
From Sand Beach, Mich.	Stone.....	300	35	335	225	110	3	3	.....	.....	.....
.....	.....do	500	25	525	400	125	2	2	.....	.....	.....
Bay City to Grindstone City, Mich.	.....do	1,200	35	1,235	1,150	85	2	2	.....	2	2
Bay City to Gibraltar, Mich.	Lumber.....	1,500	800	2,300	2,250	50	2	2	.....	.....	.....
From Sand Beach, Mich.	Stone	350	20	370	320	50	2	2	.....	.....	.....
Cleveland, Ohio, to Milwaukee, Wis.	Coal.....	20,000	5,000	25,000	19,130	5,870	10	10	.....	.....	.....
Marblehead, Ohio, to Bay City, Mich.	Stone	2,000	300	2,300	2,100	200	7	§7	.....	.....	.....

†Crew rescued by passing vessel.
§Captain subsequently committed suicide in a fit of despondency.

Digitized by Google

Life-Saving Service.—Table of

DISTRICT No. 10.—EMBRACING

Date.	Place.	Name of station.	Name of vessel, and where owned.	Master.	Tonnage.
1885.					
May 18	Two miles north of station.	Sturgeon Point	Sl. Ann, Bay City, Mich.	.....	.....
May 19	Six miles southeast of station.	Point aux Barques	Sc. Lady Essex, Bay City, Mich.	Barnett	54
May 25	Three-quarters of a mile west of station.	Two Heart River	St. sp. Algoma, Owen Sound, Canada.	Moore	1,153
June 15	One and a quarter miles west-southwest of station.	Ottawa Point	Sc. Home, Port Huron, Mich.	Law	125
	Total				

DISTRICT No. 11.—EMBRACING

1884.					
July 4	Piers of Two Rivers Harbor.	Two Rivers	Sloop-scow, Sheboygan, Wis.	London	20
July 5	One mile east by south of station.	Chicago	Catamaran, Chicago, Ill.	Hoelger	.....
July 19	Entrance to Kenosha Harbor.	Kenosha	Bge. John Breden, Buffalo, N. Y.	Spinner	319
July 23	Entrance to Two Rivers Harbor.	Two Rivers	Pleasure-boat Ephia, Two Rivers, Wis.	.....	.....
July 24	One mile north of station.	Milwaukee	Sail-boat Peck's Sun, Milwaukee, Wis.	.....	.....
July 24	White Fish Bay, 8 miles north of station.	do	Str. Argonaut, Marine City, Mich.	Hayes	1,119
July 25	One-half mile northwest of station.	Ludington	Yacht, Manistee, Mich.	.....	.....
July 26	Entrance to Muskegon Harbor.	Muskegon	Row-boat, Muskegon, Mich.	.....	.....
July 28	One-half mile southeast of station.	Ludington	Sail-boat, Ludington, Mich.	.....	.....
Aug. 8	do	Chicago	Sc. Australia, Grand Haven, Mich.	Riley	159
Aug. 10	Entrance to Saint Joseph Harbor.	Saint Joseph	Row-boat Gov. W. B. Ransom, Saint Joseph, Mich.	.....	.....
Aug. 17	Kenosha Harbor	Kenosha	Row-boat, Kenosha, Wis.	.....	.....
Aug. 23	One and a quarter miles east of station.	Chicago	Sc. Eugenia Vesta, Erie, Pa.	Stanton	140
Aug. 25	One-half mile south of station.	do	Sl. Swallow, Chicago, Ill.	.....	.....
Aug. 25	Opposite station	Grand Haven	Scow, Grand Haven, Mich.	.....	.....
Aug. 26	One-half mile south of station.	Evanston	Sc. Myrtle, Chicago, Ill.	Martin	207
Sept. 3	Five hundred yards northeast of station.	Ludington	Sail-boat, Ludington, Mich.	.....	.....
Sept. 20	Entrance to Chicago Harbor.	Chicago	Sc. Capella, Muskegon, Mich.	Simpson	24
Sept. 21	Four miles northeast of station.	Two Rivers	Sc. Bessie Boalt, Milwaukee, Wis.	Smith	164
Sept. 26	Three-fourths of a mile southeast of station.	Chicago	Sl. Dauntless, Chicago, Ill.	.....	.....
Oct. 2	One-half mile south of station.	Sheboygan	Sc. Rose, Sheboyan, Wis.	McLellan	24
Oct. 2	Two and a half miles northeast of station.	North Manitou Island.	Sail-boat, Leland, Mich.	.....	.....
Oct. 12	Two and three-quarters miles south of station.	Grand Point au Sable.	Sc. A. J. Mowry, Chicago, Ill.	Clark	188
Oct. 12	do	do	Str. Albion, Chicago, Ill.	Lysott	35

* Rescued by passing vessel.

† No one on board.

Digitized by Google

casualties, season of 1884–'85—Continued.

LAKES HURON AND SUPERIOR—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	No. of persons on board.	No. of persons saved.	No. of persons lost.	No. of persons succored at stations.	No. of days' succor afforded.
Bay City to Alpena, Mich.	.....	$20	.....	$20	$20	.....	1	1	.....	1	2
Canada to Bay City, Mich.	.....	1,800	.....	1,800	1,750	$50	4	4	.....	.....	.....
Port Arthur to Owen Sound, Canada.	Wheat, flour, and mdse.	275,000	$55,000	330,000	330,000	.....	112	112	.....	.....	.....
Port Huron to Bay City, Mich.	.....	4,000	.....	4,000	4,000	.....	6	6	.....	.....	.....
.....	.....	395,140	71,465	466,605	458,270	8,335	207	207	.....	9	22

LAKE MICHIGAN.

North Bay to Sheboygan, Wis.	Schooner's outfit.	$200	$1,000	$1,200	$1,100	$100	4	4	.....	4	4
Chicago, Ill., on pleasure trip.	.....	150	.....	150	135	15	4	4	.....	.....	.....
Buffalo, N. Y., to Kenosha, Wis.	Coal	10,000	3,000	13,000	13,000	.....	7	7	.....	.....	.....
On pleasure trip	.....	10	.....	10	10	.....	2	2	.....	.....	.....
do	.....	50	.....	50	50	.....	3	*3	.....	.....	.....
Toledo, Ohio, to Milwaukee, Wis.	Coal	45,000	3,000	48,000	47,400	600	16	16	.....	.....	.....
Manistee to Ludington, Mich.	.....	100	.....	100	100	.....	(†)	.....	.....	.....	.....
From Muskegon, Mich.	.....	15	.....	15	15	.....	1	1	.....	.....	.....
Ludington, Mich., on pleasure trip.	.....	25	.....	25	25	.....	1	1	.....	.....	.....
Michigan City, Ind., to Chicago, Ill.	Sand	2,000	200	2,200	2,150	50	9	9	.....	.....	.....
Saint Joseph, Mich., on pleasure trip.	.....	50	.....	50	50	.....	2	2	.....	.....	.....
From Kenosha, Wis.	.....	30	.....	30	30	.....	5	5	.....	.....	.....
Chicago, Ill., to Cheboyan, Mich.	.....	4,000	.....	4,000	3,850	150	5	‡5	.....	.....	.....
Parted cables	.....	150	.....	150	125	25	(†)	.....	.....	.....	.....
On pleasure trip	.....	15	.....	15	15	.....	2	2	.....	.....	.....
Evanston, Ill., to Ford River, Mich.	.....	5,000	.....	5,000	5,000	.....	7	7	.....	.....	.....
Ludington, Mich., on pleasure trip.	.....	20	.....	20	20	.....	2	2	.....	.....	.....
Chicago, Ill., to Muskegon, Mich.	.....	700	.....	700	.....	700	2	2	.....	.....	.....
Leland, Mich., to Milwaukee, Wis.	Wood	3,000	350	3,350	325	3,025	6	6	.....	.....	.....
.....	.....	150	.....	150	135	15	2	2	.....	.....	.....
Ludington, Mich., to Sheboygan, Wis.	Lumber	1,200	300	1,500	1,485	15	2	2	.....	.....	.....
Adrift	.....	50	.....	50	50	.....	(†)	.....	.....	.....	.....
Chicago, Ill., to Hamlin, Mich.	.....	4,000	.....	4,000	4,000	.....	7	7	.....	.....	.....
Ludington to Hamlin, Mich.	.....	6,000	.....	6,000	6,000	.....	7	7	.....	.....	.....

‡ One sailor lost his life after the disaster, in a foolhardy attempt to recover his personal effects by diving under the vessel.

Digitized by Google

Life-Saving Service.—Table of

DISTRICT No. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel, and where owned.	Master.	Tonnage.
1884.					
Oct. 14	Two and three-quarters miles south of station.	Grand Point au Sable.	Str. Kittie Gaylord, Ludington, Mich.	Pauch	14
Oct. 19	Two and one-half miles north-northeast of station.	Chicago	Sail-boat, Chicago, Ill.		
Oct. 24	Entrance to Sheboygan Harbor.	Sheboygan	St. bge. Maggie Marshall,* Manistee, Mich.	Norman	365
Oct. 26	Entrance to Kenosha Harbor.	Kenosha	Sc. Stafford, Muskegon, Mich.	Olsen	200
Oct. 30	Three-quarters of a mile south of station.	Grand Point au Sable.	Sc. Major N. H. Ferry, Chicago, Ill.	Michelson	153
Oct. 31	Six miles west of station	Manistee	Str. Fayette, Chicago, Ill.	Flood	322
Nov. 6	Three hundred yards southwest of station.	Muskegon	Sc. Penobscot, Milwaukee, Wis.	Johnson	257
Nov. 8	Abreast of marine hospital, six miles north of station.	Chicago	Str. Uncle Sam, Chicago, Ill.	Green	12
Nov. 8	do	do	Scow, Chicago, Ill		75
Nov. 8	do	do	do		75
Nov. 8	do	do	Pile-driver		40
Nov. 17	Entrance to Kenosha Harbor.	Kenosha	Scow Alert, South Haven, Mich.	Haven	18
Nov. 20	Whiskey Island Reef, 7 miles west of station.	Beaver Island	Sc. Chandler J. Wells, Port Huron, Mich.	McEwen	521
Nov. 20	Seven hundred yards north of station.	Saint Joseph	St. bge. A. R. Colburne, Saugatuck, Mich.	Ames	207
Nov. 21	One mile from shore	Muskegon	Open boat, Muskegon, Mich.		
Dec. 6	Fifteen miles north of station.	Milwaukee	St. bge. Hilton, Milwaukee, Wis.	Richardson.	166
Dec. 7	Six hundred feet northwest of station.	Muskegon	Row-boat, Muskegon, Mich.		
Dec. 31	Entrance to Ludington Harbor.	Ludington	Str. F. and P. M., No. 1, East Saginaw, Mich.	Clark	658
1885.					
Jan. 10	One hundred and fifty feet southeast of station.	Saint Joseph	Row-boat, Saint Joseph, Mich.		
Apr. 2	One-half mile south of station.	Chicago	Flat-boat, Chicago, Ill.		
Apr. 20	Opposite station	Grand Haven	Row-boat, Grand Haven, Mich.		
Apr. 29	Entrance to Muskegon Harbor.	Muskegon	Small boat, Muskegon, Mich.		
May 3	Two miles southeast of station.	Racine	Skiff, Racine, Wis.		
May 10	Sixty yards north of station.	Chicago	Steam-yacht, Chicago, Ill.		
May 14	One-half mile south of station.	Beaver Island	Str. Toledo, Detroit, Mich.	Kenney	792
May 24	One mile east of station	Two Rivers	Sc. Grace M. Filer, Chicago, Ill.	Beson	237
May 25	Ten miles south of station	Grand Haven	Str. H. S. Pickands, Grand Haven, Mich.	McCallum	565
June 2	One-quarter of a mile east of station.	Manistee	Sc. Mamie Jepson, Manistee, Mich.	Udell	22
June 7	Two miles south of station.	Muskegon	Sc. Penobscot, Milwaukee, Wis.	Johnson	257
June 7	Entrance to Two Rivers Harbor.	Two Rivers	Str. Wisconsin, Green Bay, Wis.	Thrall	28

*No assistance required of life-saving crew. †No one on board.

Digitized by Google

casualties, season of 1884–'85—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.	No. of persons on board.	No. of persons saved.	No. of persons lost.	No. of persons succored at stations.	No. of days' succor afforded.
From Ludington, Mich.	.....	$2,000	.....	$2,000	$2,000	.....	3	3	.....	.....	.....
On pleasure trip...	.....	25	.....	25	20	$5	2	2	.....	.....	.....
Manistee, Mich., to Chicago, Ill.	Lumber.....	25,000	$4,000	29,000	27,000	2,000	14	14	.....	.....	.....
Muskegon, Mich., to Chicago, Ill.	.....do.....	12,000	10,000	22,000	21,500	500	7	7	.....	.....	.....
Hamlin, Mich., to Chicago, Ill.	.....do.....	10,000	1,800	11,800	11,800	.....	6	6	.....	.....	.....
Manistee, Mich,, to Chicago, Ill.	.....do.....	22,000	3,500	25,500	24,700	800	15	15	.....	.....	.....
Milwaukee, Wis., to Muskegon, Mich.	.....	15,000	.....	15,000	14,900	100	9	9	.....	.....	.....
Chicago, Ill., towing....	.....	8,000	.....	8,000	8,000	.....	5	5	.....	.....	.....
.....	Stone and bark.	250	125	375	375	.....	(†)	.....	.....	.....	.....
.....	.....do.....	400	125	525	525	.....	(†)	.....	.....	.....	.....
.....	Machinery and boiler.	200	3,000	3,200	3,200	.....	9	9	.....	.....	.....
Holland to Menominee, Mich.	Apples and cider.	1,000	300	1,300	1,100	200	3	3	.....	.....	.....
Manistique, Mich., to Tonawanda, N. Y.	Lumber.....	18,000	12,000	30,000	1,000	29,000	8	8	.....	.....	.....
Muskegon, Mich, to Michigan City, Ind.	.....do.....	18,000	2,500	20,500	15,460	5,040	10	10	.....	.....	.....
Adrift.....	.....	15	.....	15	15	.....	(†)	.....	.....	.....	.....
Arcadia, Mich., to Milwaukee, Wis.	Wood.....	13,000	1,200	14,200	13,300	900	9	9	.....	.....	.....
From Muskegon, Mich.	.....	60	.....	60	60	.....	1	1	.....	1	1
Milwaukee, Wis., to Ludington, Mich.	Pork, flour, and provisions.	75,000	35,000	110,000	82,000	28,000	28	27	‡1	1	1
From Saint Joseph, Mich.	.....	20	.....	20	20	.....	1	1	.....	.....	.....
From Chicago, Ill.....	.....	25	.....	25	25	.....	1	1	.....	.....	.....
From Grand Haven, Mich.	Iron.....	15	60	75	75	.....	1	1	.....	.....	.....
Adrift.....	.....	25	.....	25	25	.....	(†)	.....	.....	.....	.....
Racine, Wis., on pleasure trip.	.....	10	.....	10	10	.....	2	2	.....	.....	.....
From Chicago, Ill.....	.....	300	.....	300	.....	300	5	4	1	.....	.....
Buffalo, N. Y., to Green Bay, Wis.	.....	25,000	.....	25,000	24,500	500	10	10	.....	.....	.....
Chicago, Ill., to Ford River, Mich.	.....	12,000	.....	12,000	11,800	200	8	8	.....	....	.....
Escanaba to Grand Haven, Mich.	Iron ore.....	75,000	3,500	78,500	78,500	.....	16	16	.....	.....	.....
Manistee to Charlevoix, Mich.	Shingles	600	200	800	800	.....	2	2	.....	.....	.....
Milwaukee, Wis., to Muskegon, Mich.	.....	15,000	.....	15,000	14,975	25	9	9	.....	.....	.....
North Bay to Two Rivers, Wis.	.....	11,000	.....	11,000	11,000	.....	6	6	.....	.....	.....

‡Scalded by breaking of check-valve. ¿No assistance by life-saving crew.

Digitized by Google

Life-Saving Service.—Table of

DISTRICT No. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel, and where owned.	Master.	Tonnage.
1885.					
June 19	Off Muskegon	Muskegon	Sail-boat, Muskegon, Mich.		
June 23	One-half mile southeast of station.	Kenosha	Scow, Kenosha, Wis.		
	Total				

DISTRICT No. 12.—EMBRACING

1884.					
Aug. 8	Near Fort Point	Golden Gate Park.	Sc. Alice Kimball,† San Francisco, Cal.	Juchter	107
Nov. 16	Peacock Spit	Cape Disappointment.	Dingy, Fort Canby, Wash.		
Dec. 24	Bolinas Bar	Bolinas Bay	Sc. Espinosa, San Francisco, Cal.	Anderson.	19
Dec. 25	Clatsop Spit	Cape Disappointment.	Sp. Cheeseborough, Bath, Me.	Erickson.	1,507
1885.					
Jan. 4	Four miles southwest of station.	Shoalwater Bay	Bk. Abbey Cowper,‡ Liverpool, England.	Ross	699
Jan. 18	North of entrance to Shoalwater Bay.	do	Bk. Dewa Gungadhur,‡ Liverpool, England.	Bettersby.	594
Feb. 10	One mile southwest of station.	Humboldt Bay	Sc. Annie Gee, San Francisco, Cal.	Iversen	155
Mar. 6	Peacock Spit	Cape Disappointment.	Scow Chinook, Chinook, Wash.		75
	Total				

*No one on board. †No assistance by life-saving crew.

Digitized by Google

casualties, season of 1884–'85—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.	No. of persons on board.	No. of persons saved.	No. of persons lost.	No. of persons succored at stations.	No. of days' succor afforded.
Adrift	.....	$150	.....	$150	$150	.....	(*)	.....	.....	.....	.....
From Kenosha, Wis.	.....	10	.....	10	10	.....	1	1	.....	.....	.....
.....	.....	441,020	$85,160	526,180	453,915	$72,265	287	285	2	6	6

PACIFIC COAST.

Port Harford to Westport, Cal.	.....	$9,000	.....	$9,000	$3,500	$5,500	6	6	.....	.....	.....
Fort Canby, Wash., on pleasure trip.	.....	75	.....	75	75	.....	1	1	.....	.....	.....
San Francisco to Bolinas, Cal.	Grain and groceries.	1,800	$600	2,400	2,250	150	2	2	.....	.....	.....
Astoria, Oreg., to Cork, Ireland.	Wheat	70,000	51,685	121,685	116,785	4,900	22	22	.....	.....	.....
Mallando, Peru, to Portland, Oreg.	.....	60,000	.....	60,000	.....	60,000	18	18	.....	12	36
Magdalena Bay, Cal., to Portland, Oreg.	.....	25,000	.....	25,000	.....	25,000	12	12	.....	.....	.....
Eureka to San Francisco, Cal.	Lumber	12,000	2,300	14,300	540	13,760	7	7	.....	7	21
Pillar Rock to Chinook River, Wash.	.....	300	.....	300	300	.....	(*)	.....	.....	.....	.....
.....	.....	178,175	54,585	232,760	123,450	109,310	68	68	.....	19	57

‡Crew landed in their own boat.

Digitized by Google

Life-Saving Service.—Table of

RECAPITU

Districts.	Total number of disasters.	Total value of vessels.	Total value of cargoes.
District No. 1	48	$251,895	$78,120
District No. 2	41	217,230	139,600
District No. 3	30	538,040	132,325
District No. 4	52	771,940	224,860
District No. 5	30	249,525	162,515
District No. 6	15	88,050	44,170
District No. 7	2	50,000	36,000
District No. 8	7	21,000	3,200
District No. 9	58	342,460	57,905
District No. 10	24	395,140	71,465
District No. 11	56	441,020	85,160
District No. 12	8	178,175	54,585
Aggregate	371	$3,544,475	$1,089,905

Digitized by Google

casualties, season of 1884–'85—Continued.

LATION.

Total amount of property involved.	Total amount of property saved.	Total amount of property lost.	Total number of persons on board.	Total number of persons saved.	Total number of persons lost.	Number of shipwrecked persons succored at stations.	Total number of days' succor afforded.	Number of disasters involving total loss of vessels.
$330,015	$305,755	$24,260	230	230	.....	40	95	4
356,830	265,480	91,350	242	242	.....	99	260	12
670,365	454,090	216,275	275	274	1	128	309	5
996,800	552,030	444,770	441	441	.....	101	168	10
412,040	307,073	104,967	164	156	8	45	96	7
132,220	55,870	76,350	73	73	.....	44	238	5
86,000	.....	86,000	24	24	.....	22	280	2
24,200	19,510	4,690	19	19	.....	10	60	1
400,365	384,140	16,225	409	409	.....	11	22	4
466,605	458,270	8,335	207	207	.....	12	26	.....
526,180	453,915	72,265	287	285	2	36	74	3
232,760	123,450	109,310	68	68	.....	20	58	3
$4,634,380	$3,379,583	$1,254,797	2,439	2,428	11	*568	*1,686	56

*These figures include 81 persons to whom succor was given who were not on board the vessels embraced in the tables, and 135 days of such succor, as follows:

District No. 1, 2 persons 4 days.
District No. 2, 1 person 1 day.
District No. 3, 2 persons 2 days.
District No. 4, 20 persons 20 days.
District No. 5, 13 persons 16 days.
District No. 6, 3 persons 3 days.
District No. 8, 5 persons 15 days.
District No. 9, 1 person 1 day.
District No. 10, 3 persons 4 days.
District No. 11, 30 persons 68 days.
District No. 12, 1 person 1 day.

Total, 81 persons 135 days.

Digitized by Google

Digitized by Google

APPROPRIATIONS AND EXPENDITURES.

Digitized by Google

Digitized by Google

STATEMENT

SHOWING THE

APPROPRIATIONS AND EXPENDITURES FOR THE MAINTENANCE OF THE LIFE-SAVING SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1885.

Appropriation—Life-Saving Service, 1885.

For salaries of superintendents of life-saving and life-boat stations and houses of refuge in the several districts on the sea and lake coasts of the United States, as follows:

Maine and New Hampshire, District No. 1	$1,500 00	
Massachusetts, District No. 2	1,500 00	
Rhode Island and Long Island, District No. 3	1,800 00	
New Jersey, District No. 4	1,800 00	
Delaware, Maryland, and Virginia, District No. 5	1,500 00	
Virginia and North Carolina, District No. 6	1,800 00	
South Carolina, Georgia, and Florida, District No. 7	1,200 00	
Gulf of Mexico, District No. 8	1,500 00	
Lakes Ontario and Erie, District No. 9	1,800 00	
Lakes Huron and Superior, District No. 10	1,800 00	
Lake Michigan, District No. 11	1,800 00	
Washington Territory, Oregon, and California, District No. 12	1,800 00	
Assistant superintendent Rhode Island and Long Island, District No. 3	1,000 00	
		$20,800 00
For salaries of two hundred and sixteen keepers of life-saving and life-boat stations and houses of refuge		151,200 00
For pay of crews of surfmen employed at the life-saving and life-boat stations during the period of actual employment; compensation of volunteers at life-saving and life-boat stations, for actual and deserving service rendered upon any occasion of disaster, at such rate, not to exceed ten dollars for each volunteer, as the Secretary of the Treasury may determine; pay of volunteer crews for drill and exercise; fuel for stations and houses of refuge; repairs and outfits for same; rebuilding and improvement of same; supplies and provisions for houses of refuge and for shipwrecked persons succored at stations; travelling expenses of officers under orders from the Treasury Department; for carrying out the provisions of sections seven and eight of the act approved May fourth, eighteen hundred and eighty-two, and contingent expenses, including freight, storage, repairs to apparatus, medals, labor, stationery, advertising, and miscellaneous expenses that cannot be included under any other head of life-saving stations on the coasts of the United States		680,000 00
Total		852,000 00

Digitized by Google

Expenditures.

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

District No. 1, July 1, 1884, to June 30, 1885	$1,500 00	
District No. 2, July 1, 1884, to June 30, 1885	1,500 00	
District No. 3, July 1, 1884, to June 30, 1885	1,800 00	
District No. 4, July 1, 1884, to June 30, 1885	1,800 00	
District No. 5, July 1, 1884, to June 30, 1885	1,500 00	
District No. 6, July 1, 1884, to March 31, 1885	1,350 00	
District No. 7, July 1, 1884, to June 30, 1885	1,200 00	
District No. 8, July 1, 1884, to June 30, 1885	1,500 00	
District No. 9, July 1, 1884, to June 30, 1885	1,800 00	
District No. 10, July 1, 1884, to June 30, 1885	1,800 00	
District No. 11, July 1, 1884, to June 30, 1885	1,800 00	
District No. 12, July 1, 1884, to June 30, 1885	1,800 00	
Salary of assistant superintendent, District No. 3, from July 1, 1884, to May 18, 1885, and from June 4, 1885, to June 30, 1885	956 03	
		$20,306 03
Salaries of 201 keepers, Districts 1 to 12, inclusive, quarter ending September 30, 1884	34,098 54	
Salaries of 204 keepers, Districts 1 to 12, inclusive, quarter ending December 31, 1884	33,982 54	
Salaries of 198 keepers, Districts 1 to 12, inclusive, quarter ending March 31, 1885	33,867 24	
Salaries of 175 keepers, Districts 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, and 12, quarter ending June 30, 1885	29,821 93	
		131,770 25
Pay of surfmen in District No. 1, from September 1, 1884, to April 30, 1885	21,284 00	
Pay of surfmen in District No. 2, from September 1, 1884, to April 30, 1885	47,750 00	
Pay of surfmen in District No. 3, from September 1, 1884, to April 30, 1885	97,132 55	
Pay of surfmen in District No. 4, from September 1, 1884, to April 30, 1885	105,911 29	
Pay of surfmen in District No. 5, from September 1, 1884, to April 30, 1885	39,750 00	
Pay of surfmen in District No. 6, from September 1, 1884, to April 30, 1885	71,494 19	
Pay of surfmen in District No. 8, from September 1, 1884, to April 30, 1885	9,590 32	
Pay of surfmen in District No. 9, from July 1, 1884, to June 30, 1885	25,992 77	
Pay of surfmen in District No. 10, from July 1 to December 15, 1884, and from April 27 to June 30, 1885	32,229 08	
Pay of surfmen in District No. 11, from July 1, to December 16, 1884, and from April 1 to June 30, 1885	42,374 48	
Pay of surfmen in District No. 12, from July 1, 1884, to June 30, 1885	8,383 14	
Pay of one surfman as acting keeper of the Gurnet Station, District No. 2, from May 1 to June 30, 1885	100 00	
Pay of one surfman as acting keeper of the Point of Woods Station, District No. 3, from June 13 to 30, 1885	30 00	
Pay of one surfman as acting keeper of the Brigantine Station, District No. 4, from July 1 to August 24, 1884	88 71	
Pay of one surfman as acting keeper of the Spring Lake Station, District No. 4, from May 10 to June 30, 1885	85 48	
Pay of one surfman as acting keeper of the Grand Haven Station, District No. 11, from December 1, 1884, to March 31, 1885	200 00	
Pay of one surfman as acting keeper of the Racine Station, District No. 11, from December 1, 1884, to April 7, 1885	211 66	
Pay of one surfman as acting keeper of the Milwaukee Station, District No. 11, from December 17 to 31, 1884	24 19	

Digitized by Google

Pay of volunteer surfmen for assistance rendered the keepers and crews of certain stations in the Fourth District at wrecks which occurred during the active season	$27 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	156 00	
District No. 3	126 00	
District No. 4	69 00	
District No. 5	36 00	
District No. 11	42 00	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882	2,216 97	
		$505,304 83
Pay of volunteer surfmen in District No. 9, for drill and exercise	303 00	
Pay of volunteer surfman, John Sexton, for rescuing John Saunders from drowning and his boat from loss, near the Charlotte Station, District No. 9	10 00	
Pay of volunteer surfmen in District No. 11, for services at wreck	61 00	
		374 00
Apparatus	22,841 30	
Books, charts, stationery, advertising, &c	1,126 92	
Care of stations pending appointment of keepers	62 00	
Compensation for special services, labor, &c	5,280 57	
Equipments	12,861 34	
Freight, packing, storage, &c	2,201 43	
Fuel and water for stations	12,798 11	
Furniture, supplies, &c	18,798 96	
Lithographing and engraving	358 37	
Medals	1,506 37	
Medicines	23 15	
Protection of stations from the encroachment of the sea	2,013 56	
Rebuilding, repair, and improvement of stations	34,047 54	
Recording conveyances	13 04	
Removal of stations	63 50	
Rent of offices of inspector and superintendents	1,289 03	
Repairs of apparatus, equipments, and furniture	968 15	
Sites for stations	1,103 12	
Stables and forage for horses kept at stations for hauling boats and apparatus	2,085 61	
Subsistence of persons rescued from wrecked vessels	189 20	
Transporting apparatus to and from wrecks where horses are not kept	95 00	
Travelling expenses of officers	7,001 40	
Pay of disabled keepers, under the provisions of section 7 of the act approved May 4, 1882	2,205 19	
Pay of widows and others, under the provisions of section 8 of the act approved May 4, 1882	1,611 97	
		130,544 83
Total expenditures from appropriation "Life-Saving Service, 1885"		788,299 94
Balance of available funds July 1, 1885		63,700 06
		852,000 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, 1884	$59,626 51
To which repayments have been made amounting to	2,243 12
Total available funds	61,869 63

Digitized by Google

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, 1884," available as above		$61,869 63
Pay of one surfman at the Cape Hatteras Station, District No. 6, from January 8 to 17, 1884	$16 13	
Pay of "volunteer surfmen of the Cleveland Life-Boat Station, ten men, ten days each, for services rendered under the direction of the keeper of the station named, on the occasion of the great flood of the Ohio River in the month of February, 1884," as per authority conferred by the act of Congress, approved March 3, 1885, making appropriations to supply deficiencies, and for other purposes	300 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	33 00	
District No. 3	84 00	
District No. 4	75 00	
District No. 5	87 00	
District No. 6	45 00	
Pay of disabled surfmen, under the provisions of section 7 of the act approved May 4, 1882	1,453 43	
		$2,093 56
Pay of volunteer crews for services at wrecks		36 00
Apparatus	599 93	
Books, charts, stationery, advertising, &c	184 02	
Compensation for special services, labor, &c	401 83	
Equipments	1,544 02	
Freight, packing, storage, telegraphing, &c	341 36	
Furniture, supplies, &c	1,620 35	
Medals	3 40	
Rebuilding, repair, and improvement of stations	33,735 81	
Recording conveyances	4 00	
Removal of stations	427 50	
Rent of offices of inspector and superintendents	489 25	
Repair of apparatus, equipments, and furniture	137 97	
Sites for stations	16 70	
Subsistence of persons rescued from wrecked vessels	36 00	
Transporting apparatus to and from wrecks where horses are not kept	36 00	
Travelling expenses of officers	765 44	
Water for stations	30 00	
Pay of widows and others, under the provisions of section 8 of the act approved May 4, 1882	386 78	
		40,760 36
Total expenditures from appropriation "Life-Saving Service, 1884"		42,889 92
Balance of available funds July 1, 1885		18,979 71
		61,869 63

There also remained unexpended at the beginning of the fiscal year, from appropriation of 1883, the following:

"Life-Saving Service, 1883"	$49,331 96
To which a repayment has been made amounting to	591 67
Total available funds	49,923 63

Digitized by Google

The expenditures from this balance during the last year made in payment of indebtedness standing over from the fiscal year ending June 30, 1883, were as follows:

"Life-Saving Service, 1883," available as above		$49,923 63
Pay of "volunteer surfmen of the Point Marblehead and Cleveland Life-Boat Stations, seven men one day each, three men one day each, and seven men eight days each, respectively, for services rendered, under the direction of the keepers of the stations named, on the occasions of the great floods of the Cuyahoga and Ohio Rivers, in the month of February, 1883," as authorized by the act of Congress, approved July 7, 1884, making appropriations to supply deficiencies, and for other purposes	$233 00	
Pay of surfmen in District No. 3, for services at a wreck which occurred at a period when crews are not required to reside at the stations	42 00	
Pay of one disabled surfman, under the provisions of section 7 of the act approved May 4, 1882	162 90	
Equipments	1 00	
Furniture, supplies, &c	10 25	
Freight	61	
Repairs of stations	15 00	
Repairs of apparatus, &c	2 00	
Sites for stations	1 00	
Subsistence of persons rescued from wrecked vessels	9 60	
"For reimbursement of L. M. Clemons, keeper of the Point Marblehead Life-Boat Station, Ninth District, for moneys expended for the transportation of the life-saving apparatus from the station named to Sandusky, Ohio, and return, on the occasion of the great flood of the Ohio River in the month of February, 1883," as authorized by the act of Congress, approved March 3, 1885, making appropriations to supply deficiencies, and for other purpopes	4 00	
Total expenditures from appropriation "Life-Saving Service, 1883"		481 36
Balance unexpended June 30, 1885		49,442 27

Of the unexpended balance on June 30, 1885, on account of appropriation "Life-Saving Service, 1883," there was carried to the surplus fund the sum of $49,282,13. The difference, $160.14, is now in the hands of George A. Bartlett, disbursing clerk, and will be deposited by him during the current year and carried to the surplus fund June 30, 1885.

During the fiscal year ending June 30, 1885, a repayment of $313.75 was made to the appropriation "Life-Saving Service, 1882," being the balance in the hands of George A. Bartlett, disbursing clerk, at the close of the fiscal year ending June 30, 1884, as is shown upon page 317 of the report for that year, which sum was also carried to the surplus fund June 30, 1885.

At the beginning of the fiscal year there was on hand available from the appropriation "Rebuilding and improving life-saving stations, proceeds of sales," the following:

Unexpended balance July 1, 1884	$1,447 39
Which sum has been increased by amounts realized from the sales of public property belonging to the Life-Saving Service, condemned and sold in conformity with the provisions of law	362 00
Total available funds	1,809 39

Digitized by Google

There have been no expenditures during the year from this appropriation.

The total net expenditures for the maintenance of the Life-Saving Service during the fiscal year ending June 30, 1885, were, therefore, as follows:

"Life-Saving Service, 1885"		$788,299 94
"Life-Saving Service, 1884"		42,889 92
"Life-Saving Service, 1883"		481 36
		831,671 22
Less the following:		
Repayments to appropriations, "Life-Saving Service, 1883 and 1884"	$2,834 79	
Excess of deposits, appropriation "Rebuilding and improving life-saving stations," proceeds of sales	362 00	
		3,196 79
Total net expenditures of the Service		828,474 43

There remained standing to the credit of the respective appropriations at the close of the fiscal year ending June 30, 1885, available as heretofore stated, the following balances:

"Life-Saving Service, 1884"	$18,979 71
"Life-Saving Service, 1885"	63,700 06
"Rebuilding and improving life-saving stations," proceeds of sales	1,809 39

The foregoing statement of the net expenditures for the maintenance of the Life-Saving Service for the fiscal year ending June 30, 1885, differs from the expenditures by warrants in the following particulars:

Net expenditures by warrants			$827,041 45
To which should be added the amounts in hands of disbursing clerk June 30, 1884, as shown upon page 317 of the report for 1884		$3,856 49	
Less the following:			
Item of expense payable from appropriation "Life-Saving Service, 1883," unexpended by warrant until the fiscal year 1885, as stated upon page 318 of the report for 1884	$0 08		
Amounts reappropriated and expended by warrant, not included in the foregoing statement:			
"Life-Saving Service, contingent expenses, 1881 and prior years"	138 33		
"Life-Saving Service, 1882 and prior years"	31 15		
Amount repaid to appropriation "Life-Saving Service, 1882," and carried to surplus fund June 30, 1885	313 75		
Excess of deposits, appropriation "Rebuilding and improving life-saving stations, proceeds of sales"	362 00		
Amounts in hands of disbursing clerk June 30, 1885:			
"Life-Saving Service, 1883"	$160 14		
"Life-Saving Service, 1884"	28 85		
"Life-Saving Service, 1885"	1,389 21		
	1,578 20		
		2,423 51	
			1,432 98
Net expenditures from the appropriations during the year			828,474 43

Digitized by Google

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		$35,200 38
EXPENDITURES.		
Compensation of officers and employés in Office of Life-Saving Service	$34,574 45	
Balance unexpended June 30, 1885	625 93	
		35,200 38

This statement of expenditures for compensation of officers and employés in Office of Life-Saving Service differs from the expenditures by warrants in the following particulars:

Net expenditures by warrants	$34,900 00
From which should be deducted the amount in hands of disbursing clerk June 30, 1885	325 55
Net expenditures for compensation of officers and employés	34,574 45

Digitized by Google

Digitized by Google

INSTRUCTIONS TO MARINERS IN CASE OF SHIPWRECK.

Digitized by Google

Digitized by Google

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. M., *Assistant Inspector Life-Saving Stations, under the direction of the General Superintendent.*

GENERAL INFORMATION.

Life-saving stations, life-boat stations, and houses of refuge are located upon the Atlantic and Pacific sea-board of the United States, the Gulf of Mexico, and the Lake coasts, as shown in the list of stations following, the latitude and longitude being given so far as determined.

All stations on the Atlantic coast, from the eastern extremity of the State of Maine to Cape Fear, North Carolina, are manned annually by crews of experienced surfmen from the 1st of September until the 1st of May following.

Upon the Lake coasts the stations are manned from the opening until the close of navigation, and upon the Pacific coast they are open and manned the year round, with the exception of the stations at Neah Bay, Cape Arago, and Bolinas Bay, which depend upon volunteer effort from the neighboring people in case of shipwreck.

All life-saving and life-boat stations are fully supplied with boats, wreck-gun, beach apparatus, restoratives, &c.

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 if any shipwreck has occurred and finding and succoring any persons that may have been cast ashore.

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 sea-board.

Most of the life-saving and life-boat stations are provided with the International Code of Signals, and vessels can, by opening communication, be reported or 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 be telegraphed for, where facilities for telegraphing exist, to the nearest port, if requested.

All services are performed by the life-saving crews without other compensation than their wages from the Government, though in view of

Digitized by Google

the meagreness of their pay they are not prohibited from receiving such rewards for labor performed or risks incurred at wrecks as owners or masters of vessels or other persons may see fit to voluntarily bestow upon them, but *they are strictly forbidden to solicit such 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 her 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, or, if the weather be foggy, guns should be fired to attract attention, as the patrolman may be some distance away on the other end 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 four hundred yards off shore, and the surf when viewed from a vessel never appears as 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 in cases where the anchors are let go *after entering the breakers,* as is frequently done, and the chances of saving life correspondingly lessened.

INSTRUCTIONS.

RESCUE WITH THE LIFE-BOAT OR SURF-BOAT.

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 life-boat is launched from its ways in the station and proceeds to the wreck by water, or the lighter surf-boat 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 positively not be taken into the boat until all are landed. If any be passed in against the keeper's remonstrance he is fully authorized to throw the same overboard.

Digitized by Google

RESCUE WITH THE BREECHES-BUOY OR LIFE-CAR.

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

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

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

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

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

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

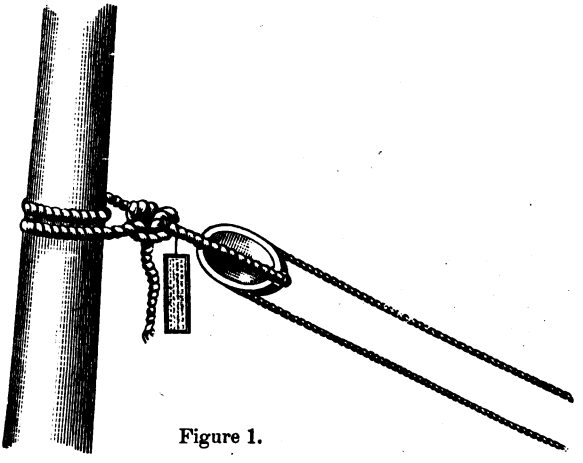


Figure 1.

As soon as your signal is seen a three-inch hawser will be bent onto 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 2 feet above the tail-block; see all clear, and that the rope in the block runs free, and show signal to the shore."

Digitized by Google

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

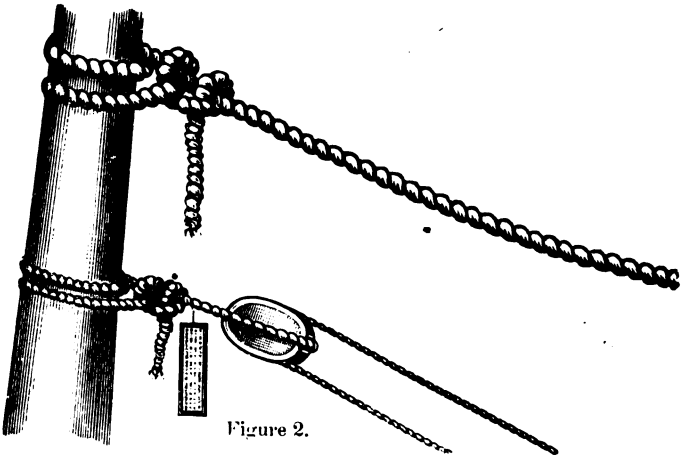


Figure 2.

Take particular care that there are no turns of the whip-line round the hawser, to insure which 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 signals seen by the life-saving crew, they will haul the hawser taut and by means of the whip will haul off to your ship the breeches-buoy suspended from a traveller-block, or a life-car from rings, running on the hawser.

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

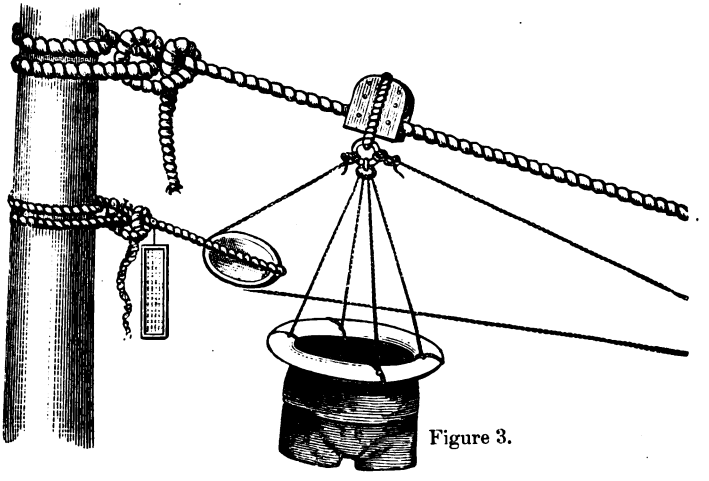


Figure 3.

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

Digitized by Google

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 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 or slings of the buoy.

Children when brought ashore by the buoy should be in the arms of older persons or securely lashed to the buoy. Women and children should be landed first.

In signalling 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 of the current or set, 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 instead by the whip, or sent off to you by the shot-line, and you will be hauled ashore through the surf.

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

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

Digitized by Google

Digitized by Google

LIST OF LIFE-SAVING DISTRICTS AND STATIONS

ON THE

COASTS OF THE UNITED STATES.

Digitized by Google

Digitized by Google

LIFE-SAVING DISTRICTS AND STATIONS ON THE COASTS OF THE UNITED STATES.

FIRST DISTRICT.

EMBRACING COASTS OF MAINE AND NEW HAMPSHIRE.

Name of station.	State.	Locality.	Approximate position.* Latitude, north.	Longitude, west.
			° ′ ″	° ′ ″
Quoddy Head	Me.	Carrying Point Cove	44 48 40	66 58 50
Cross Island	Me.	Off Machias Port	44 36 00	67 17 00
Crumple Island	Me.	Off Jonesport	44 26 40	67 35 50
Cranberry Isles	Me.	Off Mount Desert, Little Cranberry Island	44 15 20	68 12 50
White Head	Me.	On White Head Island, near light	43 58 40	69 07 50
Hunniwell's Beach	Me.	At mouth of Kennebec river	43 44 40	69 46 50
Fletcher's Neck	Me.	Biddeford Pool, Fletcher's Neck	43 26 30	70 20 30
Rye Beach	N. H.	Rye Beach	42 59 30	70 45 20

SECOND DISTRICT.

COAST OF MASSACHUSETTS.

Plum Island	Mass.	Near mouth of Merrimac River	42 48 30	70 49 00
Davis Neck	Mass.	Near Annisquam light	42 40 10	70 40 20
Fourth Cliff	Mass.	South end of Fourth Cliff, Scituate	42 09 30	70 42 10
Gurnet	Mass.	8 miles northeast of Plymouth	42 00 10	70 36 10
Manomet Point	Mass.	7 miles southeast of Plymouth	41 55 30	70 32 40
Race Point	Mass.	⅝ mile northeast of Race Point light, Cape Cod.	42 04 10	70 14 20
Peaked Hill Bar	Mass.	2½ miles northeast of Provincetown, Cape Cod.	42 04 30	70 09 10
High Head	Mass.	3 miles north of Highland light	42 03 40	70 06 30
Highland	Mass.	⅞ mile northwest of light, Cape Cod	42 02 50	70 04 20
Pamet River	Mass.	3½ miles south of Highland light	42 00 00	70 01 10
Cahoon's Hollow	Mass.	2½ miles east of Wellfleet	41 56 40	70 00 00
Nausett	Mass.	1¾ miles south of lights	41 50 30	69 56 40
Orleans	Mass.	Abreast of Ponchet Island	41 45 30	69 56 00
Chatham	Mass.	2 miles north of Chatham light	41 43 10	69 55 40
Monomoy	Mass.	2 miles north of Monomoy light	41 36 00	69 59 50
Coskata	Mass.	Near Great Point, Nantucket	41 22 00	70 01 20
Surfside	Mass.	2½ miles south of the town of Nantucket	41 14 30	70 05 00
Muskeget	Mass.	About midway of Muskeget Island	41 20 10	70 19 20

THIRD DISTRICT.

COASTS OF RHODE ISLAND AND LONG ISLAND.

Brenton's Point	R. I.	On Price's Neck	41 26 58	71 20 10
Narragansett Pier	R. I.	Northern part of the town	41 26 00	71 27 20
Point Judith	R. I.	Near light	41 21 40	71 29 00
Watch Hill	R. I.	Near light	41 18 20	71 51 30

*Obtained from latest Coast-Survey charts.

Digitized by Google

THIRD DISTRICT—Continued.

COASTS OF RHODE ISLAND AND LONG ISLAND—Continued.

Name of station.	State.	Locality.	Approximate position.* Latitude, north.	Longitude, west.
			° ′ ″	° ′ ″
New Shoreham	R. I.	Block Island, east side, near landing	41 10 20	71 33 30
Block Island	R. I.	Block Island, west side, near Dickens' Point.	41 09 40	71 36 40
Montauk Point	N. Y.	At the light	41 04 00	71 51 30
Ditch Plain	N. Y.	3 miles southwest of Montauk light	41 02 10	71 54 30
Hither Plain	N. Y.	½ mile southwest of Fort Pond	41 01 30	71 57 50
Napeague	N. Y.	Abreast Napeague Harbor	40 59 45	72 02 40
Amagansett	N. Y.	Abreast of the village	40 58 00	72 08 20
Georgica	N. Y.	1 mile south of village of East Hampton	40 56 40	72 11 40
Mecox	N. Y.	2 miles south of the village of Bridehampton.	40 54 10	72 18 00
Southampton	N. Y.	¾ mile south of the village	40 52 10	72 23 40
Shinnecock	N. Y.	3 miles from the head of Shinnecock Bay	40 50 40	72 27 50
Tiana	N. Y.	4 miles east of Quogue	40 49 40	72 31 30
Quogue	N. Y.	½ mile south of the village	40 48 20	72 36 00
Petunk	N. Y.	1½ miles southwest of Petunk village	40 47 30	72 39 00
Moriches	N. Y.	2½ miles southwest of Speonk village	40 46 30	72 43 10
Forge River	N. Y.	3½ miles south of Moriches	40 44 30	72 49 00
Smith's Point	N. Y.	Abreast of the point	40 44 00	72 52 20
Bellport	N. Y.	4 miles south of the village	40 42 40	72 55 50
Blue Point	N. Y.	4½ miles south of Patchogue	40 40 40	73 01 20
Lone Hill	N. Y.	4½ miles south of Sayville	40 39 40	73 04 20
Point of Woods	N. Y.	5 miles south of Islip	40 38 50	73 08 10
Fire Island	N. Y.	½ mile west of Fire Island Light	40 37 40	73 13 20
Oak Island	N. Y.	East end of Oak Island	40 38 10	73 17 40
Gilgo	N. Y.	West end of Oak Island	40 37 20	73 22 20
Jones's Beach	N. Y.	East end of Jones's Beach	40 36 40	73 26 20
Zach's Inlet	N. Y.	West end of Jones's Beach	40 36 10	73 28 50
Short Beach	N. Y.	½ mile east of Jones's Inlet	40 35 30	73 31 20
Point Lookout	N. Y.	2 miles west of New Inlet	40 35 10	73 35 40
Long Beach	N. Y.	Near Lucy's Inlet	40 34 40	73 39 00
Far Rockaway	N. Y.	East end of Rockaway Beach	40 35 30	73 44 00
Rockaway	N. Y.	Near the village of Rockaway	40 35 30	73 47 20
Rockaway Point	N. Y.	West end of Rockaway Beach	40 34 10	73 51 50
Coney Island	N. Y.	Manhattan Beach	40 34 20	73 56 20
Eaton's Neck	N. Y.	East side entrance to Huntington Bay, Long Island Sound.	40 57 10	73 24 00

FOURTH DISTRICT.

COAST OF NEW JERSEY.

Sandy Hook	N. J.	East of main light	40 27 40	73 59 50
Spermaceti Cove	N. J.	East of the upper end of cove	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.	Green's 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.	2½ miles south of Shark River	40 09 20	74 01 20
Squan Beach	N. J.	1 mile southeast of Squan village	40 07 00	74 02 00
Bay Head	N. J.	At the head of Barnegat Bay	40 04 00	74 02 40
Mantoloking	N. J.	2½ miles south of the head of Barnegat Bay	40 01 40	74 03 10
Chadwick's	N. J.	5 miles south of the head of Barnegat Bay	39 59 10	74 04 00
Tom's River	N. J.	On the beach abreast mouth Tom's River	39 56 10	74 04 30
Island Beach	N. J.	1¼ miles south of Seaside Park	39 53 40	74 05 00
Cedar Creek	N. J.	5⅞ miles north of Barnegat Inlet	39 51 10	74 05 10
Forked River	N. J.	North side 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.	On the beach abreast of the islands	39 43 50	74 07 20
Harvey's Cedars	N. J.	5½ 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.	1⅝ miles north of Beach Haven	39 35 00	74 13 20
Bond's	N. J.	2¼ 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 20

*Obtained from latest Coast-Survey charts.

Digitized by Google

FOURTH DISTRICT—Continued.

COAST OF NEW JERSEY—Continued.

Name of station.	State.	Locality.	Approximate position.* Latitude, north.	Longitude, west.
			° ′ ″	° ′ ″
Little Beach	N. J.	South side of Little Egg Inlet	39 27 30	74 19 30
Brigantine	N. J.	5½ miles north of Absecom light	39 25 30	74 20 30
South Brigantine	N. J.	3½ miles north of Absecom light	39 24 00	74 22 00
Atlantic City	N. J.	At Absecom light	39 22 00	74 24 50
Absecom	N. J.	3 miles south of Absecom light	39 20 50	74 27 40
Great Egg	N. J.	6 miles south of Absecom light	39 19 00	74 31 10
Ocean City	N. J.	South side of the inlet	39 17 20	74 34 00
Peck's Beach	N. J.	3½ miles north of Corson's Inlet	39 14 50	74 36 50
Corson's Inlet	N. J.	Near the inlet, north side	39 13 10	74 38 20
Sea Isle City	N. J.	3¼ miles north of Townsend's Inlet	39 09 50	74 41 00
Townsend's Inlet	N. J.	Near the inlet, north side	39 07 30	74 42 40
Tatham's	N. J.	3½ miles north of Hereford Inlet	39 03 40	74 45 00
Hereford Inlet	N. J.	Near Hereford light	39 00 20	74 47 20
Holly Beach	N. J.	6 miles north of Cape May City	38 58 40	74 49 50
Turtle Gut	N. J.	4 miles north of Cape May City	38 57 10	74 51 10
Cold Spring	N. J.	2 miles north of Cape May City	38 56 00	74 54 00
Cape May	N. J.	Near the light	38 55 40	74 57 30
Bay Shore	N. J.	2½ miles west of Cape May City	38 56 40	74 58 10

FIFTH DISTRICT.

COASTS OF DELAWARE, MARYLAND, AND VIRGINIA.

(CAPE HENLOPEN TO CAPE CHARLES.)

Lewes	Del.	2 miles west from Cape Henlopen light	38 46 50	75 07 10
Cape Henlopen	Del.	⅞ mile southerly from 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 side of inlet	38 37 50	75 03 40
Ocean City	Md.	Just north of village	38 20 00	75 05 00
North Beach	Md.	10 miles south of Ocean City	38 11 30	75 09 20
Green Run Inlet	Md.	13½ miles north of Assateague light	38 04 30	75 12 50
Pope's Island	Va.	8½ miles north of Assateague light	38 00 20	75 15 40
Assateague Beach	Va.	1⅞ miles south of Assateague light	37 53 40	72 21 40
Wallop's Beach	Va.	1½ miles south of Chincoteague Inlet	37 52 00	75 26 50
Watchapreague	Va.	South end of Cedar Island	37 35 20	75 36 40
Parramore's Beach	Va.	Midway of Beach	37 32 20	75 37 20
Hog Island	Va.	South end of Hog Island	37 22 50	75 41 30
Cobb's Island	Va.	South end of Cobb's Island	37 17 30	75 47 00
Smith's Island	Va.	At Cape Charles light	37 07 00	75 53 40

SIXTH DISTRICT.

COASTS OF VIRGINIA AND NORTH CAROLINA.

(CAPE HENRY TO CAPE FEAR.)

Cape Henry	Va.	¾ mile southeast of Cape Henry light	36 55 10	75 59 50
Seatack	Va.	5½ miles south of Cape Henry light	36 51 10	75 58 40
Dam Neck Mills	Va.	10 miles south of Cape Henry light	36 47 10	75 57 30
Little Island	Va.	On beach abreast of North Bay	36 41 30	75 55 20
False Cape	Va.	On beach abreast of Back Bay	36 36 00	75 53 50
Wash Woods	N. C.	On beach abreast of Knott's Island	36 32 00	75 52 10
Currituck Inlet	N. C.	5½ miles north of Currituck Beach light	36 27 30	75 50 40
Whale's Head	N. C.	⅞ mile north of Currituck Beach light	36 23 20	75 49 40
Poyner's Hill	N. C.	5½ miles south of Currituck Beach light	36 17 50	75 48 10
Caffey's Inlet	N. C.	10½ miles south of Currituck Beach light	36 13 40	75 46 20
Paul Gamiel's Hill	N. C.	5 miles north of Kitty Hawk	36 08 00	75 43 50
Kitty Hawk	N. C.	On the beach abreast of north end of Kitty Hawk Bay.	36 03 50	75 41 30
Kill Devil Hills	N. C.	4¼ miles south of Kitty Hawk	36 00 10	75 39 40

*Obtained from latest Coast-Survey charts.

Digitized by Google

SIXTH DISTRICT—Continued.

COASTS OF VIRGINIA AND NORTH CAROLINA—Continued.

Name of station.	State.	Locality.	Approximate position.* Latitude, north.	Longitude, west.
			° ′ ″	° ′ ″
Nag's Head	N. C.	8 miles north of Oregon Inlet	35 56 00	75 36 40
Bodie's Island	N. C.	⅞ mile northeast of Bodie's Island light	35 49 40	75 33 20
Oregon Inlet	N. C.	½ mile south of Oregon Inlet	35 47 50	75 32 10
Pea Island	N. C.	2 miles north of New Inlet	35 42 50	75 29 30
New Inlet	N. C.	½ mile south of New Inlet	35 41 00	75 29 00
Chicamicomico	N. C.	5 miles south of New Inlet	35 36 40	75 27 50
Gull Shoal	N. C.	11 miles south of New Inlet	35 29 50	75 28 40
Little Kinnakeet	N. C.	11 miles north of Cape Hatteras light	35 25 00	75 29 10
Big Kinnakeet	N. C.	5½ miles north of Cape Hatteras light	35 20 00	75 30 20
Cape Hatteras	N. C.	1 mile south of light	35 14 20	75 31 20
Creed's Hill	N. C.	4 miles west of Cape Hatteras light	35 14 30	75 35 00
Durant's	N. C.	3 miles east of Hatteras Inlet	35 12 45	75 40 29
Ocracoke	N. C.	2½ miles west of Hatteras Inlet	35 10 45	75 46 30
Cape Fear	N. C.	On Smith's Island, Cape Fear	33 50 30	77 57 20

SEVENTH DISTRICT.

EASTERN COAST OF FLORIDA AND COASTS OF GEORGIA AND SOUTH CAROLINA.

Morris Island	S. C.	Near Charleston light	32 42 00	79 52 30
Indian River	Fla.	11 miles north of Indian River Inlet	27 40 00	80 21 20
Gilbert's Bar	Fla.	Saint Lucie Rocks, north side Saint Lucie Inlet.	27 12 00	80 09 50
Jupiter Inlet	Fla.	South side of Inlet	26 55 40	80 04 00
Orange Grove	Fla.	Southern end of Lake Worth, 32 miles south of Jupiter Inlet.	26 27 30	80 03 20
Fort Lauderdale	Fla.	7 miles north of New River Inlet	26 08 00	80 06 00
Biscayne Bay	Fla.	Head of Biscayne Bay	25 54 10	80 08 00

EIGHTH DISTRICT.

GULF COAST OF UNITED STATES.

Santa Rosa	Fla.	3½ miles east of entrance to Pensacola Bay.	30 19 00	87 14 30
Sabine Pass	Tex.	East side of Pass	29 43 00	93 50 00
San Luis	Tex.	West end of Galveston Island	29 07 00	95 04 00
Saluria	Tex.	Northeast end Matagorda Island	28 23 00	96 24 00
Aransas	Tex.	Northeast end Mustang Island	27 51 00	97 03 00
Brazos	Tex.	North end Brazos Island, entrance to Brazos Santiago.	26 04 00	97 08 00

NINTH DISTRICT.

LAKES ERIE AND ONTARIO.

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

* Obtained from latest Coast-Survey charts.

Digitized by Google

TENTH DISTRICT.

LAKES HURON AND SUPERIOR.

Name of station.	State.	Locality.	Approximate position.* Latitude, north.	Longitude, west.
			° ′ ″	° ′ ″
Sand Beach	Mich.	Inside the harbor, Lake Huron		
Point aux Barques	Mich.	Near light, Lake Huron		
Grindstone City	Mich.	1 mile northwest of city, Lake Huron		
Ottawa Point, (Tawas)	Mich.	Near light, Lake Huron		
Sturgeon Point	Mich.	Near light, Lake Huron		
Thunder Bay Island	Mich.	Near light, Lake Huron		
Middle Island	Mich.	North end of Middle Island, Lake Huron		
Hammond's Bay	Mich.	Hammond's Bay, Lake Huron		
Vermillion Point	Mich.	10 miles west of White Fish Point, Lake Superior.		
Crisp's	Mich.	16 miles west of White Fish Point, Lake Superior.		
Two Heart River	Mich.	Near mouth of Two Heart River, Lake Superior.		
Muskallonge Lake	Mich.	Near mouth of Sucker River, Lake Superior.		
Ship-Canal	Mich.	Old Portage Lake Ship-Canal, near north end.		

ELEVENTH DISTRICT.

LAKE MICHIGAN.

Beaver Island	Mich.	Near light		
North Manitou Island	Mich.	Near Pickard's wharf		
Point Betsy	Mich.	Near light		
Manistee	Mich.	Entrance of harbor		
Grand Point au Sable	Mich.	1 mile south of light		
Ludington	Mich.	In the harbor		
Muskegon	Mich.	Entrance of harbor, Port Sherman		
Grand Haven	Mich.	Entrance of harbor		
Saint Joseph	Mich.	In the harbor		
Chicago	Ill.	In the harbor		
Evanston	Ill.	Evanston, Ill., on Northwestern University grounds.		
Kenosha	Wis.	In the harbor, on Washington Island		
Racine	Wis.	In the harbor		
Milwaukee	Wis.	Near entrance of harbor		
Sheboygan	Wis.	Entrance of harbor		
Two Rivers	Wis.	Entrance of harbor		

TWELFTH DISTRICT.

PACIFIC COAST.

Neah Bay	Wash. Ter.	On Indian reservation	48 22 00	124 38 20
Shoalwater Bay	Wash. Ter.	Near light-house boat-landing	46 43 30	124 03 00
Cape Disappointment	Wash. Ter.	Baker's Bay	46 16 40	124 02 00
Cape Argo	Oreg	Coos Bay, near light	43 20 20	124 22 00
Humboldt Bay	Cal	Near light	40 46 00	124 12 50
Bolinas Bay	Cal	1¾ miles north-northeast of Bolinas Point.†	37 54 20	122 41 00
Golden Gate Park	Cal	On beach in Golden Gate Park, San Francisco.	37 45 50	122 30 30

*Obtained from latest Coast-Survey charts. †Destroyed by fire April 15, 1885.

Digitized by Google

Digitized by Google

DIRECTIONS

FOR

RESTORING THE APPARENTLY DROWNED.

Digitized by Google

Digitized by Google

DIRECTIONS

FOR

RESTORING THE APPARENTLY DROWNED.

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

RULE II. *To expel water, &c., from the stomach and chest.*—(See Fig. I.)—If the jaws are clenched, separate them, and keep the mouth open by placing between the teeth a cork or small bit of wood; turn the patient on the face, a large bundle of tightly-rolled clothing being placed beneath the stomach, and press heavily over it for half a minute, or so long as fluids flow freely from the mouth.



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

Digitized by Google

RULE III. *To produce breathing.*—(See Fig. II.)—Clear the mouth

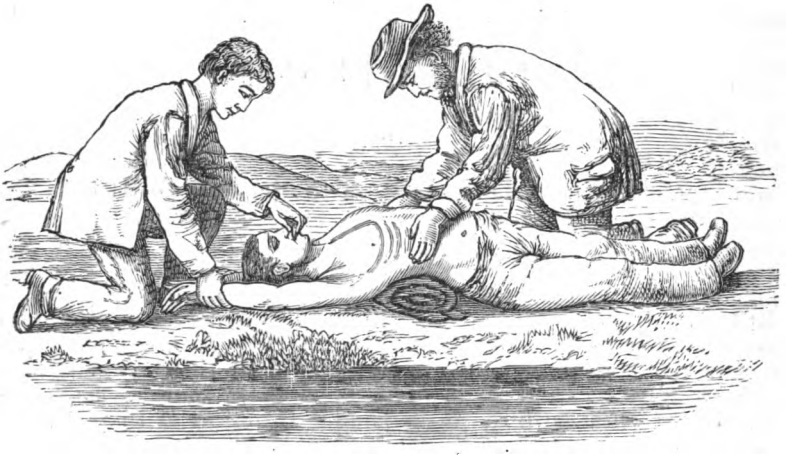


FIG. II. *Showing the position and action of the operator, in alternately producing artificial expiration and inspiration of air.*

and throat of mucus, by introducing into the throat the corner of a handkerchief wrapped closely around the forefinger; turn the patient on the back, the roll of clothing being so placed beneath it as to raise the pit of the stomach above the level of any other part of the body. If there be another person present, let him, with a piece of dry cloth, hold the tip of the tongue out of one corner of the mouth, (this prevents the tongue from falling back and choking the entrance to the windpipe,) and with the other hand grasp both wrists and keep the arms forcibly stretched back above the head, thereby increasing the prominence of the ribs, which tends to enlarge the chest. The two last-named positions are not, however, absolutely essential to success. Kneel beside or astride the patient's hips, and with the balls of the thumbs resting on either side of the pit of the stomach, let the fingers fall into the grooves between the short ribs, so as to afford the best grasp of the waist. Now, using your knees as a pivot, throw all your weight forward on your hands, and at the same time squeeze the waist between them, as if you wished to force everything in the chest upward out of the mouth; deepen the pressure while you can count slowly one, two, three; then suddenly let go with a final push, which springs you back to your first kneeling position. Remain erect on your knees while you can count one, two, three; then repeat the same motions as before at a rate gradually increased from four or five to fifteen times in a minute, and continue thus this bellows movement with the same regularity that is observable in the natural motions of breathing which you are imitating. If natural breathing be not restored, after a trial of the bellows movement for the space of three or four minutes, then turn the patient a second time on the stomach, as directed in Rule II. rolling the body in the opposite direction from that in which it was first turned, for the purpose of freeing the air-passages from any remaining water. Continue the artificial respiration from one to four hours, or until the patient breathes, according to Rule III; and for awhile, after the appearance of re-

Digitized by Google

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

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

NOTE.—Dr. Labordette, the Supervising Surgeon of the Hospital of Lisieux, in France, appears to have established that the clenching of the jaws and the semi-contraction of the fingers, which have hitherto been considered signs of death, are, in fact, evidences of remaining vitality. After numerous experiments with apparently drowned persons, and also with animals, he concludes that these are only signs accompanying the first stage of suffocation by drowning, the jaws and hands becoming relaxed when death ensues.* This being so, the mere clenching of the jaws and semi-contraction of the hands must not be considered as reasons for the discontinuance of efforts to save life, but should serve as a stimulant to vigorous and prolonged efforts to quicken vitality. Persons engaged in the tasks of resuscitation are, therefore, earnestly desired to take hope and encouragement for the life of the sufferer from the signs above referred to, and to continue their endeavors accordingly. In a number of cases Dr. Labordette restored to life persons whose jaws were so firmly clenched that, to aid respiration, their teeth had to be forced apart with iron instruments.

---

*The muscular rigidity of death (*rigor mortis*) occurs later, after the temporary relaxation here referred to.

Digitized by Google

Digitized by Google

ABSTRACTS

OF

RETURNS OF WRECKS AND 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, 1885.

Digitized by Google

Digitized by Google

WRECKS, CASUALTIES, AND COLLISIONS AT HOME AND ABROAD.

REMARKS EXPLANATORY OF THE WRECK STATISTICS FOR THE YEAR 1884-'85.

The following is the twelfth annual statement of wrecks and casualties which have occurred on or near the coasts and on the rivers of the United States, and to American vessels at sea or 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, Saint Clair, Erie, or Ontario, reported by officers of the customs, whether in waters under the jurisdiction of the United States or of Great Britain;

2. All casualties occurring in rivers, straits, &c., 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 or in foreign waters.

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

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

Digitized by Google

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

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

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

Fire, irrespective of result;
Scuttling, or any intentional damage to vessel;
Collisions with fields or quantities of ice, although vessel 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 vessel's equipments;
Capsizing, when vessel did not sink;
Damage to machinery;
Fouling of anchors;
Striking of lightning;
Explosion of boilers;
Breakage of wheels;
Also waterlogged, missing, and abandoned vessels.

Since the publication of the annual statement for the fiscal year ending June 30, 1884, information has been received of the occurrence of disasters during that year to one hundred and twenty-seven American vessels, involving the loss of thirty-seven lives; also the loss of twenty-six lives on fifteen vessels suffering no other casualty. The table annexed shows the nature of these disasters and the divisions in which they occurred.

Coasts, &c.	Foundernings.			Strandings.			Collisions.			Other causes.			Totals.		
	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.
Atlantic and Gulf coasts	.....	.....	.....	5	393	.....	18	3,964	.....	11	1,102	.....	34	5,459	.....
Pacific coast	.....	.....	.....	.....	.....	.....	1	97	.....	6	1,808	.....	7	1,905	.....
Great lakes	1	272	7	9	3,703	1	11	4,028	.....	9	3,740	.....	30	11,743	8
Rivers	2	38	.....	4	1,674	.....	6	764	.....	13	4,057	1	25	6,533	1
At sea or in foreign waters	2	551	7	7	4,517	2	2	2,638	.....	20	12,157	19	31	19,863	28
Total	5	861	14	25	10,287	3	38	11,491	.....	59	22,864	20	127	45,503	37

Coasts, &c.	Vessels totally lost.			Vessels partially damaged.			Vessels not damaged.			Aggregate.		
	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.
Atlantic and Gulf coasts	1	21	.....	33	5,438	.....	.....	.....	.....	34	5,459	.....
Pacific coast	1	40	.....	6	1,865	.....	2	260	5	9	2,165	5
Great lakes	4	662	8	26	11,081	.....	.....	.....	.....	30	11,743	8
Rivers	7	643	.....	18	5,890	1	5	1,100	7	30	7,633	8
At sea or in foreign waters	7	3,150	25	24	16,713	3	8	6,494	14	39	26,357	42
Total	20	4,516	33	107	40,987	4	15	7,854	26	142	53,357	63

Digitized by Google

Of the lives lost reported above, seven were lost on the schooner James Wade, of Detroit, Mich., which foundered in Lake Erie, November 11, 1883; seven were lost on the brig A. G. Jewitt, of New York, which foundered off Cape Hatteras, N. C., February 24, 1884; one was lost on the schooner Regulator, of Chicago, which stranded fourteen miles south of Saint Joseph, Mich., Lake Michigan, the night of November 14, 1883, during a blinding snow-storm and a heavy gale; two were lost from the bark Seine, of New Bedford, Mass., which stranded on Cape Frio, southwest coast of Africa, June 28, 1884; sixteen were lost on the schooner Alaska, of San Francisco, Cal., which sailed from Gulivan Bay, Alaska, about October 20, 1883, for her home port, since which time she has not been heard from; four were lost in dories of the schooner Minnesota, of Gloucester, Mass., March 15, 1884, while attending trawls, and on the same vessel, one week later, one was caught by the main-sheet, thrown against rail and killed; four having, on July 30, 1883, left in the small boat of the bark Spartan, of Bath, Me., for the purpose of taking soundings off Formosa Island, China Sea, and not returning, are supposed to have capsized in the surf or have been killed by natives; seven were lost by vessels in collision; two fell from aloft; two were washed overboard; two fell overboard while intoxicated; one was killed by a vessel broaching to and shipping a heavy sea; six fell overboard; and one was scalded by escaping steam.

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 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 fiscal year ending June 30, 1884.

FOUNDERINGS.

	Atlantic and Gulf coasts.	Pacific coast.	Great lakes.	Rivers.	At sea or in foreign waters.	Total.
Number of vessels	40	1	13	19	35	108
Tonnage of vessels partially damaged	2,225	.....	.....	460	50	2,735
Tonnage of vessels totally lost	3,940	8	4,055	411	7,799	16,213
Value of vessels	$148,850	$900	$199,400	$44,600	$333,200	$726,950
Value of cargoes	$88,070	.....	$74,765	$8,020	$304,255	$475,110
Loss to vessels	$94,500	$900	$199,400	$18,200	$331,700	$644,700
Loss to cargoes	$58,320	.....	$74,765	$6,480	$304,255	$443,820
Insurance on vessels	$80,500	.....	$88,900	$1,200	$99,710	$270,310
Insurance on cargoes	$80,225	.....	$23,800	.....	$264,400	$368,425
Laden	30	.....	12	11	20	73
In ballast	10	1	1	8	15	35
Unknown whether laden or not	.....	.....	.....	.....	.....	.....
Wrecks involving total loss	24	1	13	10	34	82
Casualties involving partial and unknown damage	16	.....	.....	9	1	26
Number of passengers	46	.....	21	22	9	98
Number in crews	153	3	123	69	355	703
Total on board	199	3	144	91	364	801
Number of lives lost	35	.....	73	6	240	354

Digitized by Google

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

STRANDINGS.

	Atlantic and Gulf coasts.	Pacific coast.	Great lakes.	Rivers.	At sea or in foreign waters.	Total.
Number of vessels	278	33	144	22	68	545
Tonnage of vessels partially damaged	40,949	6,873	44,271	5,000	11,705	108,798
Tonnage of vessels totally lost	19,375	4,230	10,594	1,958	19,126	55,283
Value of vessels	$2,994,800	$874,400	$2,607,800	$236,850	$1,412,800	$8,126,650
Value of cargoes	$1,061,445	$594,450	$733,940	$114,150	$1,067,330	$3,571,315
Loss to vessels	$1,143,305	$355,100	$617,530	$80,300	$1,070,250	$3,266,485
Loss to cargoes	$381,755	$284,850	$272,664	$50,505	$643,930	$1,633,704
Insurance on vessels	$866,960	$531,440	$1,333,850	$127,900	$604,880	$3,465,030
Insurance on cargoes	$414,715	$75,000	$424,210	$43,700	$559,585	$1,517,210
Laden	195	20	110	14	45	384
In ballast	83	13	34	8	23	161
Unknown whether laden or not						
Wrecks involving total loss	98	16	38	6	44	202
Casualties involving partial and unknown damage	180	17	106	16	24	343
Number of passengers	347	361	53	98	127	986
Number in crews	1,811	409	1,226	364	812	4,622
Total on board	2,158	770	1,279	462	939	5,608
Number of lives lost	117	6	11	3	3	140

COLLISIONS.

Number of vessels	454	24	126	78	52	734
Tonnage of vessels partially damaged	163,294	15,239	46,018	19,447	28,605	272,603
Tonnage of vessels totally lost	2,348		661	265	658	3,932
Value of vessels	$11,568,750	$412,800	$1,728,500	$1,395,150	$1,221,600	$16,326,800
Value of cargoes	$2,443,245	$216,350	$505,675	$584,605	$557,945	$4,307,820
Loss to vessels	$371,510	$10,360	$80,460	$29,055	$76,695	$568,080
Loss to cargoes	$111,565		$7,965	$6,920	$43,620	$170,070
Insurance on vessels	$1,853,200	$145,000	$687,770	$258,500	$272,440	$3,216,910
Insurance on cargoes	$854,760	$20,000	$264,535	$8,900	$237,500	$1,385,695
Laden	207	13	53	32	26	331
In ballast	172	4	47	32	10	265
Unknown whether laden or not	75	7	26	14	16	138
Wrecks involving total loss	19		2	4	5	30
Casualties involving partial and unknown damage	435	24	124	74	47	704
Number of passengers	4,688	177	45	1,331	201	6,442
Number in crews	3,711	241	725	568	499	5,744
Total on board	8,399	418	770	1,899	700	12,186
Number of lives lost	25			3	4	32

OTHER CAUSES.

Number of vessels	232	14	180	156	328	910
Tonnage of vessels partially damaged	54,983	3,408	66,143	32,615	127,513	284,662
Tonnage of vessels totally lost	6,627	732	2,499	10,076	18,803	38,737
Value of vessels	$5,268,400	$376,500	$3,326,350	$2,202,800	$7,385,650	$18,559,700
Value of cargoes	$1,580,587	$79,800	$840,595	$1,110,200	$6,391,125	$10,002,307
Loss to vessels	$628,710	$154,520	$307,715	$697,700	$1,231,286	$3,019,931
Loss to cargoes	$172,310	$2,800	$111,700	$495,150	$844,915	$1,626,875
Insurance on vessels	$1,585,800	$150,700	$1,866,100	$1,114,900	$2,508,045	$7,225,545
Insurance on cargoes	$996,500	$3,000	$489,770	$705,100	$3,099,327	$5,293,697
Laden	147	8	138	63	277	633
In ballast	85	6	42	91	50	274
Unknown whether laden or not				2	1	3
Wrecks involving total loss	27	2	11	35	54	129
Casualties involving partial and unknown damage	205	12	169	121	274	781
Number of passengers	2,258	174	391	947	1,738	5,508
Number in crews	2,010	175	1,766	2,184	3,908	10,043
Total on board	4,268	349	2,157	3,131	5,646	15,551
Number of lives lost	24	1	7	31	246	309

Digitized by Google

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

RECAPITULATION.

	Atlantic and Gulf coasts.	Pacific coast.	Great lakes.	Rivers.	At sea or in foreign waters.	Total.
Number of vessels	1,004	72	463	275	483	2,297
Laden	579	41	313	120	368	1,421
In ballast	350	24	124	139	98	735
Unknown whether laden or not	75	7	26	16	17	141
Wrecks involving total loss	168	19	64	55	137	443
Casualties involving partial and unknown damage	836	53	399	220	346	1,854
Number of passengers	7,339	712	510	2,398	2,075	13,034
Number in crews	7,685	828	3,840	3,185	5,574	21,112
Total on board	15,024	1,540	4,350	5,583	7,649	34,146
Number of lives lost	201	7	91	43	493	*835
Total tonnage vessels partially damaged	261,451	25,520	156,432	57,522	167,873	668,798
Total tonnage vessels lost	32,290	4,970	17,809	12,710	46,386	114,165
Aggregate	293,741	30,490	174,241	70,232	214,259	782,963
Total value of vessels	$19,980,800	$1,664,600	$7,862,050	$3,879,400	$10,353,250	$43,740,100
Total value of cargoes	5,173,347	890,600	2,154,975	1,816.975	8,320,655	18,356,552
Aggregate	25,154,147	2,555,200	10,017,025	5,696,375	18,673,905	62,096,652
Total losses to vessels	$2,238,025	$520,880	$1,205,105	$825,255	$2,709,931	$7,499,196
Total losses to cargoes	723,950	287,650	467,094	559,055	1,836,720	3,874,469
Aggregate	2,961,975	808,530	1,672,199	1,384,310	4,546,651	11,373,665
Total insurance on vessels	$4,386,460	$827,140	$3,976,620	$1,502,500	$3,485,075	$14,177,795
Total insurance on cargoes	2,346,200	98,000	1,202,315	757,700	4,160,812	8,565,027
Aggregate	6,732,660	925,140	5,178,935	2,260,200	7,645,887	22,742,822

*In addition to the number of lives lost here reported, 238 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 1,073.

As the tables hereinafter given, from Nos. 1 to 65, inclusive, embrace all casualties involving losses as low as $50, for the purpose of exhibiting their nature, causes, and localities, the character of vessels, loss of life, and other information of importance, the following table of disasters, involving damage amounting to $500 and upward, (damage less than that amount to vessels and cargoes being considered unimportant in a pecuniary sense,) is subjoined, the corresponding table for the two previous years being also reprinted for the purpose of comparison:

Statement showing amount of losses for fiscal years ending June 30, 1883, 1884, *and* 1885.

YEAR ENDING JUNE 30, 1883.

	$500 to $1,000.	$1,000 to $2,000.	$2,000 to $5,000.	$5,000 to $10,000.	$10,000 to $20,000.	$20,000 to $30,000.	$30,000 to $40,000.	$40,000 to $50,000.	$50,000 to $75,000.	$75,000 to $100,000.	$100,000 to $200,000.	$200,000 to $300,000.	$300,000 and over.	Unknown.	Total.
Atlantic and Gulf coasts	86	81	102	46	34	10	6	5	3	1	2	1	1	75	453
Pacific coast	10	6	16	9	9	1	.....	.....	.....	1	.....	.....	1	7	60
Great lakes	59	50	42	25	14	7	2	1	.....	.....	.....	.....	.....	40	240
Rivers	23	35	27	22	15	7	4	1	.....	1	4	.....	.....	14	153
At sea or in foreign waters	54	41	43	43	40	16	6	5	6	2	3	.....	.....	14	273
Total	232	213	230	145	112	41	18	12	9	5	9	1	2	150	1,179

Digitized by Google

Statement showing amount of losses, &c.—Continued.

YEAR ENDING JUNE 30, 1884.

	$500 to $1,000.	$1,000 to $2,000.	$2,000 to $5,000.	$5,000 to $10,000.	$10,000 to $20,000.	$20,000 to $30,000.	$30,000 to $40,000.	$40,000 to $50,000.	$50,000 to $75,000.	$75,000 to $100,000.	$100,000 to $200,000.	$200,000 to $300,000.	$300,000 and over.	Unknown.	Total.
Atlantic and Gulf coasts	179	90	87	40	27	9	6	2	7	1	2	.....	1	79	530
Pacific coast	8	5	9	9	5	.....	.....	.....	1	.....	4	.....	.....	7	48
Great lakes	61	48	48	29	26	8	8	.....	2	.....	1	.....	.....	35	266
Rivers	38	33	35	8	8	4	2	1	5	2	.....	1	.....	14	151
At sea or in foreign waters	58	43	72	67	38	19	6	3	6	2	3	3	1	18	339
Total	344	219	251	153	104	40	22	6	21	5	10	4	2	153	1,334

YEAR ENDING JUNE 30, 1885.

Atlantic and Gulf coasts	125	77	84	48	23	5	3	1	5	2	.....	1	1	66	441
Pacific coast	15	4	8	8	2	3	1	1	.....	.....	.....	.....	.....	7	49
Great lakes	60	35	34	17	13	2	1	.....	1	2	1	.....	.....	24	190
Rivers	37	24	40	24	12	3	1	2	4	.....	.....	.....	.....	18	165
At sea or in foreign waters	70	31	32	39	47	17	9	1	7	1	6	1	.....	34	295
Total	307	171	198	136	97	30	15	5	17	5	7	2	1	149	1,140

The subjoined tables show, 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 1883–'84 and 1884–'85, with the percentage of increase or decrease of the latter compared with the former:

NUMBER OF VESSELS INVOLVED.

	1883–'84.	1884–'85.	Per cent. of—
Atlantic	970	834	Decrease, 14.02
Pacific	65	68	Increase, 4.61
Great lakes	433	358	Decrease, 17.32
Rivers	250	255	Increase, 2.00
At sea or in foreign waters	452	385	Decrease, 14.82
Aggregate	2,170	1,900	Decrease, 12.44

VALUE OF VESSELS AND CARGOES.

Atlantic	$24,453,447	$25,664,635	Increase, 4.95
Pacific	2,324,000	3,589,320	Increase, 54.44
Great lakes	9,370,105	8,099,900	Decrease, 13.56
Rivers	5,297,845	5,562,275	Increase, 4.99
At sea or in foreign waters	17,600,460	12,730,530	Decrease, 27.67
Aggregate	59,045,857	55,646,660	Decrease, 5.76

LOSSES TO VESSELS AND CARGOES.

Atlantic	$2,948,345	$2,604,860	Decrease, 11.65
Pacific	782,560	305,460	Decrease, 60.97
Great lakes	1,603,794	1,003,915	Decrease, 37.40
Rivers	1,319,195	1,030,760	Decrease, 21.86
At sea or in foreign waters	4,378,271	3,625,410	Decrease, 17.20
Aggregate	11,032,165	8,570,405	Decrease, 22.31

Digitized by Google

TONNAGE OF VESSELS INVOLVED.

	1883-'84.	1884-'85.	Per cent. of—
Atlantic	288,282	264,767	Decrease, 8.16
Pacific	28,585	40,047	Increase, 40.10
Great lakes	162,498	135,612	Decrease, 16.55
Rivers	63,699	72,560	Increase, 13.91
At sea or in foreign waters	194,396	186,285	Decrease, 4.17
Aggregate	737,460	699,271	Decrease, 5.18

TONNAGE OF VESSELS TOTALLY LOST.

Atlantic	32,269	23,749	Decrease, 26.40
Pacific	4,930	4,248	Decrease, 13.83
Great lakes	17,147	8,195	Decrease, 52.21
Rivers	12,067	11,228	Decrease, 6.95
At sea or in foreign waters	43,236	47,550	Increase, 9.98
Aggregate	109,649	94,970	Decrease, 13.38

On the 30th of June, 1885, the total number of registered, enrolled, and licensed vessels belonging to the United States were 23,963, with a total tonnage of 4,265,934; of this number 1,827 vessels, having a total tonnage of 571,467, met with casualties during the year, being 7.62 per cent. of the total number.

The following exhibit shows the number of steam and sailing vessels, canal-boats, and barges registered, enrolled, and licensed belonging to the United States on June 30, 1885, the number of each class which have met with disasters during the year, and the ratio of casualties to the number of vessels:

Comparative table—Casualties to vessels.

Classification.	Number of vessels belonging to the United States.	Number of casualties to vessels.	Ratio of casualties to number of vessels.
Steam-vessels	5,399	606	As 1 to 8.90
Sailing-vessels	16,532	1,186	As 1 to 13.94
Canal-boats	1,027	2	As 1 to 513.50
Barges	1,005	33	As 1 to 30.46
Total	23,963	1,827	As 1 to 13.12

During the year 725 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, &c.,) the actual number of casualties of this nature were a little less than one-half that number.

Fifty-six foreign vessels, having an aggregate tonnage of 32,843, met with disasters in American waters during the year. The nationalities, values involved, &c., of these vessels are given in certain of the accompanying tables.

In addition to the lives lost in the disasters to vessels which are embraced in the tables, 202 persons perished, by drowning or by accident

Digitized by Google

on board, out of crews employed on 189 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, &c., falling or swinging, owing to the giving way of rigging. These vessels are not included in any of the tables, except 63, 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 ten fiscal years:

Fiscal years.	Number of casualties.	Number of persons on board.	Number of lives lost.	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875–'76	2,173	23,602	*885	As 1 to 26.67	As 1 to 2.45
1876–'77	2,062	28,139	*817	As 1 to 34.44	As 1 to 2.52
1877–'78	1,942	25,133	*598	As 1 to 42.03	As 1 to 3.25
1878–'79	2,942	27,811	*743	As 1 to 37.43	As 1 to 2.82
1879–'80	2,318	33,339	*417	As 1 to 79.95	As 1 to 5.56
1880–'81	2,029	30,475	*605	As 1 to 50.37	As 1 to 3.35
1881–'82	2,095	33,921	*494	As 1 to 68.67	As 1 to 4.24
1882–'83	1,959	32,698	*519	As 1 to 63.00	As 1 to 3.77
1883–'84	2,170	31,879	*798	As 1 to 39.95	As 1 to 2.72
1884–'85	1,900	36,386	*288	As 1 to 126.34	As 1 to 6.60

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

The following table is the same as the one above, except that it is confined to our own domain, the disasters occurring at sea and in foreign waters being excluded:

Fiscal years.	Number of casualties.	Number of persons on board.	Number of lives lost.	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875–'76	1,808	19,255	*650	As 1 to 29.62	As 1 to 2.78
1876–'77	1,525	21,688	*315	As 1 to 68.85	As 1 to 4.84
1877–'78	1,531	20,327	*399	As 1 to 50.94	As 1 to 3.83
1878–'79	1,571	21,898	*237	As 1 to 92.40	As 1 to 6.63
1879–'80	1,883	28,128	*187	As 1 to 150.42	As 1 to 10.07
1880–'81	1,655	25,881	*280	As 1 to 92.43	As 1 to 5.91
1881–'82	1,772	28,621	*252	As 1 to 113.58	As 1 to 7.03
1882–'83	1,598	27,566	*333	As 1 to 82.78	As 1 to 4.80
1883–'84	1,718	24,610	*333	As 1 to 73.90	As 1 to 5.16
1884–'85	1,515	31,468	*113	As 1 to 278.48	As 1 to 13.40

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

Digitized by Google

TABLES.

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, 1885, *showing the* NUMBER *and* VALUE *of* VESSELS *and* CARGOES *and amount of* LOSS *to same where known.*

Months.	Total value of vessels.		Number of vessels, value unknown.	Total value of cargoes.		Number of cargoes, value unknown.	Unknown whether laden or not.	Loss to vessels.		Number of vessels totally lost, amount unknown.	Number of vessels damaged, amount unknown.*	Loss to cargoes.		Number of cargoes totally lost, amount unknown.	Number of cargoes not damaged, or damage unknown.
	Number.	Amount.		Number.	Amount.			Number.	Amount.			Number.	Amount.		
July	68	$2,402,700	7	36	$449,940	.....	5	65	$70,770	.....	10	13	$17,210	.....	28
August	62	2,381,100	4	30	389,865	1	3	60	76,610	.....	6	12	9,190	.....	22
September	68	1,349,000	6	40	117,280	1	6	62	65,855	.....	12	12	5,380	.....	35
October	65	910,900	6	38	157,080	.....	6	60	125,650	.....	11	19	44,280	.....	25
November	73	1,617,650	6	45	232,685	1	6	67	430,675	.....	12	17	80,180	.....	35
December	107	3,398,940	11	65	762,180	4	11	102	360,780	.....	16	32	61,215	.....	48
January	68	1,654,350	6	40	371,980	.....	6	63	359,475	.....	11	19	35,420	.....	27
February	67	1,869,100	4	45	538,395	.....	4	65	214,010	.....	6	21	172,265	.....	28
March	52	1,638,050	5	31	699,870	1	6	49	117,815	.....	8	11	57,725	.....	27
April	67	1,582,300	3	46	336,990	.....	3	63	82,415	.....	7	18	61,575	.....	31
May	38	1,319,550	3	21	317,280	.....	3	32	47,260	.....	9	7	11,850	.....	17
June	38	849,500	.....	19	317,950	3	.....	37	41,030	.....	1	14	56,225	.....	8
Total	773	$20,973,140	61	456	$4,691,495	11	59	725	$1,992,345	.....	109	195	$612,515	.....	331

* 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.

Digitized by Google

TABLE 2.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June* 30, 1885, *showing the number of* VESSELS TOTALLY LOST, *the number* DAMAGED, *and their* TONNAGE; *the number of persons on board, and the number of* LIVES LOST.

Months.	Number of disasters resulting in total loss to vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number in crews, including masters, &c.	Total number of passengers.	Total number of lives lost.
July	10	55	6	4	75	841	33,461	1,009	1,862	10
August	11	49	4	2	66	1,039	22,993	918	2,602	4
September	11	51	6	6	74	805	17,349	574	1,030	2
October	12	48	6	5	71	2,242	13,302	407	323	.....
November	13	54	6	6	79	4,367	17,544	536	477	2
December	31	71	11	5	118	5,742	43,006	1,007	553	14
January	12	51	6	5	74	1,411	17,342	523	98	3
February	19	46	4	2	71	3,907	17,907	718	309	2
March	10	39	5	3	57	948	20,036	505	226	.....
April	9	54	3	4	70	1,276	16,605	643	722	3
May	7	25	3	6	41	341	13,103	376	536	.....
June	5	32	.....	1	38	830	8,370	283	125	.....
Total	150	575	60	49	834	23,749	241,018	7,499	8,863	40

TABLE 3.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June* 30, 1885, *showing the number of* VESSELS *and* CARGOES INSURED *and* UNINSURED, *and the* AMOUNT *of* INSURANCE, *where known.*

Months.	Number of vessels and cargoes reported to be insured, and the amount of insurance.					No. of vessels and cargoes reported not insured.		No. of vessels and cargoes, whether insured or not, unknown.		Vessels in ballast.
	Vessels.		Cargoes.		Total amount of insurance.	Vessels.	Cargoes.	Vessels.	Cargoes.	
	No.	Amount.	No.	Amount.						
July	24	$562,350	6	$75,000	$637,350	43	21	8	14	34
August	18	235,850	9	231,360	467,210	42	12	6	13	32
September	28	318,650	8	21,855	340,505	35	24	11	15	27
October	24	227,200	17	91,630	318,830	37	16	10	11	27
November	19	385,350	16	120,950	506,300	49	17	11	19	27
December	46	905,350	32	519,255	1,424,605	52	22	20	26	38
January	24	595,850	8	81,900	677,750	41	18	9	20	28
February	27	255,500	23	368,250	623,750	37	15	7	11	22
March	24	578,550	12	214,755	793,305	26	13	7	13	19
April	18	204,735	19	283,905	488,640	42	17	10	13	21
May	6	17,900	3	165,380	183,280	28	14	7	7	17
June	11	53,750	7	209,750	263,500	23	10	4	5	16
Total	269	$4,341,035	160	$2,383,990	$6,725,025	455	199	110	167	308

Digitized by Google

TABLE 4.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June* 30, 1885, *distinguishing the* NATURE *of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	5	3	3	.....	.....	13	4	.....	1	2	.....	3	34
Stranded	17	12	11	17	27	35	18	26	13	31	11	15	233
Collided	36	42	40	36	42	51	28	26	26	26	22	10	385
Abandoned	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Capsized	1	1	1	1	1	.....	.....	.....	.....	2	1	.....	8
Damage to hull, masts, rigging, &c	6	1	5	4	2	7	6	2	4	3	.....	5	45
Damage to machinery	4	.....	4	1	1	1	3	.....	2	.....	2	.....	18
Explosion of boiler	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Fire	1	2	6	9	2	6	4	3	5	1	3	.....	42
Ice	.....	.....	.....	.....	.....	.....	7	10	2	1	.....	.....	20
Sprung a leak	1	1	1	3	1	1	1	.....	2	1	.....	2	14
Struck by lightning	2	2	1	.....	.....	.....	.....	.....	.....	.....	.....	1	6
Struck wharf, bridge, sunken wreck, &c	2	.....	2	.....	2	3	2	3	2	3	2	2	23
Miscellaneous	.....	2	.....	.....	.....	.....	1	1	.....	.....	.....	.....	4
Total	75	66	74	71	79	118	74	71	57	70	41	38	834

TABLE 5.—*Abstract of returns of disasters (excluding collisions) to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June* 30, 1885, *distinguishing the* CAUSE *of each disaster.*

Class and cause of disaster.	Foundrings.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.—*Causes connected with the weather:*					
Calms, currents, and tides	.....	13	2	.....	15
Darkness	.....	12	1	.....	13
Fog	.....	28	.....	.....	28
Gales, hurricanes, &c	14	94	49	.....	157
Heavy sea	.....	12	9	.....	21
Lightning	.....	.....	6	.....	6
Total of class 1	14	159	67	.....	240
CLASS 2.—*Causes connected with vessels, equipments, or stowage:*					
Defective hull, masts, rigging, &c	.....	.....	4	.....	4
Defective chart	.....	1	.....	.....	1
Error in chronometer	.....	2	.....	.....	2
Error in compass	.....	6	.....	.....	6
Total of class 2	.....	9	4	.....	13
CLASS 3.—*Causes connected with navigation and seamanship:*					
Errors of masters, officers, or crew	.....	20	.....	.....	20
Errors of pilots	1	11	1	.....	13
Total of class 3	1	31	1	.....	33
CLASS 4.—*Causes connected with machinery or boilers:*					
Damage to machinery	.....	.....	18	.....	18
Explosion of boiler	.....	.....	1	.....	1
Total of class 4	.....	.....	19	.....	19
CLASS 5.—*Other causes:*					
Absence of lights or buoys	.....	6	.....	.....	6
Fire	.....	.....	41	.....	41
Ice	.....	4	20	.....	24
Incendiarism	.....	.....	1	.....	1
Misstayed	.....	7	.....	.....	7
Sprung a leak	14	5	8	.....	27
Struck rock, wreck, bridge, &c	.....	3	15	.....	18
Miscellaneous	3	5	5	.....	13
Unknown	2	4	1	.....	7
Total of class 5	19	34	91	.....	144
Aggregate	34	233	182	.....	449

Digitized by Google

TABLE 6.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June* 30, 1885, *showing the number of vessels* COLLIDED, *and distinguishing the* CAUSE *of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental	3	.....	.....	1	2	.....	.....	2	.....	2	.....	.....	10
Bad management	1	1	.....	.....	2	.....	.....	2	.....	1	2	1	10
Carelessness	3	.....	.....	.....	2	2	.....	.....	.....	1	.....	.....	8
Darkness	.....	2	4	2	2	4	2	2	6	4	.....	.....	28
Errors of pilots	.....	.....	.....	4	2	2	2	.....	.....	.....	.....	2	12
"Fault of other vessel"	11	15	15	15	15	8	4	4	3	3	7	2	102
Fault of tug towing	.....	2	3	4	.....	5	4	.....	2	2	4	2	28
Fog	2	10	7	.....	6	15	4	2	.....	6	6	.....	58
High, baffling winds	2	4	.....	.....	6	6	.....	6	3	.....	.....	.....	27
Misunderstanding signals	6	.....	.....	.....	.....	.....	.....	4	.....	.....	.....	.....	10
Misstayed	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Negligence	1	.....	1	.....	2	.....	.....	.....	.....	.....	.....	.....	4
Stress of weather	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Tides, currents, &c	2	.....	2	.....	.....	.....	8	.....	.....	2	.....	.....	14
Want of proper lights	.....	2	1	2	.....	.....	.....	.....	4	.....	.....	.....	9
Miscellaneous	.....	.....	.....	.....	.....	.....	.....	.....	2	2	.....	2	6
Unknown	5	6	7	8	3	5	4	4	6	3	3	1	55
Total	36	42	40	36	42	51	28	26	26	26	22	10	385

TABLE 7.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June* 30, 1885, *showing the number of vessels and distinguishing their* DESCRIPTION.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges	1	1	3	.....	1	3	1	1	1	1	.....	2	15
Barks	.....	1	.....	1	1	4	2	1	1	1	.....	1	13
Barkentines	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	2
Brigs	1	.....	.....	.....	.....	.....	1	3	.....	1	.....	.....	6
Canal-boats	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	2
Ferry-boats	1	1	.....	3	2	6	.....	.....	.....	.....	3	1	17
Schooners	39	33	44	43	51	57	41	43	33	55	20	24	483
Scows	.....	.....	.....	1	1	12	1	.....	1	.....	.....	.....	16
Ships	.....	.....	1	.....	.....	3	.....	.....	2	.....	.....	.....	6
Sloops	3	6	5	3	4	3	2	.....	2	3	3	3	37
Steamers	25	21	16	18	13	21	21	19	13	8	11	2	188
Steamships	4	2	4	1	6	7	3	3	3	1	2	2	38
Steam-yachts	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Yachts	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2	4
Unknown	.....	.....	.....	1	.....	2	1	.....	1	.....	1	.....	6
Total	75	66	74	71	79	118	74	71	57	70	41	38	834

Digitized by Google

TABLE 8.—*Abstract of returns of disasters to foreign vessels on the* ATLANTIC *and* GULF *coasts during the year ending June* 30, 1885, *showing* NATIONALITY *and* DESCRIPTION, *and distinguishing those* TOTALLY LOST *and those* PARTIALLY DAMAGED.

Nationality and rig.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British barks	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	2	1	3
British brigs	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
British schooners	.....	1	.....	2	.....	1	.....	2	1	1	.....	1	2	.....	1	2	.....	.....	.....	2	.....	1	.....	.....	4	13	17
British steamers	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	1
British steamships	.....	1	.....	1	.....	.....	.....	.....	.....	1	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	5	5
German barks	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
German brigs	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	1
German ships	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	2	2
German steamships	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	3
Italian barks	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Mexican steamers	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Norwegian barks	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Portuguese brigs	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Spanish barks	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Total	.....	4	.....	3	1	1	.....	3	2	2	2	6	3	.....	1	4	.....	2	1	3	.....	1	.....	.....	10	29	39
Aggregate	4		3		2		3		4		8		3		5		2		4		1		.....	.....	39		

NOTE.—For values involved, &c., in the casualties embraced in this table, as near as they can be ascertained, see Summary Table 62.

Digitized by Google

TABLE 9.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June* 30, 1885, *showing the* TONNAGE *and distinguishing the number of those* TOTALLY LOST *and those* PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 50 tons	4	11	4	9	4	16	3	12	6	14	6	13	4	19	2	12	5	9	2	15	5	6	4	4	49	140	189
Over 50 and not exceeding 100 tons	1	9	2	13	3	16	1	11	2	13	7	10	5	7	3	10	2	8	1	15	1	7	.....	18	28	137	165
Over 100 and not exceeding 200 tons	3	9	4	7	4	8	4	8	.....	17	11	13	.....	10	7	4	1	7	4	13	1	2	.....	5	39	103	142
Over 200 and not exceeding 300 tons	1	3	1	2	.....	2	3	4	2	3	1	4	1	2	3	2	2	.....	1	7	.....	5	.....	.....	15	34	49
Over 300 and not exceeding 400 tons	.....	6	.....	5	.....	2	.....	7	2	3	2	4	2	5	.....	5	.....	4	1	.....	.....	1	.....	1	7	43	50
Over 400 and not exceeding 500 tons	.....	5	.....	6	.....	1	.....	3	.....	4	2	5	.....	3	1	6	.....	3	.....	3	.....	.....	.....	.....	3	39	42
Over 500 and not exceeding 600 tons	.....	1	.....	.....	.....	2	.....	3	.....	1	.....	6	.....	2	.....	4	.....	2	.....	2	.....	2	.....	.....	.....	25	25
Over 600 and not exceeding 700 tons	.....	2	.....	4	.....	3	.....	1	.....	.....	.....	4	.....	5	.....	1	.....	1	.....	2	.....	2	.....	1	.....	26	26
Over 700 and not exceeding 800 tons	.....	2	.....	2	.....	.....	1	3	.....	1	1	4	.....	.....	2	.....	.....	.....	.....	.....	.....	1	1	.....	5	13	18
Over 800 and not exceeding 900 tons	.....	1	.....	.....	.....	2	.....	1	.....	2	.....	2	.....	1	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	11	11
Over 900 and not exceeding 1,000 tons	.....	2	.....	.....	.....	1	.....	1	.....	2	1	1	.....	.....	.....	1	.....	1	.....	.....	.....	2	.....	1	1	12	13
Over 1,000 and not exceeding 1,100 tons	.....	2	.....	2	.....	.....	.....	.....	.....	1	.....	4	.....	.....	.....	1	.....	1	.....	.....	.....	2	.....	.....	.....	13	13
Over 1,100 and not exceeding 1,200 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	4	4
Over 1,200 and not exceeding 1,300 tons	.....	1	.....	2	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	1	.....	.....	.....	8	8
Over 1,300 and not exceeding 1,400 tons	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Over 1,400 tons	.....	7	.....	2	.....	3	.....	.....	1	2	.....	8	.....	2	.....	3	.....	3	.....	2	.....	1	.....	2	1	35	36
Unknown	1	3	.....	1	.....	5	.....	5	.....	3	.....	7	.....	5	1	2	.....	4	.....	1	.....	2	.....	1	2	39	41
Total	10	65	11	55	11	63	12	59	13	66	31	87	12	62	19	52	10	47	9	61	7	34	5	33	150	684	834
Aggregate	75		66		74		71		79		118		74		71		57		70		41		38		834		

NOTE.—In the columns of "Partially lost" 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.

Digitized by Google

TABLE 10.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June* 30, 1885, *showing the number of vessels and distinguishing* AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years	14	11	11	14	9	25	13	15	10	6	7	6	141
Over 3 and not exceeding 7 years	14	6	5	5	10	17	9	7	11	6	7	7	104
Over 7 and not exceeding 10 years	6	7	8	7	4	10	11	11	2	5	3	2	76
Over 10 and not exceeding 14 years	7	11	7	9	15	11	8	15	6	14	4	8	115
Over 14 and not exceeding 20 years	11	12	15	14	15	14	9	11	11	19	10	7	148
Over 20 and not exceeding 25 years	9	8	8	6	4	10	7	5	3	6	5	2	73
Over 25 and not exceeding 30 years	3	5	6	4	3	7	6	3	2	2	.....	1	42
Over 30 and not exceeding 35 years	.....	1	5	4	7	5	4	.....	3	5	.....	3	37
Over 35 and not exceeding 40 years	3	.....	1	.....	3	5	1	.....	.....	2	1	.....	16
Over 40 and not exceeding 45 years	2	1	.....	1	1	1	.....	.....	.....	1	1	1	9
Over 45 and not exceeding 50 years	.....	.....	1	.....	1	1	1	.....	1	2	1	.....	8
Over 50 years	1	.....	.....	.....	.....	2	.....	.....	1	1	.....	.....	5
Unknown	5	4	7	7	7	10	5	4	7	1	2	1	60
Total	75	66	74	71	79	118	74	71	57	70	41	38	834

TABLE 11.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June* 30, 1885, *showing the number of vessels and distinguishing their* CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	34	32	27	27	27	38	28	22	19	21	17	16	308
Coal	12	9	9	12	8	26	5	10	5	13	4	3	116
Copper	.....	.....	.....	.....	.....	.....	.....	1	1	.....	1	.....	3
Cotton, cotton-seed, &c	.....	.....	.....	3	.....	3	3	2	2	.....	.....	.....	13
Fertilizers	2	1	.....	.....	2	.....	2	2	1	2	.....	1	13
Fish, oysters, &c	3	2	9	4	4	5	6	4	7	3	4	2	53
Fruit, coffee, &c	1	1	1	.....	1	1	2	1	.....	1	.....	.....	9
Grain	1	.....	.....	.....	1	.....	.....	1	.....	3	1	.....	7
Ice	1	.....	2	1	.....	.....	.....	1	.....	.....	.....	1	6
Iron, iron ore, &c	.....	.....	.....	1	1	2	1	.....	.....	2	.....	.....	7
Lime	1	1	1	1	1	2	1	3	3	1	.....	.....	15
Logwood	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Lumber, timber, &c	1	7	4	5	10	14	8	7	3	6	2	4	71
Merchandise, (general)	6	4	5	2	10	8	6	9	4	1	4	2	61
Petroleum	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Provisions	.....	.....	.....	1	.....	.....	1	.....	.....	.....	1	.....	3
Railroad-iron, &c	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Salt	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....	2
Sand, plaster, &c	1	.....	.....	1	1	4	.....	.....	.....	1	1	3	12
Stone, brick, &c	1	1	5	2	2	3	2	.....	2	2	.....	4	24
Sugar, molasses, &c	.....	.....	.....	.....	.....	.....	1	2	.....	.....	2	1	6
Tar, turpentine, &c	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Wood	2	2	2	5	3	1	2	1	1	4	.....	.....	23
Miscellaneous	4	3	1	.....	1	.....	.....	1	1	6	1	1	19
Unknown	5	3	6	6	6	11	6	4	6	3	3	.....	59
Total	75	66	74	71	79	118	74	71	57	70	41	38	834

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

Nature of casualties.	Number of vessels.	Total number of tons.	Laden.	Ballast.	Unknown whether laden or not.	Total loss.	Partial and unknown loss.*	Number of passengers.	Number in crews.	Total on board.	Total number of lives lost.
Founderings	34	6,053	24	10	.....	19	15	6	134	140	15
Strandings	233	53,287	166	67	.....	92	141	859	1,619	2,478	14
Vessels collided	385	158,548	178	148	59	13	372	7,366	4,321	11,687	5
Other causes	182	46,879	99	83	.....	26	156	632	1,425	2,057	6
Total	834	264,767	467	308	59	150	684	8,863	7,499	16,362	40

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

Digitized by Google

PACIFIC COAST.

TABLE 13.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June* 30, 1885, *showing the* NUMBER *and* VALUE *of* VESSELS *and* CARGOES *and amount of* LOSS *to same where known.*

Months.	Total value of vessels.		Number of vessels, value unknown.	Total value of cargoes.		Number of cargoes, value unknown.	Unknown whether laden or not.	Loss to vessels.		Number of vessels totally lost, amount unknown.	Number of vessels damaged, amount unknown.*	Loss to cargoes.		Number of cargoes totally lost, amount unknown.	Number of cargoes not damaged, or damage unknown.
	Number.	Amount.		Number.	Amount.			Number.	Amount.			Number.	Amount.		
July	1	$65,000	.....	1	$10,000	.....	.....	1	$400	.....	.....	.....	.....	.....	1
August	6	36,500	.....	2	600	.....	.....	6	6,840	.....	.....	.....	.....	.....	2
September	6	86,000	.....	3	3,200	.....	.....	5	43,000	.....	1	1	$150	.....	2
October	6	900,000	.....	2	4,750	1	.....	4	1,495	.....	2	1	900	.....	2
November	3	803,500	.....	3	80,500	.....	.....	3	22,180	.....	.....	.....	.....	.....	3
December	17	686,500	4	12	98,755	.....	4	16	77,455	.....	5	6	4,120	.....	10
January	7	195,000	.....	1	45,000	.....	.....	5	90,250	.....	2	.....	.....	.....	1
February	7	80,500	.....	3	12,000	1	.....	7	21,480	.....	.....	1	1,000	.....	3
March	3	24,000	.....	1	2,500	.....	.....	3	13,000	.....	.....	1	400	.....	.....
April	3	65,650	.....	2	12,065	.....	.....	3	15,950	.....	.....	2	440	.....	.....
May	3	312,000	.....	3	25,300	.....	.....	3	1,050	.....	.....	1	50	.....	2
June	2	35,000	.....	1	5,000	.....	.....	2	5,300	.....	.....	.....	.....	.....	1
Total	64	$3,289,650	4	34	$299,670	2	4	58	$298,400	.....	10	13	$7,060	.....	27

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

Digitized by Google

TABLE 14.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June* 30, 1885, *showing the number of* VESSELS TOTALLY LOST, *the number* DAMAGED, *and their* TONNAGE; *the number of persons on board, and the number of* LIVES LOST.

Months	Number of disasters resulting in total loss to vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number in crews, including masters, &c.	Total number of passengers.	Total number of lives lost.
July	.....	1	.....	.....	1	.....	689	41	37	.....
August	.....	6	.....	.....	6	.....	390	24	.....	.....
September	3	2	.....	1	6	282	1,464	75	10	.....
October	.....	4	.....	2	6	.....	6,648	187	.....	.....
November	.....	3	.....	.....	3	.....	4,906	114	241	.....
December	3	13	5	.....	21	689	16,160	162	40	7
January	4	1	.....	2	7	1,398	1,419	73	2	4
February	3	4	.....	.....	7	295	854	45	.....	.....
March	2	1	.....	.....	3	125	298	18	.....	.....
April	2	1	.....	.....	3	1,459	613	48	33	.....
May	.....	3	.....	.....	3	.....	1,722	77	77	.....
June	.....	2	.....	.....	2	.....	1,636	29	.....	.....
Total	17	41	5	5	68	4,248	35,799	893	440	11

TABLE 15.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June* 30, 1885, *showing the number of* VESSELS *and* CARGOES INSURED *and* UNINSURED, *and the* AMOUNT *of* INSURANCE, *where known.*

Months.	Number of vessels and cargoes reported to be insured, and the amount of insurance.					No. of vessels and cargoes reported not insured.		No. of vessels and cargoes, whether insured or not, unknown.		Vessels in ballast.
	Vessels.		Cargoes.		Total amount of insurance.	Vessels.	Cargoes.	Vessels.	Cargoes.	
	No.	Amount.	No.	Amount.						
July	1	$37,500	.....	.....	$37,500	.....	.....	.....	1	.....
August	3	19,800	.....	.....	19,800	3	2	.....	.....	4
September	4	53,000	1	$3,000	56,000	2	2	.....	.....	3
October	4	324,500	.....	.....	324,500	1	2	1	1	3
November	2	402,800	.....	.....	402,800	1	2	.....	1	.....
December	10	484,550	2	56,685	541,235	5	8	6	6	5
January	2	75,000	1	45,000	120,000	1	.....	4	.....	6
February	5	22,700	.....	.....	22,700	1	1	1	3	3
March	2	8,000	.....	.....	8,000	1	1	.....	.....	2
April	.....	.....	.....	.....	.....	3	1	.....	1	1
May	1	5,000	.....	.....	5,000	1	2	1	1	.....
June	1	8,000	.....	.....	8,000	1	1	.....	.....	1
Total	35	1,440,850	4	104,685	1,545,535	20	22	13	14	28

Digitized by Google

TABLE 16.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June* 30, 1885, *distinguishing the* NATURE *of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Stranded	.....	2	2	.....	1	10	2	2	1	3	.....	.....	23
Collided	.....	4	2	4	2	8	4	4	.....	.....	.....	2	30
Capsized	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Damage to hull, masts, rigging, &c	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Damage to machinery	1	.....	.....	.....	.....	1	.....	.....	.....	.....	1	.....	3
Explosion of boiler	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Fire	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Sprung a leak	.....	.....	.....	1	.....	.....	.....	.....	2	.....	.....	.....	3
Struck wharf, bridge, &c	.....	.....	1	1	.....	.....	.....	.....	.....	.....	1	.....	3
Miscellaneous	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Total	1	6	6	6	3	21	7	7	3	3	3	2	68

TABLE 17.—*Abstract of returns of disasters (excluding collisions) to vessels on the* PACIFIC *coast during the year ending June* 30, 1885, *distinguishing the* CAUSE *of each disaster.*

Class and cause of disaster.	Founderings.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.—*Causes connected with the weather:*					
Calms, currents, and tides	.....	2	.....	.....	2
Darkness	.....	1	.....	.....	1
Fog	.....	4	.....	.....	4
Gales, hurricanes, &c	.....	7	3	.....	10
Heavy sea	.....	5	2	.....	7
Total of class 1	.....	19	5	.....	24
CLASS 3.—*Causes connected with navigation and seamanship:*					
Errors of pilots	.....	2	1	.....	3
Total of class 3	.....	2	1	.....	3
CLASS 4.—*Causes connected with machinery or boilers:*					
Damage to machinery	.....	.....	3	.....	3
Explosion of boiler	.....	.....	1	.....	1
Total of class 4	.....	.....	4	.....	4
CLASS 5.—*Other causes:*					
Fire	.....	.....	2	.....	2
Sprung a leak	.....	.....	1	.....	1
Struck rock, bridge, &c	.....	1	2	.....	3
Miscellaneous	.....	1	.....	.....	1
Total of class 5	.....	2	5	.....	7
Aggregate	.....	23	15	.....	38

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

Digitized by Google

TABLE 18.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June* 30, 1885, *showing the number of vessels* COLLIDED, *and distinguishing the* CAUSE *of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental	.....	1	.....	.....	.....	...	.....	.....	.....	.....	.....	.....	1
Darkness	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Fog	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
"Fault of other vessel"	.....	1	.....	.....	2	.....	2	.....	.....	.....	.....	2	7
Heavy sea	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
High, baffling winds	.....	.....	.....	.....	.....	8	.....	4	.....	.....	.....	.....	12
Tides, currents, &c	.....	.....	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	4
Total	.....	4	2	4	2	8	4	4	.....	.....	.....	2	30

TABLE 19.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June* 30, 1885, *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	.....	.....	.....	.....	.....	4	3	.....	.....	.....	.....	.....	7
Barkentines	.....	.....	.....	1	.....	.....	.....	.....	1	.....	.....	.....	2
Brigantines	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Schooners	.....	5	2	2	1	9	.....	7	2	.....	.....	.....	28
Ships	.....	.....	.....	.....	.....	3	.....	.....	.....	1	.....	1	5
Sloops	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Steamers	.....	1	3	1	.....	1	3	.....	.....	1	3	1	14
Steamships	1	.....	1	2	2	3	.....	.....	.....	.....	.....	.....	9
Unknown	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Total	1	6	6	6	3	21	7	7	3	3	3	2	68

TABLE 20.—*Abstract of returns of disasters to foreign vessels on the* PACIFIC *coast during the year ending June* 30, 1885, *showing* NATIONALITY *and* DESCRIPTION, *and distinguishing those* TOTALLY LOST *and those* PARTIALLY DAMAGED.

Nationality and rig.	December.		January.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British barks	.....	.....	2	1	2	1	3
British steamships	.....	1	.....	.....	.....	1	1
French steamships	.....	1	.....	.....	.....	1	1
German barks	1	.....	.....	.....	1	.....	1
Italian barks	.....	1	.....	.....	.....	1	1
Total	1	3	2	1	3	4	7
Aggregate	4		3		7		

NOTE.—For values involved, &c., in the casualties embraced in this table, as near as they can be ascertained, see Summary Table 62.

Digitized by Google

TABLE 21.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June* 30, 1885, *showing the* TONNAGE *and distinguishing the number of those* TOTALLY LOST *and those* PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 50 tons	.....	.....	.....	3	1	.....	.....	.....	.....	1	1	5	1	.....	1	.....	1	.....	1	.....	.....	.....	.....	.....	6	9	15
Over 50 and not exceeding 100 tons	.....	.....	.....	2	1	.....	.....	1	.....	.....	1	.....	1	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	5	3	8
Over 100 and not exceeding 200 tons	.....	.....	.....	1	1	2	.....	2	.....	.....	.....	2	.....	.....	1	2	.....	.....	.....	.....	.....	2	.....	.....	2	11	13
Over 200 and not exceeding 300 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2	.....	1	.....	.....	.....	.....	.....	1	.....	6	6
Over 300 and not exceeding 400 tons	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	4
Over 400 and not exceeding 500 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 500 and not exceeding 600 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Over 600 and not exceeding 700 tons	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	2	2	4
Over 700 and not exceeding 800 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 800 and not exceeding 900 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 900 and not exceeding 1,000 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Over 1,000 and not exceeding 1,100 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 1,100 and not exceeding 1,200 tons	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Over 1,200 and not exceeding 1,300 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 1,300 and not exceeding 1,400 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	1
Over 1,400	.....	.....	.....	.....	.....	.....	.....	2	.....	2	.....	6	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	1	11	12
Unknown	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Total	.....	1	.....	6	3	3	.....	6	.....	3	3	18	4	3	3	4	2	1	2	1	.....	3	.....	2	17	51	68
Aggregate	1		6		6		6		3		21		7		7		3		3		3		2		68		

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.

Digitized by Google

TABLE 22.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June* 30, 1885, *showing the number of vessels and distinguishing* AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years	.....	.....	3	.....	2	4	2	3	.....	.....	1	.....	15
Over 3 and not exceeding 7 years	.....	1	1	2	.....	4	2	1	.....	1	1	.....	13
Over 7 and not exceeding 10 years	.....	3	1	1	.....	3	1	.....	1	1	.....	1	12
Over 10 and not exceeding 14 years	1	.....	.....	2	.....	1	.....	1	1	1	.....	.....	7
Over 14 and not exceeding 20 years	.....	1	.....	1	1	3	.....	1	1	.....	1	1	10
Over 20 and not exceeding 25 years	.....	1	1	.....	.....	1	2	1	.....	.....	.....	.....	6
Over 25 and not exceeding 30 years	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Over 30 and not exceeding 35 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 35 and not exceeding 40 years	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Over 40 and not exceeding 45 years	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Over 45 and not exceeding 50 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Over 50 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Unknown	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Total	1	6	6	6	3	21	7	7	3	3	3	2	68

TABLE 23.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June* 30, 1885, *showing the number of vessels and distinguishing their* CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	.....	4	3	3	.....	5	6	3	2	1	.....	1	28
Coal	.....	.....	.....	.....	1	4	.....	.....	.....	.....	.....	.....	5
Fish, oysters, &c.	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Grain	.....	.....	1	.....	1	2	.....	.....	.....	.....	.....	.....	4
Lumber, timber, &c	.....	.....	.....	1	.....	4	.....	4	1	1	.....	.....	11
Machinery	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Merchandise, (general)	1	.....	1	1	1	1	.....	.....	.....	.....	2	.....	7
Salt	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Sugar, molasses, &c	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Wood	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Miscellaneous	.....	1	1	.....	.....	.....	.....	.....	.....	.....	1	.....	3
Unknown	.....	.....	.....	.....	.....	4	.....	.....	.....	.....	.....	.....	4
Total	1	6	6	6	3	21	7	7	3	3	3	2	68

TABLE 24.—*Summary*—PACIFIC *coast.*

Nature of casualties.	Number of vessels.	Total number of tons.	Laden.	Ballast.	Unknown whether laden or not.	Total loss.	Partial and unknown loss.*	Number of passengers.	Number in crews.	Total on board.	Total number of lives lost.
Founderings	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Strandings	23	8,767	13	10	.....	12	11	33	216	249	5
Vessels collided	30	23,601	14	12	4	1	29	253	409	662	.....
Other causes	15	7,679	9	6	.....	4	11	154	268	422	6
Total	68	40,047	36	28	4	17	51	440	893	1,333	11

*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.

Digitized by Google

TABLE 36.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June* 30, 1885, *showing the number of vessels and distinguishing the lakes and connecting rivers on which they occurred.*

Localities.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Lake Erie	5	4	8	17	7	.....	1	.....	.....	1	4	5	52
Lake Huron	1	2	4	11	3	.....	.....	.....	.....	.....	8	7	36
Lake Michigan	12	19	28	44	23	4	1	.....	2	2	27	34	196
Lake Ontario	1	2	1	3	5	.....	.....	.....	.....	.....	1	.....	13
Lake Superior	3	3	1	2	4	.....	.....	.....	.....	.....	1	2	16
Lake Saint Clair	2	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	1	5
Straits of Mackinaw	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Detroit River	1	.....	.....	3	1	.....	.....	.....	.....	.....	1	2	8
Niagara River	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Saint Clair River	2	.....	4	.....	.....	.....	.....	.....	.....	.....	3	7	16
Saint Mary's River	4	.....	2	1	.....	.....	.....	.....	.....	.....	.....	.....	7
Saint Clair Flats Canal	.....	.....	.....	4	2	.....	.....	.....	.....	.....	.....	.....	6
Welland Canal	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Total	31	30	49	88	45	4	2	.....	2	3	46	58	358

TABLE 37.—*Summary*—GREAT LAKES.

Nature of casualties.	Number of vessels.	Total number of tons.	Laden.	Ballast.	Unknown whether laden or not.	Total loss.	Partial and unknown loss.*	Number of passengers.	Number in crews.	Total on board.	Total number of lives lost.
Founderings	10	1,361	8	2	.....	8	2	.....	47	47	4
Strandings	86	32,622	67	19	.....	13	73	77	797	874	1
Vessels collided	134	50,739	66	48	20	2	132	166	1,064	1,230	3
Other causes	128	50,890	77	51	.....	12	116	106	1,155	1,261	10
Total	358	135,612	218	120	20	35	323	349	3,063	3,412	18

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

Digitized by Google

TABLE 38.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June* 30, 1885, *showing the* NUMBER *and* VALUE *of* VESSELS *and* CARGOES *and amount of* LOSS *to same where known.*

Months.	Total value of vessels.		Number of vessels, value unknown.	Total value of cargoes.		Number of cargoes, value unknown.	Unknown whether laden or not.	Loss to vessels.		Number of vessels totally lost, amount unknown.	Number of vessels damaged, amount unknown.*	Loss to cargoes.		Number of cargoes totally lost, amount unknown.	Number of cargoes not damaged, or damage unknown.
	Number.	Amount.		Number.	Amount.			Number.	Amount.			Number.	Amount.		
July	27	$564,400	2	11	$321,325	1	1	24	$78,365	.....	5	4	$18,350	.....	9
August	30	511,500	1	16	51,950	1	.....	26	120,250	.....	5	6	16,810	.....	11
September	25	357,600	.....	11	103,550	2	.....	23	75,395	.....	2	5	15,360	.....	8
October	17	281,400	2	6	44,725	1	2	15	69,840	.....	4	1	125	.....	8
November	19	302,750	2	11	37,510	.....	2	19	41,100	.....	2	5	3,460	.....	8
December	22	510,650	2	5	98,775	3	2	20	137,625	.....	4	5	72,775	1	4
January	21	696,700	2	12	154,025	.....	2	19	59,345	.....	4	2	57,400	.....	12
February	20	262,600	1	12	154,400	.....	1	20	88,650	.....	1	7	48,650	.....	6
March	18	225,700	.....	15	79,335	.....	.....	16	35,695	.....	2	4	7,540	.....	11
April	22	290,560	1	9	84,450	.....	1	21	36,440	.....	2	5	8,025	.....	5
May	10	164,500	.....	3	43,300	1	.....	9	12,370	.....	1	1	500	.....	3
June	11	215,800	.....	4	4,770	.....	.....	10	26,650	.....	1	1	40	.....	3
Total	242	$4,384,160	13	115	$1,178,115	9	11	222	$781,725	.....	33	46	$249,035	1	88

* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 39.

Digitized by Google

TABLE 39.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June* 30, 1885, *showing the number of* VESSELS TOTALLY LOST, *the number* DAMAGED *and their* TONNAGE, *the number of persons on board, and the number of* LIVES LOST.

Months.	Number of disasters resulting in total loss to vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number in crews, including masters, &c.	Total number of passengers.	Total number of lives lost.
July	8	16	2	3	29	1,387	6,973	348	1,727	2
August	7	19	2	3	31	1,250	8,861	485	607	18
September	4	19	.....	2	25	507	5,493	268	190	2
October	5	10	2	2	19	1,369	4,014	238	38	.....
November	2	17	2	.....	21	342	5,175	299	424	4
December	8	12	2	2	24	2,582	4,763	305	142	1
January	3	16	2	2	23	1,005	6,169	436	302	2
February	7	13	1	.....	21	1,732	4,028	302	268	.....
March	3	13	.....	2	18	360	4,244	335	147	12
April	3	18	1	1	23	196	5,302	300	63	2
May	.....	9	1	.....	10	.....	3,272	197	170	.....
June	5	5	.....	1	11	498	3,038	70	2,700	1
Total	55	167	15	18	255	11,228	61,332	3,583	6,778	44

TABLE 40.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June* 30, 1885, *showing the number of* VESSELS *and* CARGOES INSURED *and* UNINSURED, *and the* AMOUNT *of* INSURANCE, *where known.*

Months.	Number of vessels and cargoes reported to be insured, and the amount of insurance.					No. of vessels and cargoes reported not insured.		No. of vessels and cargoes, whether insured or not, unknown.		Vessels in ballast.
	Vessels.		Cargoes.		Total amount of insurance.	Vessels.	Cargoes.	Vessels.	Cargoes.	
	No.	Amount.	No.	Amount.						
July	10	$260,750	2	$24,500	$285,250	16	5	3	6	16
August	16	234,650	8	39,700	274,350	13	3	2	6	14
September	9	48,400	2	29,000	77,400	15	8	1	3	12
October	10	136,300	1	3,000	139,300	6	5	3	3	10
November	9	93,000	2	14,000	107,000	10	7	2	4	8
December	11	135,500	1	35,000	170,500	11	3	2	6	14
January	10	466,500	2	7,000	473,500	10	7	3	5	9
February	8	98,000	5	68,100	166,100	12	5	1	3	8
March	10	67,500	1	50,000	117,500	8	11	.....	3	3
April	8	81,600	.....	.....	81,600	13	8	2	2	13
May	4	18,200	.....	.....	18,200	5	3	1	1	6
June	5	109,700	1	3,000	112,700	6	2	.....	1	7
Total	110	$1,750,100	25	$273,300	$2,023,400	125	67	20	43	120

Digitized by Google

TABLE 41.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June* 30, 1885, *distinguishing the* NATURE *of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	1	3	.....	2	.....	.....	1	2	.....	1	.....	1	11
Stranded	1	2	2	.....	1	3	3	2	2	1	2	1	20
Collided	14	14	6	8	8	12	10	4	6	8	2	2	94
Capsized	2	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	4
Damage to hull, masts, rigging, &c	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	3
Damage to machinery	2	3	.....	.....	1	.....	1	1	1	4	4	.....	17
Explosion of boiler	1	.....	1	.....	1	.....	1	.....	2	.....	.....	.....	6
Fire	2	5	7	4	3	3	2	5	4	4	2	3	44
Ice	.....	.....	.....	.....	.....	.....	3	4	1	.....	.....	.....	8
Lightning	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Struck snag, wreck, &c	5	2	8	5	7	4	2	3	2	4	.....	3	45
Miscellaneous	.....	1	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Total	29	31	25	19	21	24	23	21	18	23	10	11	255

TABLE 42.—*Abstract of returns of disasters (excluding collisions) to vessels on the* RIVERS *of the United States during the year ending June* 30, 1885, *distinguishing the* CAUSE *of each disaster.*

Class and cause of disaster.	Foundrings.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.—*Causes connected with the weather:*					
Calms, currents, and tides	.....	3	3	.....	6
Darkness	.....	1	.....	.....	1
Fog	.....	.....	1	.....	1
Gales, hurricanes, &c	4	4	9	.....	17
Lightning	.....	.....	1	.....	1
Total of class 1	4	8	14	.....	26
CLASS 3.—*Causes connected with navigation and seamanship:*					
Errors of pilots	.....	4	1	.....	5
Total of class 3	.....	4	1	.....	5
CLASS 4.—*Causes connected with machinery or boilers:*					
Damage to machinery	.....	.....	17	.....	17
Explosion of boiler	.....	.....	6	.....	6
Total of class 4	.....	.....	23	.....	23
CLASS 5.—*Other causes:*					
Fire	.....	.....	42	.....	42
Ice	.....	.....	8	.....	8
Incendiarism	.....	.....	2	.....	2
Sprung a leak	6	1	.....	.....	7
Struck rock, snag, wreck, &c	.....	2	35	.....	37
Miscellaneous	.....	4	5	.....	9
Unknown	1	1	.....	.....	2
Total of class 5	7	8	92	.....	107
Aggregate	11	20	130	.....	161

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

Digitized by Google

TABLE 43.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June* 30, 1885, *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	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	6
Bad management	...	3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Carelessness	.....	1	.....	.....	.....	1	.....	.....	.....	1	2	.....	5
Darkness	2	2	4	2	2	2	.....	.....	.....	.....	.....	.....	14
Error of judgment	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Errors of pilots	.....	1	1	.....	2	.....	.....	.....	.....	.....	.....	.....	4
"Fault of other vessel"	2	1	1	2	1	6	6	1	3	5	.....	2	30
Fault of tug towing	2	1	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	5
Fog	.....	.....	.....	.....	2	.....	.....	2	.....	.....	.....	.....	4
High, baffling winds	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Misunderstanding signals	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Negligence	....	1	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	3
Want of proper lights	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Miscellaneous	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2
Unknown	3	.....	.....	1	1	1	2	1	.....	2	.....	.....	11
Total	14	14	6	8	8	12	10	4	6	8	2	2	94

TABLE 44.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June* 30, 1885, *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	1	.....	.....	1	.....	.....	2	8
Barks	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
Brigs	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Ferry-boats	.....	1	.....	.....	1	1	.....	.....	.....	.....	.....	.....	3
Schooners	6	7	2	5	2	1	6	2	3	6	2	4	46
Sloops	.....	2	1	1	1	.....	.....	.....	.....	.....	.....	1	6
Steamers	19	19	22	12	15	18	16	18	14	17	7	4	181
Steamships	1	.....	.....	.....	.....	1	1	1	.....	.....	1	.....	5
Steam canal-boats	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Unknown	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Total	29	31	25	19	21	24	23	21	18	23	10	11	255

TABLE 45.—*Abstract of returns of disasters to* FOREIGN *vessels on the* RIVERS *of the United States during the year ending June* 30, 1885, *showing* NATIONALITY *and* DESCRIPTION, *and distinguishing those* TOTALLY LOST *and those* PARTIALLY DAMAGED.

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

NOTE.—For values involved, &c., in the casualties embraced in this table, as near as they can be ascertained, see Summary Table 62.

Digitized by Google

TABLE 46.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June* 30, 1885, *showing the* TONNAGE *and distinguishing the number of those* TOTALLY LOST *and those* PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 50 tons	4	4	1	3	1	6	3	3	.....	5	2	5	1	6	3	1	.....	2	2	1	.....	2	2	1	19	39	58
Over 50 and not exceeding 100 tons	.....	4	1	5	1	3	1	3	1	1	1	3	.....	2	2	5	1	2	.....	7	.....	1	2	.....	10	36	46
Over 100 and not exceeding 200 tons	1	2	3	3	1	3	.....	.....	.....	3	1	1	.....	2	.....	2	2	4	1	4	.....	1	.....	2	9	27	36
Over 200 and not exceeding 300 tons	1	2	1	3	1	2	.....	1	1	2	2	.....	1	2	.....	3	.....	4	.....	2	.....	.....	1	.....	8	21	29
Over 300 and not exceeding 400 tons	1	2	.....	1	.....	3	.....	2	.....	2	.....	.....	.....	3	.....	.....	.....	.....	.....	1	.....	1	.....	.....	1	15	16
Over 400 and not exceeding 500 tons	.....	2	1	1	.....	1	.....	3	.....	2	.....	1	.....	2	1	1	.....	.....	.....	3	.....	3	.....	.....	2	19	21
Over 500 and not exceeding 600 tons	.....	.....	.....	1	.....	1	.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	1	.....	1	.....	7	7
Over 600 and not exceeding 700 tons	1	.....	.....	1	.....	1	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	2	4	6
Over 700 and not exceeding 800 tons	.....	1	.....	1	.....	1	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	1	.....	1	.....	1	1	7	8
Over 800 and not exceeding 900 tons	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	4
Over 900 and not exceeding 1,000 tons	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Over 1,000 and not exceeding 1,100 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Over 1,100 and not exceeding 1,200 tons	.....	.....	.....	.....	.....	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
Over 1,200 and not exceeding 1,300 tons	.....	1	.....	2	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1	4	5
Over 1,300 and not exceeding 1,400 tons	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	3	3
Over 1,400 tons	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	4	4
Unknown	.....	1	.....	1	.....	.....	.....	1	.....	1	.....	2	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	7	7
Total	8	21	7	24	4	21	5	14	2	19	8	16	3	20	7	14	3	15	3	20	.....	10	5	6	55	200	255
Aggregate	29		31		25		19		21		24		23		21		18		23		10		11		255		

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.

Digitized by Google

TABLE 47.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June* 30, 1885, *showing the number of vessels and distinguishing* AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years	7	8	8	5	9	5	8	3	3	5	1	1	63
Over 3 and not exceeding 7 years	5	6	2	1	4	3	5	9	6	1	3	1	45
Over 7 and not exceeding 10 years	3	5	4	3	3	4	2	2	5	3	1	2	37
Over 10 and not exceeding 14 years	3	4	4	4	2	5	1	3	1	6	1	2	36
Over 14 and not exceeding 20 years	5	2	5	4	1	.....	1	.....	3	5	2	2	30
Over 20 and not exceeding 25 years	2	2	.....	1	1	4	2	.....	.....	3	2	1	18
Over 25 and not exceeding 30 years	.....	1	.....	.....	.....	.....	1	2	.....	.....	.....	.....	4
Over 30 and not exceeding 35 years	1	2	1	.....	.....	.....	.....	1	.....	.....	.....	.....	5
Over 35 and not exceeding 40 years	1	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	3
Over 40 and not exceeding 45 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Over 45 and not exceeding 50 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Over 50 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Unknown	2	1	1	1	1	3	2	.....	.....	.....	.....	.....	11
Total	29	31	25	19	21	24	23	21	18	23	10	11	255

TABLE 48.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June* 30, 1885, *showing the number of vessels and distinguishing their* CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	16	14	12	10	8	14	9	8	3	13	6	7	120
Coal	2	4	1	.....	.....	.....	.....	.....	.....	2	.....	.....	9
Cotton, cotton-seed, &c	.....	.....	1	.....	4	.....	1	4	3	1	.....	.....	14
Fertilizers	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Fish, oysters, &c	.....	.....	.....	.....	.....	.....	2	2	2	.....	.....	.....	6
Fruit, coffee, spices, &c	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Grain	.....	2	2	.....	1	1	.....	.....	2	1	.....	.....	9
Hides, furs, &c	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Ice	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Iron	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Live-stock	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Lumber, timber, &c	.....	2	1	3	2	1	1	2	2	.....	2	.....	16
Machinery	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Merchandise, (general)	5	4	3	2	2	3	3	4	.....	2	.....	1	29
Provisions	.....	1	.....	.....	1	.....	.....	.....	1	.....	1	.....	4
Railroad stock	.....	.....	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Sand, plaster, &c	1	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Stone, brick, &c	.....	1	1	1	.....	.....	.....	.....	.....	1	.....	.....	4
Sugar, molasses, &c	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Wood, &c	.....	1	.....	.....	.....	1	.....	.....	1	.....	.....	3	6
Miscellaneous	3	.....	2	.....	1	1	3	.....	1	2	1	.....	14
Unknown	1	.....	.....	2	2	2	2	1	.....	1	.....	.....	11
Total	29	31	25	19	21	24	23	21	18	23	10	11	255

Digitized by Google

TABLE 49.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June* 30, 1885, *distinguishing the* RIVERS *on which they occurred.*

Rivers.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Alabama					2								2
Alleghany								1					1
Apalachicola					1								1
Arkansas			1		1								2
Atchafalaya, Louisiana		1								1			2
Bayou Jessie, Louisiana										1			1
Bayou La Fourche, Louisiana	2												2
Bayou Teche, Louisiana	1												1
Black, North Carolina											1		1
Black, South Carolina						1							1
Calcasieu, Louisiana				1		1							2
Cape Fear									1	1			2
Cashie, North Carolina		2											2
Chehalis, Washington Territory	1												1
Columbia					2		1		1				4
Connecticut	5	2		2							1	1	11
Cowlitz, Washington Territory			1										1
Cumberland								2	1				3
Delaware	4	9	6	3	7	4		1		3	1	1	39
Feather, California						1							1
Great Kanawha								1		1			2
Hudson	2	4	3	4						4		4	21
Illinois					1				1				2
James			1			3						1	5
Kennebec	1												1
Kentucky								1					1
Mississippi	4	5	3	4	1	6	3	9	4	3	1	2	45
Missouri	1	1	3					1					6
Monongahela	1		1				2						4
Neuse							1						1
Nooksachk, Washington Territory			2										2
Ohio	1	4	2	2	3	3	6	2	3	6	2	1	35
Ouachita, Louisiana			1										1
Potomac	5				2	1	4	1	3	2			18
Raritan				1									1
Red, Louisiana		1				1				1			3
Rio Grande						1							1
Roanoke						1							1
Saginaw, Michigan		2		1							1		4
Saint Croix												1	1
Saint John's, Florida	1			1			4						6
Saint Lawrence						1							1
Skagit, Washington Territory							1						1
Savannah			1						2				3
Stillaquamish, Washington Territory									1				1
Snoqualmie, Washington Territory							1						1
Vermillion Bayou, Louisiana											2		2
Wicomico, Virginia								1					1
White, Arkansas					1				1				2
Willamette, Oregon											1		1
Yazoo, Mississippi								1					1
Total	29	31	25	19	21	24	23	21	18	23	10	11	255

TABLE 50.—*Summary*—RIVERS *of the United States.*

Nature of casualty.	Number of vessels.	Total number of tons.	Laden.	Ballast.	Unknown whether laden or not.	Total loss.	Partial and unknown loss.*	Number of passengers.	Number in crews.	Total on board.	Total number of lives lost.
Founderings	11	859	4	7	.....	7	4	15	65	80	15
Strandings	20	8,306	13	7	.....	4	16	289	394	683	.....
Vessels collided	94	31,275	40	43	11	6	88	4,164	1,011	5,175	2
Other causes	130	32,120	67	63	.....	38	92	2,310	2,113	4,423	27
Total	255	72,560	124	120	11	55	200	6,778	3,583	10,361	44

*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.

Digitized by Google

AT SEA OR IN FOREIGN WATERS.

TABLE 51.—*Abstract of returns of disasters to American* vessels* AT SEA *or in* FOREIGN WATERS *during the year ending June* 30, 1885, *showing the* NUMBER *and* VALUE *of* VESSELS *and* CARGOES *and amount of* LOSS *to same where known.*

Months.	Total value of vessels.		Number of vessels, value unknown.	Total value of cargoes.		Number of cargoes, value unknown.	Unknown whether laden or not.	Loss to vessels.		Number of vessels totally lost, amount unknown.	Number of vessels damaged, amount unknown.†	Loss to cargoes.		Number of cargoes totally lost, amount unknown.	Number of cargoes not damaged, or damage unknown.
	Number.	Amount.		Number.	Amount.			Number.	Amount.			Number.	Amount.		
July	26	$1,078,500	.....	17	$445,320	3	.....	25	$330,700	.....	1	11	$120,425	.....	9
August	26	712,200	4	17	278,730	.....	3	26	372,295	.....	4	8	127,630	.....	12
September	36	528,250	2	31	376,150	2	2	36	228,230	.....	2	13	198,760	1	21
October	29	421,000	2	24	219,265	1	2	28	172,160	.....	3	17	108,400	.....	10
November	27	973,000	2	21	730,790	1	2	27	162,395	.....	2	10	71,730	.....	14
December	31	720,000	2	28	396,650	.....	2	29	87,930	.....	4	14	61,915	.....	16
January	33	382,550	4	23	193,480	4	4	33	174,905	.....	4	11	25,995	1	19
February	38	852,500	2	29	427,485	1	2	38	145,315	.....	2	12	121,755	.....	20
March	43	1,028,500	3	37	1,075,435	1	3	40	226,110	.....	6	22	369,795	.....	19
April	25	381,200	.....	17	207,200	1	.....	25	126,905	.....	.....	12	59,485	.....	6
May	27	757,500	3	14	182,125	2	3	26	164,625	.....	4	3	38,635	.....	16
June	18	303,500	2	11	59,200	1	1	18	112,215	.....	2	3	17,100	.....	10
Total	359	$8,138,700	26	269	$4,591,830	17	24	351	$2,303,785	.....	34	136	$1,321,625	2	172

* In the totals of casualties presented in this division are included, in order to show the whole number of vessels in collision, seventeen foreign vessels which have collided with American vessels at sea or in foreign waters during the year.

† 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.

Digitized by Google

TABLE 52.—*Abstract of returns of disasters to American vessels* AT SEA *or in* FOREIGN WATERS *during the year ending June* 30, 1885, *showing the number of* VESSELS TOTALLY LOST, *the number* DAMAGED, *and their* TONNAGE, *the number of persons on board, and the number of* LIVES LOST.

Months.	Number of disasters resulting in total loss to vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number in crews, including masters, &c.	Total number of passengers.	Total number of lives lost.
July	9	16	.....	1	26	5,386	12,704	425	139	1
August	7	19	4	.....	30	4,745	10,870	353	17	.....
September	13	23	2	.....	38	6,649	10,177	402	14	65
October	13	15	2	1	31	5,718	9,212	280	....	52
November	7	20	2	.....	29	2,969	16,390	396	90	11
December	7	22	2	2	33	1,765	14,225	310	114	2
January	11	22	4	.....	37	3,295	9,344	337	23	10
February	12	26	2	.....	40	4,140	13,683	383	23	26
March	11	29	3	3	46	5,706	16,609	457	125	.....
April	5	20	.....	.....	25	2,011	9,272	278	2	1
May	9	17	3	1	30	2,602	11,674	357	64	5
June	4	14	2	.....	20	2,564	4,575	231	98	2
Total	108	243	26	8	385	47,550	138,735	4,209	709	175

TABLE 53.—*Abstract of returns of disasters to American vessels* AT SEA *or in* FOREIGN WATERS *during the year ending June* 30, 1885, *showing the number of* VESSELS *and* CARGOES INSURED *and* UNINSURED, *and the* AMOUNT *of* INSURANCE, *where known.*

Months.	Number of vessels and cargoes reported to be insured, and the amount of insurance.					No. of vessels and cargoes reported not insured.		No. of vessels and cargoes, whether insured or not, unknown.		Vessels in ballast.
	Vessels.		Cargoes.		Total amount of insurance.	Vessels.	Cargoes.	Vessels.	Cargoes.	
	No.	Amount.	No.	Amount.						
July	19	$625,700	9	$387,100	$1,012,800	7	4	.....	7	6
August	17	357,125	6	40,130	397,255	8	6	5	8	10
September	26	164,450	13	196,610	361,060	7	7	5	15	3
October	24	152,400	12	112,600	265,000	4	4	3	11	4
November	19	632,250	8	173,615	805,865	6	2	4	14	5
December	15	330,000	12	192,200	522,200	14	8	4	10	3
January	25	143,350	13	136,530	279,880	8	5	4	13	6
February	27	214,800	16	243,330	458,130	8	6	5	10	8
March	31	638,140	20	587,900	1,226,040	10	4	5	17	5
April	18	176,525	6	142,700	319,225	7	4	.....	8	7
May	15	76,900	8	50,045	126,945	9	3	6	8	11
June	12	68,000	3	3,200	71,200	5	4	3	6	7
Total	248	$3,579,640	126	$2,265,960	$5,845,600	93	57	44	127	75

Digitized by Google

TABLE 54.—*Abstract of returns of disasters to American vessels* AT SEA *or in* FOREIGN WATERS *during the year ending June* 30, 1885, *distinguishing the* NATURE *of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	.....	2	2	1	2	1	1	2	3	.....	1	.....	15
Stranded	10	4	7	6	3	4	5	7	6	3	4	2	61
Collided	4	12	8	6	4	4	8	4	8	4	14	6	82
Abandoned	.....	.....	2	2	.....	1	3	4	2	.....	1	1	16
Capsized	.....	.....	.....	.....	1	.....	1	1	1	.....	.....	.....	4
Damage to hull, masts, rigging, &c	6	4	14	6	4	12	11	13	15	10	4	8	107
Damage to machinery	1	.....	.....	.....	3	.....	1	3	1	.....	1	1	11
Fire	.....	3	1	1	1	2	.....	.....	2	1	2	.....	13
Ice	1	1	1	.....	.....	.....	.....	.....	.....	1	1	1	6
Never heard from	.....	.....	2	3	1	.....	.....	2	.....	.....	1	.....	9
Sprung a leak	.....	2	.....	3	9	4	4	3	4	3	1	.....	33
Struck by lightning	.....	1	1	.....	1	.....	1	.....	.....	.....	.....	.....	4
Struck pier, wreck, &c	1	.....	.....	.....	.....	1	.....	.....	.....	1	.....	1	4
Waterlogged	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Miscellaneous	2	1	.....	2	.....	4	2	1	4	2	.....	.....	18
Total	26	30	38	31	29	33	37	40	46	25	30	20	385

TABLE 55.—*Abstract of returns of disasters (excluding collisions) to American vessels* AT SEA *or in* FOREIGN WATERS *during the year ending June* 30, 1885, *distinguishing the* CAUSE *of each disaster.*

Class and cause of disaster.	Foundrings.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.—*Causes connected with the weather:*					
Calms, currents, and tides	.....	9	.....	.....	9
Darkness	.....	8	.....	.....	8
Fog	.....	6	.....	.....	6
Gales, hurricanes, &c	10	17	129	.....	156
Heavy sea	1	3	26	.....	30
Lightning	.....	.....	4	.....	4
Total of class 1	11	43	159	.....	213
CLASS 2.—*Causes connected with vessels, equipments, or stowage:*					
Defective hull, masts, &c	.....	.....	2	.....	2
Defective charts	.....	1	.....	.....	1
Error in chronometer	.....	2	.....	.....	2
Error in compass	.....	1	.....	.....	1
Total of class 2	.....	4	2	.....	6
CLASS 3.—*Causes connected with navigation and seamanship:*					
Errors of masters, officers, or crew	.....	2	1	.....	3
Errors of pilots	.....	4	1	.....	5
Total of class 3	.....	6	2	.....	8
CLASS 4.—*Causes connected with machinery or boilers:*					
Damage to machinery	.....	.....	11	.....	11
Total of class 4	.....	.....	11	.....	11
CLASS 5.—*Other causes:*					
Accidental	.....	1	.....	.....	1
Fire	.....	.....	13	.....	13
Ice	.....	.....	6	.....	6
Misstayed	.....	1	.....	.....	1
Sprung a leak	4	1	16	.....	21
Struck rock, wreck, &c	.....	1	3	.....	4
Miscellaneous	.....	2	4	.....	6
Unknown	.....	2	2	9	13
Total of class 5	4	8	44	9	65
Aggregate	15	61	218	9	303

Digitized by Google

TABLE 56.—*Abstract of returns of disasters to American vessels* AT SEA *or in* FOREIGN WATERS *during the year ending June* 30, 1885, *showing the number of vessels* COLLIDED, *and distinguishing the* CAUSE *of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Bad management	.....	2	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Carelessness	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Darkness	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	3	.....	5
Error in judgment	.....	.....	.....	.....	2	2	.....	.....	.....	.....	.....	.....	4
"Fault of other vessel"	.....	2	.....	2	1	.....	1	.....	.....	3	1	1	11
Fog	4	4	2	.....	.....	.....	2	2	2	.....	6	4	26
High, baffling winds	.....	.....	2	.....	.....	.....	.....	.....	2	.....	.....	.....	4
Misstayed	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Negligence	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Stress of weather	.....	.....	2	2	.....	.....	.....	.....	.....	.....	.....	.....	4
Unknown	.....	4	1	1	1	2	1	2	3	.....	4	1	20
Total	4	12	8	6	4	4	8	4	8	4	14	6	82

TABLE 57.—*Abstract of returns of disasters to American vessels* AT SEA *or in* FOREIGN WATERS *during the year ending June* 30, 1885, *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	4	2	8	8	1	3	4	4	3	5	3	2	47
Barkentines	.....	.....	1	2	.....	.....	1	.....	1	.....	1	1	7
Brigs	2	1	5	5	7	3	5	4	4	2	1	.....	39
Brigantines	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Schooners	12	18	18	13	11	22	21	25	28	15	18	14	215
Ships	6	5	3	2	3	3	2	1	4	3	1	1	34
Steamers	.....	2	.....	.....	2	.....	.....	1	3	.....	4	2	14
Steamships	2	2	2	1	5	2	4	4	1	.....	2	.....	25
Unknown	.....	.....	.....	.....	.....	.....	.....	1	2	.....	.....	.....	3
Total	26	30	38	31	29	33	37	40	46	25	30	20	385

Digitized by Google

TABLE 58.—*Abstract of returns of disasters to American vessels* AT SEA *or in* FOREIGN WATERS *during the year ending June* 30, 1885, *showing the* TONNAGE *and distinguishing the number of those* TOTALLY LOST *and those* PARTIALLY DAMAGED.

Burden of vessels.	July.		August.		September.		October.		November.		December.		January.		February.		March.		April.		May.		June.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
Not exceeding 50 tons	.....	.....	1	.....	.....	.....	.....	.....	.....	2	.....	2	1	2	.....	1	1	1	.....	1	.....	1	.....	1	3	11	14
Over 50 and not exceeding 100 tons	.....	1	.....	5	1	2	1	2	.....	1	1	3	1	2	2	1	.....	.....	5	2	4	.....	2	9	29	38
Over 100 and not exceeding 200 tons	2	6	1	4	3	6	1	1	.....	2	1	3	2	7	2	3	1	6	1	2	3	3	.....	3	17	46	63
Over 200 and not exceeding 300 tons	2	1	.....	5	2	5	4	.....	4	.....	3	4	1	4	2	4	1	3	.....	3	2	1	1	4	22	34	56
Over 300 and not exceeding 400 tons	1	2	.....	.....	1	2	5	6	1	4	2	1	3	3	2	3	2	7	2	3	.....	3	.....	1	19	35	54
Over 400 and not exceeding 500 tons	1	.....	.....	1	1	1	.....	2	1	3	.....	2	2	2	3	4	1	7	.....	1	.....	1	.....	1	9	25	34
Over 500 and not exceeding 600 tons	.....	.....	1	1	1	3	.....	2	.....	1	.....	2	1	1	.....	1	1	2	2	.....	1	1	1	2	8	16	24
Over 600 and not exceeding 700 tons	.....	.....	1	.....	2	2	1	1	.....	.....	.....	1	.....	.....	.....	2	1	1	.....	.....	.....	2	1	.....	6	9	15
Over 700 and not exceeding 800 tons	.....	.....	1	.....	.....	.....	.....	1	.....	.....	.....	1	.....	.....	.....	1	.....	1	.....	1	.....	.....	.....	.....	1	5	6
Over 800 and not exceeding 900 tons	.....	.....	.....	1	.....	.....	.....	1	.....	2	.....	1	.....	1	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Over 900 and not exceeding 1,000 tons	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1	1	.....	.....	.....	.....	1	1	.....	.....	1	2	4	6
Over 1,000 and not exceeding 1,100 tons	1	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
Over 1,100 and not exceeding 1,200 tons	.....	1	.....	.....	.....	2	.....	.....	1	1	.....	.....	.....	.....	.....	1	1	.....	.....	.....	.....	.....	.....	1	3	5	8
Over 1,200 and not exceeding 1,300 tons	1	.....	1	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	3	.....	.....	2	5	7
Over 1,300 and not exceeding 1,400 tons	.....	1	.....	1	1	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	2	.....	.....	.....	.....	.....	1	6	7
Over 1,400 tons	1	5	1	3	1	.....	1	1	.....	5	.....	4	.....	1	.....	2	1	3	.....	1	.....	2	.....	.....	5	27	32
Unknown	.....	.....	.....	2	.....	1	.....	.....	.....	1	.....	1	.....	1	.....	2	.....	3	.....	.....	.....	.....	1	.....	12	12	12
Total	9	17	7	23	13	25	13	18	7	22	7	26	11	26	12	28	11	35	5	20	9	21	4	16	108	277	385
Aggregate	26		30		38		31		29		33		37		40		46		25		30		20		385		

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.

Digitized by Google

TABLE 59.—*Abstract of returns of disasters to American vessels* AT SEA *or in* FOREIGN WATERS *during the year ending June* 30, 1885, *showing the number of vessels and distinguishing* AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years	5	4	5	5	5	10	7	9	9	1	4	5	69
Over 3 and not exceeding 7 years	6	5	11	2	2	3	4	1	2	3	4	2	45
Over 7 and not exceeding 10 years	5	4	7	4	4	2	3	7	9	4	5	4	58
Over 10 and not exceeding 14 years	3	4	3	4	4	6	7	4	12	2	9	2	60
Over 14 and not exceeding 20 years	3	5	8	11	8	7	7	11	8	11	4	4	87
Over 20 and not exceeding 25 years	.....	1	2	2	3	1	5	4	3	.....	2	.....	23
Over 25 and not exceeding 30 years	2	4	.....	1	1	2	.....	.....	.....	.....	1	1	12
Over 30 and not exceeding 35 years	.....	.....	1	1	1	1	1	2	.....	3	1	1	12
Over 35 and not exceeding 40 years	2	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3
Over 40 and not exceeding 45 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Over 45 and not exceeding 50 years	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Over 50 years	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Unknown	.....	2	1	1	1	1	2	2	3	.....	.....	1	14
Total	26	30	38	31	29	33	37	40	46	25	30	20	385

TABLE 60.—*Abstract of returns of disasters to American vessels* AT SEA *or in* FOREIGN WATERS *during the year ending June* 30, 1885, *showing the number of vessels and distinguishing their* CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	6	10	3	4	5	3	6	8	5	7	11	7	75
Asphaltum	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Coal	5	4	4	5	2	5	2	3	3	1	3	3	40
Copper	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Chemicals	.....	1	.....	.....	.....	1	.....	.....	1	.....	.....	.....	3
Cotton, cotton-seed, &c	.....	.....	.....	.....	2	.....	.....	.....	4	.....	.....	.....	6
Fertilizers	1	.....	.....	3	1	4	1	1	2	1	.....	.....	14
Fish, oysters, &c	.....	2	5	1	.....	1	3	1	1	2	1	2	19
Fruit, spices, coffee, &c	.....	.....	1	1	1	.....	1	1	1	.....	.....	1	7
Grain	.....	1	1	.....	2	.....	.....	.....	.....	1	1	.....	6
Hides, furs, &c	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Ice	.....	3	.....	.....	.....	.....	1	2	2	.....	2	.....	10
Iron, iron ore, &c	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Lime	.....	1	.....	.....	.....	.....	1	.....	1	.....	.....	.....	3
Logwood	.....	.....	.....	.....	.....	.....	2	1	1	.....	.....	.....	4
Lumber, timber, &c	4	1	7	5	4	9	4	9	9	5	1	1	59
Machinery	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Merchandise, (general)	3	.....	9	2	2	3	5	3	.....	2	5	2	36
Petroleum	.....	.....	1	2	2	.....	.....	.....	.....	1	1	.....	7
Railroad-iron	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Railroad stock	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Salt	.....	.....	1	2	2	.....	1	1	.....	.....	1	1	9
Sand, plaster, &c	.....	.....	.....	.....	2	1	1	.....	.....	.....	.....	.....	4
Stone, brick, &c	1	1	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	4
Sugar, molasses, &c	2	1	3	2	1	3	.....	4	9	3	.....	1	29
Tar, turpentine, &c	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Whale-oil, &c	2	2	1	.....	.....	.....	1	.....	.....	.....	.....	.....	6
Wood	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	2
Miscellaneous	2	.....	.....	2	.....	.....	.....	1	2	.....	1	1	9
Unknown	.....	3	2	2	2	2	4	2	3	.....	3	1	24
Total	26	30	38	31	29	33	37	40	46	25	30	20	385

Digitized by Google

TABLE 61.—*Summary*—AT SEA *or in* FOREIGN WATERS.

Nature of casualties.	Number of vessels.	Total number of tons.	Laden.	Ballast.	Unknown whether laden or not.	Total loss.	Partial and unknown loss.*	Number of passengers.	Number in crews.	Total on board.	Total number of lives lost.
Founderings	15	5,200	12	3	.....	14	1	8	125	133	17
Strandings	61	27,809	42	19	.....	41	20	135	650	785	17
Vessels collided	82	46,177	40	18	24	10	72	60	713	773	21
Other causes	227	107,099	192	35	.....	43	184	506	2,721	3,227	120
Total	385	186,285	286	75	24	108	277	709	4,209	4,918	175

*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 fiscal year ending June* 30, 1885.

Coasts, &c.	Number of vessels.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.
Atlantic and Gulf coasts	39	22,274	16	4	19	10	29	13	178	191	13
Pacific coast	7	9,148	.....	4	3	3	4	.....	61	61	5
Great lakes	7	655	3	3	1	2	5	.....	18	18	.....
Rivers	3	766	.....	.....	3	.....	3	.....	.....	.....	.....
Total	56	32,843	19	11	26	15	41	13	257	270	18

	Atlantic and Gulf coasts.	Pacific coast.	Great lakes.	Rivers.	Aggregate.
Total value vessels involved	$466,800	$140,000	$12,000	.....	$618,800
Total value cargoes involved	180,565	.....	7,440	.....	188,005
Aggregate	647,365	140,000	19,440	.....	806,805
Total losses to vessels	$203,200	$110,000	$7,300	.....	$320,500
Total losses to cargoes	75,875	.....	2,600	.....	78,475
Aggregate	279,075	110,000	9,900	.....	398,975
Total insurance on vessels	$63,500	$30,000	$7,735	.....	$101,235
Total insurance on cargoes	90,000	.....	3,410	.....	93,410
Aggregate	153,500	30,000	11,145	.....	194,645
Total tonnage vessels damaged	19,860	7,246	292	766	28,164
Total tonnage vessels lost	2,414	1,902	363	.....	4,679

Digitized by Google

TABLE 63.—GENERAL SUMMARY.

Nature of casualties.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Value of vessels.	Value of cargoes.	Losses to vessels.	Losses to cargoes.	Insurance on vessels.	Insurance on cargoes.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.*
Founderings:																		
Atlantic and Gulf coasts	34	2,489	3,564	$398,650	$222,400	$60,675	$67,695	$41,350	$213,525	24	10	.....	19	15	6	134	140	15
Pacific coast	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Great lakes	10	1,061	300	41,800	12,225	32,900	9,060	15,000	7,500	8	2	.....	8	2	.....	47	47	4
Rivers	11	603	256	45,400	445	38,600	175	19,800	.....	4	7	.....	7	4	15	65	80	15
At sea or in foreign waters	15	5,111	89	163,500	47,500	162,530	46,050	45,300	9,350	12	3	.....	14	1	8	125	133	17
Total	70	9,264	4,209	649,350	282,570	294,705	122,980	121,450	230,375	48	22	.....	48	22	29	371	400	51
Strandings:																		
Atlantic and Gulf coasts	233	16,314	36,973	2,666,030	973,875	1,075,865	351,040	1,229,025	552,760	166	67	.....	92	141	859	1,619	2,478	14
Pacific coast	23	3,987	4,789	598,150	78,820	232,695	5,560	89,150	54,685	13	10	.....	12	11	33	216	249	5
Great lakes	86	3,275	29,347	1,513,400	468,955	227,655	138,410	719,700	300,435	67	19	.....	13	73	77	797	874	1
Rivers	20	790	7,516	782,800	189,850	41,055	64,100	458,200	48,000	13	7	.....	4	16	289	394	683	.....
At sea or in foreign waters	61	18,359	9,450	1,101,300	913,545	787,100	598,465	533,140	494,850	42	19	.....	41	20	135	650	785	17
Total	423	42,725	88,066	6,661,680	2,625,045	2,364,370	1,157,575	3,029,215	1,450,730	301	122	.....	162	261	1,393	3,676	5,069	37
Vessels collided:																		
Atlantic and Gulf coasts	385	1,385	157,163	14,003,050	2,559,215	254,170	67,415	1,832,450	946,915	178	148	59	13	372	7,366	4,321	11,687	5
Pacific coast	30	12	23,589	1,805,500	157,150	23,330	.....	902,700	50,000	14	12	4	1	29	253	409	662	.....
Great lakes	134	1,210	49,529	2,521,600	494,160	125,345	10,430	819,450	251,655	66	48	20	2	132	166	1,064	1,230	3
Rivers	94	2,092	29,183	1,951,060	213,660	131,665	32,550	691,200	103,600	40	43	11	6	88	4,164	1,011	5,175	2
At sea or in foreign waters	82	5,618	40,559	1,486,300	613,930	328,830	115,380	454,725	345,330	40	18	24	10	72	60	713	773	21
Total	725	10,317	300,023	21,767,510	4,038,115	863,340	225,775	4,700,525	1,697,500	338	269	118	32	693	12,009	7,518	19,527	31
Other causes:																		
Atlantic and Gulf coasts	182	3,561	43,318	3,905,410	936,005	601,635	126,365	1,238,210	670,790	99	83	.....	26	156	632	1,425	2,057	6
Pacific coast	15	249	7,430	886,000	63,700	42,375	1,500	449,000	.....	9	6	.....	4	11	154	268	422	6
Great lakes	128	2,649	48,241	2,507,200	540,560	403,560	56,555	1,299,880	392,100	77	51	.....	12	116	106	1,155	1,261	10
Rivers	130	7,743	24,377	1,604,900	774,160	570,405	152,210	580,900	121,700	67	63	.....	38	92	2,310	2,113	4,423	27
At sea or in foreign waters	227	18,462	88,637	5,387,600	3,016,855	1,025,325	561,730	2,546,475	1,416,430	192	35	.....	43	184	506	2,721	3,227	120
Total	682	32,664	212,003	14,291,110	5,331,280	2,643,300	898,360	6,114,465	2,601,020	444	238	.....	123	559	3,708	7,682	11,390	169
Grand total	1,900	94,970	604,301	43,369,650	12,277,010	6,165,715	2,404,690	13,965,655	5,979,625	1,131	651	118	365	1,535	17,139	19,247	36,386	*288

*In addition to the number of lives lost here reported, 202 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 490.

Digitized by Google

RECAPITULATION—(GENERAL SUMMARY.)

Coasts, &c.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.*
Atlantic and Gulf coasts	834	23,749	241,018	264,767	467	308	59	150	684	8,863	7,499	16,362	40
Pacific coast	68	4,248	35,799	40,047	36	28	4	17	51	440	893	1,333	11
Great lakes	358	8,195	127,417	135,612	218	120	20	35	323	349	3,063	3,412	18
Rivers	255	11,228	61,332	72,560	124	120	11	55	200	6,778	3,583	10,361	44
At sea or in foreign waters	385	47,550	138,735	186,285	286	75	24	108	277	709	4,209	4,918	175
Total	1,900	94,970	604,301	699,271	1,131	651	118	365	1,535	17,139	19,247	36,386	*288

	Atlantic and Gulf coasts.	Pacific coast.	Great lakes.	Rivers.	At sea or in foreign waters.	Aggregate.
Total value vessels involved	$20,973,140	$3,289,650	$6,584,000	$4,384,160	$8,138,700	$43,369,650
Total value cargoes involved	4,691,495	299,670	1,515,900	1,178,115	4,591,830	12,277,010
Aggregate	$25,664,635	$3,589,320	$8,099,900	$5,562,275	$12,730,530	$55,646,660
Total losses to vessels	$1,992,345	$298,400	$789,460	$781,725	$2,303,785	$6,165,715
Total losses to cargoes	612,515	7,060	214,455	249,035	1,321,625	2,404,690
Aggregate	$2,604,860	$305,460	$1,003,915	$1,030,760	$3,625,410	$8,570,405
Total insurance on vessels	$4,341,035	$1,440,850	$2,854,030	$1,750,100	$3,579,640	$13,965,655
Total insurance on cargoes	2,383,990	104,685	951,690	273,300	2,265,960	5,979,625
Aggregate	$6,725,025	$1,545,535	$3,805,720	$2,023,400	$5,845,600	$19,945,280
Total tonnage vessels damaged	241,018	35,799	127,417	61,332	138,735	604,301
Total tonnage vessels lost	23,749	4,248	8,195	11,228	47,550	94,970

*In addition to the number of lives lost here reported, 202 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 490.

Digitized by Google

TABLE 64.—*Wrecks and Casualties on and near the Coasts and on the Rivers of the United States, and to American vessels at sea or in foreign waters, involving* LOSS OF LIFE, *during the year ending June* 30, 1885, *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, &c.*

(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.	No. of lives lost.	Place of disaster.
1884.									
July —	Deborah H. Diverty	American schooner...	187	Richmond, Va.....	New York City.....	Total.....	Coal	9	Off Sea Isle, N. J.
Aug. 29	Belmont.....	American steamer ...	261	Evansville, Ind.....	Henderson, Ky	...do.....	Ballast.....	13	Two and one-half miles above Henderson, Ky., Ohio River.
Sept. 14	Dos Hermanos.....	Mexican steamer.....	66	Philadelphia, Pa.....	Tobasco, Mex	...do..	.....do.....	2	Off Cape Fear, N. C.
Sept. —	San Blas.....	American schooner...	102	Jamaica, West Indies.	Baltimore, Md.....	...do.....	Cocoa-nuts.....	1	Off Abaco Island, West Indies.
Sept. —	Carrie Bertha.....	American brig.....	487	Turk's Islands, West Indies.	Philadelphia, Pa.....	...do.....	Salt.....	10	Between Bermuda Islands and Cape Hatteras.
Oct. 8	Kitty Grant	American schooner...	75	Pent Water, Mich...	Chicago, Ill.....	...do.....	Lumber	4	Twenty miles from Little Point au Sable, Mich., Lake Michigan.
Oct. 18	Julia E. Haskell.....	American brig.....	345	Navassa, West Indies.	Baltimore, Md.....	...do.....	Fertilizer.....	6	At sea.
Dec. 24	Selma.....	American schooner...	5	Fowl River, Ala.....	Mobile, Ala...	...do.....	Ballast.....	4	Mobile Bay, Ala.
1885.									
Apr. 16	J. R. Jolly.....	American steamer ...	17	Brashear, La.....	Big Fork Bayou, La.	Partial...	.....do.....	2	Bayou Jessie, about 8 miles from Morgan City, La.

Totals: Vessels, 9; tonnage, 1,545; total losses, 8; partial loss, 1; lives lost, 51.

(2) STRANDINGS.

1884.									
Oct. 15	Jonathan Knight....	American schooner...	694	Philadelphia, Pa.....	New Orleans, La.....	Total.....	Coal	6	North shore of Elenthera, Bahama Islands, West Indies.
Dec. 22	Charlie Hickman ...	British bark..	904	Liverpool, England.	New York City.....	...do.....	.....do.....	1	Moriches Beach, Long Island, N. Y.
Dec. 26	Lili.....	German bark.....	609	Callao, Peru.....	San Francisco, Cal...	...do.....	Ballast.....	5	Ten miles south of Point Gorda, Cal.

Digitized by Google

TABLE 64.—*Wrecks and Casualties on and near the Coasts and on the Rivers of the United States, &c.*—Continued.

(2) STRANDINGS—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	No. of lives lost.	Place of disaster.
1884.									
Dec. 27	Lena	Norwegian bark	450	Natal, Brazil	Philadelphia, Pa.	Total	Sugar	8	Southeast Bar of Hog Island, Va.
Dec. 31	F. and P. M., No. 1	American steamer	770	Milwaukee, Wis.	Ludington, Mich.	Partial	Flour, pork, &c.	1	Ludington Bar, Mich.
1885.									
Jan. 28	Australia	American schooner	61	Booth Bay, Me.	Boston, Mass.	Total	Fish	1	Cape Elizabeth, Me.
Jan. 28	Arcana	do	562	Portland, Me.	Bear River, Nova Scotia.	do	Ballast	9	Quaco Ledge, Bay of Fundy, New Brunswick.
Jan. 28	Wake	do	20	Chisconessex, Va.	Dredging	do	do	2	Two miles below Nandua Creek, Chesapeake Bay, Md.
Feb. 18	E. V. Olive	British schooner	40	Rautan, Honduras	Mobile, Ala.	do	Fruit and nuts	2	Dixie Island Shoals, entrance to Mobile Bay, Ala.
Feb. 18	Cadet	American brig	442	New York City	Cardenas, Cuba	do	Ballast	1	Cardenas Bay, Cuba, West Indies.
Feb. 25	Sarah Hobart	American bark	495		Maroundava, Madagascar.	do	Hides and rubber.	1	Tamatave Beach, Madagascar Island.

Totals: Vessels, 11; tonnage, 5,047; total losses, 10; partial loss, 1; lives lost, 37.

(3) COLLISIONS.

1884.									
July 11	No name*	Row-boat		Lying at Saint Louis, Mo.		No damage.		3	Saint Louis, Mo., Mississippi River.
July 27	John M. Osborn	American steamer	891	Marquette, Mich.	Ashtabula, Ohio	Total	Iron ore	3	Six miles west-northwest of White Fish Point, Mich., Lake Superior.
July 31	Washington	American schooner	41	New York City	On a cruise	do	Ballast	1	Three miles east-southeast of Sandy Hook, N. J.
Aug. 15	No name†	Sail-boat				No damage.		1	Near Old Point Comfort, Va.
Aug. 17	Pottsville	American steamship	1,283	Salem, Mass.	Philadelphia, Pa.	Partial	do	1	Six miles from West Chop, Mass., Vineyard Sound.

Digitized by Google

Aug. 22	Tallapoosa	U. S. steamer	1,270	Boston, Mass.	Newport, R. I	...do	Naval stores	3	Four miles east of East Chop Light, Mass., Martha's Vineyard.
Sept. 14	No name‡	Skiff				No damage.		1	Near Manchester, Pa., Ohio River.
Sept. 15	No name⁂	...do				...do		1	Six miles above Pittsburgh, Pa., Monongahela River.
Sept. 15	Leonard Myers	American brig	300	New York City	Laguna, Mexico	Total	Corn and general.	3	At sea.
Sept. 15	John J. Taylor	American schooner	267	Fernandina, Fla	Laguayra, South America.	...do	Lumber	1	Do.
Sept. 26	No name‖	Row-boat				No damage.		1	New York Harbor.
Oct. 20	Andrew Johnson	American ship	2,006	Callao, Peru	Hamburg, Germany	Total	Nitrate of soda	17	At sea.
Oct. 21	Samuel Cornell	American steamer	36			No damage.	Ballast	1	Rondout Creek, N. Y., Hudson River.
Nov. 13	No name¶	Skiff				...do		1	Off Bayport, Va., Rappahannock River.
Dec. 23	Champion	American ferryboat	48	Steenbergen Landing, W. Va.	Gallipolis, Ohio	Partial	Ballast	1	Ohio River.
1885. June 22	Edith and Emma	American sloop	26	Fort Montgomery, N. Y.	Haverstraw, N. Y.	...do	Wood	1	Near Stony Point, N. Y., Hudson River.

Totals: Vessels, 16; tonnage, 6,168; total losses, 5; partial losses, 4; no damage, 7; lives lost, 40.

* Collision with steamer Napoleon Mulliken.
† Collision with steamer Carolina.
‡ Collision with steamer Glenwood.
⁂ Collision with dredge Keystone.
‖ Collision with ferry-boat Newburgh.
¶ Collision with steamer Mason L. Weems.

Digitized by Google

TABLE 64.—*Wrecks and Casualties on and near the Coasts and on the Rivers of the United States, &c.*—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.	No. of lives lost.	Place of disaster.	Nature of casualty.
1884.										
July 2	Adventure	Am. sc.	149	Chicago, Ill.	Port Huron, Mich.	No damage.	Corn	1	Sixty miles off Sand Beach, Mich., Lake Huron.	Fell overboard from rail.
July 3	W. H. Meyers	Am. brig	270	San Francisco, Cal.	Fishing	do	Salt	2	At sea	Swamping of small-boat.
July 4	Jay Gould	Am. str.	446			do	Ballast	1	Blufard's Bend, Mississippi River.	Fell overboard, (supposed.)
July 5	Capt. Sam	do	93	Laid up at wharf.		do	do	1	Mobile, Ala.	Fell overboard from gangway.
July 7	H. C. Coleman	do	9	Roachport, Mo.	Boonville, Mo.	Total	do	1	Near Roachport, Mo., Missouri River.	Explosion of boiler.
July 9	Ferris S. Thompson.	Am. bark	531	San Francisco, Cal.		No damage.	do	1	At sea	Knocked overboard by the jibing of spanker-boom.
July 11	Battler	Am. str.	139	Baltimore, Md		do	do	1	Near Smith's Point, Chesapeake Bay.	While trying to save yawl, was caught by line and drawn under.
July 13	Mountain Belle	do	194	Dubuque, Iowa	La Crosse, Wis.	do	do	1	Near Dubuque, Iowa, Mississippi River.	Fell overboard.
July 13	Red Cross	Am. ship	1,301	Portland, Oreg.	Queenstown, Eng.	do	Wheat	1	At sea	Jumped overboard while insane.
July 15	Harry Morse	do	1,365	Liverpool, Eng.	San Francisco, Cal.	Partial	Coal	1	do	Fell from aloft in a gale.
July 20	J. B. Penfield.	Am. sc.	292	Chicago, Ill.	Midland, Ont.	No damage.	Corn	1	Off Duck Island, Ontario, Lake Huron.	Fell from foremast-head; struck head on rail and went overboard.
July 24	J. M. Bowell	Am. str.	108	Belle Vernon, Pa.	Brownsville, Pa.	Partial	Ballast	1	Wood's Run, Pa., Monongahela River.	Capsizing of vessel.
July 25	H. C. Thatcher	Am. scow	44	Southport, Ont.	Toledo, Ohio	Total	do	3	Toledo, Ohio, Lake Erie.	Fire.
July 28	Champlain	Am. str.	438	Milwaukee, Wis.	Chicago, Ill.	No damage.	Pig-iron, fish, and merchandise.	1	Twelve miles from Milwaukee, Mich., Lake Michigan.	Fell overboard while drunk.
July 28	Pearl	do	552	Cleveland, Ohio	Put-in-Bay, Ohio	do	Ballast	2	Lying at Put-in-Bay, Ohio, Lake Erie.	While scrubbing bulwarks, the staging-lines parted, seamen falling into the water.

Digitized by Google

Aug. 3	Mocking Bird	Am. sc.	159	Milwaukee, Wis.	Charlevoix, Mich.	do	do	1	Twelve miles southwest of South Manitou Island, Lake Michigan.	Fell overboard while attempting to fix staysail.
Aug. 6	Edward H. Chamberlain.	do	16	Bay City, Mich.	Au Gres, Mich.	do	do	1	Near Au Gres, Mich., Lake Huron.	While carrying wood, tripped and fell overboard.
Aug. 9	Martha Stephens.	Am. str.	192		Boonville, Mo.	Total	Wheat	4	Foot Boonville Island, Mo., Missouri River.	Vessel struck snag and sunk.
Aug. 10	Norwood	do	287	Wilmington, Del.	Philadelphia, Pa.	No damage.	Ballast	1	Off Tinicum Island, Delaware River.	While sitting outside of railing, hat blew off, and in trying to recover it fell overboard.
Aug. 11	T. Herbert	Am. sc.	19	Pubuico, Nova Scotia.	Fishing.	do	do	1	Pubuico Harbor, Nova Scotia.	Fell overboard while taking in jib.
Aug. 11	Hurricane	Am. sloop.	6	Little Bay, Va.	Norfolk, Va.	do	Oysters	1	Between Craney Island and Sandy Point, Va.	Lost overboard while asleep.
Aug. 12	Dispatch	Am. str.	67	Port Townsend, Wash.	Neah Bay, Wash.	do	Lumber and merchandise.	1	Near New Dungeness Harbor, Wash.	Fell overboard.
Aug. 16	Pilot Boy	do	352	Baltimore, Md.	Georgetown, D.C.	do	Ballast	1	Baltimore Harbor, Md.	Fell overboard while drunk.
Aug. 17	Joseph E. Rumbell, jr.	do	16	Towing in Manistee Harbor.		do	do	1	Manistee, Mich., Lake Michigan.	Fell overboard.
Aug. 18	City of Cairo	do	1,266	Memphis, Tenn.	Saint Louis, Mo.	Partial	Miscellaneous	1	Carondelet, Mo., Mississippi River.	Killed by breaking of machinery.
Aug. 20	Charles P. Barrett	Am. sc.	48	Gloucester, Mass.	Brown's Bank	No damage.	Ballast	1	At sea	Knocked overboard by fore-boom.
Aug. 20	Pacific	Am. str.	42	Ashland, Wis.	Bad River, Wis.	Partial	do	1	Richie's Mill, Wis., Lake Superior.	Explosion of boiler.
Aug. 21	Hygeia	do	35			No damage.	do	1	Baltimore Harbor, Md.	Killed by breaking of machinery.
Aug. 21	Josephine Thompson.	do	376	Sassafras River, Md.	Philadelphia, Pa.	do	Peaches	1	Mouth of Elk River, Md., Chesapeake Bay.	Fell from gangway.
Aug. 22	Louisiana	do	2,840	New York City.	New Orleans, La.	do	Unknown	1	At sea	Fell overboard.
Aug. 23	Eugenia Vesta	Am. sc.	140	Chicago, Ill.	Charlevoix, Mich.	Partial	Ballast	1	Outside Chicago, Ill., Lake Michigan.	Lost his life in a foolhardy attempt to recover his personal effects by diving under the vessel.
Aug. 24	Prescott	Am. str.	49	Montrose, Iowa	Keokuk, Iowa	No damage.	do	1	Mississippi River.	Having put in position a signal-light on raft, which had been in tow, accidentally walked off.
Aug. 25	Addie M. Bird	Am. sc.	323	Boston, Mass.	Georgetown, D.C.	do	Ice	1	Gardiner, Me., Kennebec River.	Fell overboard from jib-boom.
Aug. 28	City of Hudson	Am. str.	634	Albany, N.Y.	New York City.	do	Ballast	1	Stuyvesant, N.Y., Hudson River.	Fell overboard.
Aug. 28	Bertie	Am. sc.	62	Leonardtown, Md.	Baltimore, Md.	do	do	1	Baltimore Harbor, Md.	While sculling yawl, struck vessel at anchor and went overboard.

Digitized by Google

TABLE 64.—*Wrecks and Casualties on and near the Coasts and on the Rivers of the United States, &c.*—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.	No. of lives lost.	Place of disaster.	Nature of casualty.
1884.										
Aug. 29	Jessie Martin	Am. sc	42	Racine, Wis	Muskegon, Mich.	No damage.	Ballast	1	Nine miles northwest of Muskegon, Mich., Lake Michigan.	Lost balance and fell overboard while washing deck.
Aug. 30	Montezuma	do	65	Liverpool, Nova Scotia.	Beverly, Mass	do	Fish	1	At sea	Fell overboard.
Sept. 1	Grace F. Littleton	do	161	Provincetown, Mass.		Partial	do	1	do	Swept overboard by a heavy sea.
Sept. 3	Grace Roberts	Am. bkne.	269	San Francisco, Cal.	Washington Territory.	do	Merchandise	1	do	Main-topsail fell and struck seaman, in a gale.
Sept. 4	Hudson	Am. str.	620	Saint Louis, Mo	Paducah, Ky	No damage.	do	1	Neely's Landing, Mo., Mississippi River.	Falling off stage-boom.
Sept. 6	Admiral	Am. sc	77	Torbay, Newfoundland.	Grand Banks	Partial	Fish	2	Grand Banks	Lost while attending trawls.
Sept. 6	Lady Grace	Am. str.	189			No damage.	Ballast	1	Near Savanna, Ill., Mississippi River.	Lost overboard.
Sept. 6	La Gironde	Am. sc	205	San Pedro, Cal	Port Townsend, Wash.	do	do	1	At sea	Fell from fore-gaff.
Sept. 7	Hattie	Am. str.	38	Cedar Point, Md.	Washington, D. C.	do	do	1	Budd's Ferry, Md., Potomac River.	Fell overboard.
Sept. 9	Martin Dallman	do	17	Bridgeport, N. J	Philadelphia, Pa.	do	do	1	Mouth of Raccoon Creek, N. J., Delaware River.	Do.
Sept. 11	Mary Hasbrouck	Am. bark.	772	New York City	Cette, France	do	Unknown	1	At sea	Lost overboard.
Sept. 11	John Martin	Am. sc	938	Marquette, Mich	Cleveland, Ohio	do	Iron ore	1	Saint Mary's River	Fell overboard from small-boat.
Sept. 12	Chattahoochee	Am. str.	437	Jacksonville, Fla.	Sanford, Fla	do	Merchandise	1	Saint John's River, Fla.	Fell overboard while drunk.
Sept. 13	Alta	Am. sc	909	Milwaukee, Wis.	Marquette, Mich	do	Ballast	1	Point Iroquois, Mich., Lake Superior.	Fell overboard from forward chains.
Sept. 14	William L. Wetmore.	Am. str.	1,216	Chicago, Ill	Escanaba, Mich	do	do	1	Ten miles southeast of Bailey's Harbor, Wis., Lake Michigan.	Fell overboard, (supposed.)
Sept. 14	John T. Berry	Am. ship	1,420	Antwerp, Belgium	New York City	do	Unknown	1	At sea	Fell from aloft.
Sept. 14	Frank Somers	Am. str.	26	Hampton Roads, Va.	Richmond, Va	Total	Ballast	2	Near Richmond, Va., James River.	Explosion of boiler.

Digitized by Google

Sept.	15	Lena Willing	Am. sc	51	Rappahannock River, Va.	Wilmington, Del.	No damage.	do	1	Near Point no Point, Chesapeake Bay.	Knocked overboard by foresail, at night.
Sept.	16	William H. Kenzel.	do	430	New York City	Baltimore, Md	do	Unknown	1	Opposite Jersey City, New York Harbor.	Slipped off bowsprit-shrouds.
Sept.	16	Melissa J. Tyler	do	29	Poplar Island, Md	do	do	Ballast	1	Baltimore Harbor, Md.	Fell overboard while heaving anchor.
Sept.	20	Fly	do	22			do	do	1	Severn River, Md	Fell overboard.
Sept.	20	Kent Island	do	44	Baltimore, Md	Walkerton, Va	do	do	1	Fourteen miles above West Point, Va., Mattapony River.	Fell overboard while shaking reef out of main-sail.
Sept.	20	Tecumseh	Am. str	105	Towing in Delaware River.		do	do	1	Near Chester, Pa., Delaware River.	Walked overboard.
Sept.	28	Montcalm	Am. sc	297			do	do	1	Detroit, Mich., Detroit River.	While hoisting yawl, slipped and fell overboard.
Sept.	29	Passaic	Am. str	532	Bay City, Mich.	Buffalo, N. Y.	do	Lumber	1	Near Long Point, Canada, Lake Erie.	Fell overboard at night.
Sept.	—	St. Lucie	Am. ship	1,319	Philadelphia, Pa.	San Francisco, Cal.	Total	Merchandise	22	At sea	Missing.
Sept.	—	Levi C. Wade	do	1,525	Manila, Spain	do	do	Sugar	24	do	Do.
Oct.	2	Tillico	Am. str	21			No damage.	Ballast	1	Chattanooga, Tenn., Tennessee River.	Scalded by escaping steam.
Oct.	3	Sudie Wayman	Am. sc	38	Lying in harbor		do	do	1	Saint Jerome's Creek, Md., Chesapeake Bay.	Sinking of small boat.
Oct.	5	George D. Sanford, jr.	Am. steam-yacht.	52	Manistee, Mich.	Frankfort, Mich.	do	do	1	Frankfort, Mich., Lake Michigan.	Fell overboard while drunk.
Oct.	6	Ino	Am. sc	98	Bridgeport, Cal.	San Francisco, Cal.	do	Lumber	1	Twelve miles west-southwest of Bodega, Cal.	Thrown overboard while taking in main-sail.
Oct.	9	Carrie A. Ryerson	Am. str	59	Lying at Muskegon, Mich.		do	Ballast	1	Muskegon, Mich., Lake Michigan.	Fell overboard from pilot-house, while endeavoring to get cant-hook.
Oct.	11	Ivanhoe	Am. sc	76	Gloucester, Mass.	Gulf of Saint Lawrence.	do	Unknown	1	Souris Harbor, Prince Edward Island.	Fell from aloft.
Oct.	14	Frank Pratt Lee	do	601	Bath, Me	Baltimore, Md	do	do	1	Off Highland light, Cape Cod, Mass.	Thrown overboard while entangled in fore-boom tackle.
Oct.	16	Hannah E. Predmore.	do	48	Lyons Creek, Va.	do	do	do	1	Two miles south of Smith's Point, Chesapeake Bay.	Knocked overboard by fore-boom.
Oct.	16	Norma	do	326	San Pedro, Cal.	Valparaiso, Chili, South America.	do	Lumber	1	At sea	Fell overboard.
Oct.	18	Lucy E. Gartrell	Am. str	250	Selma, Ala	Mobile, Ala.	do	Ballast	1	Clifton's Landing, Alabama River.	Do.
Oct.	18	Scud	Am. bark	346	Demerara, South America.	New York City	Partial	do	1	At sea	Lost in a hurricane.
Oct.	20	Pedro Varela	Am. sc	90	Saint Michel, Canada.	Whaling	No damage.	do	1	do	Knocked overboard from a small-boat while fast to a whale.

Digitized by Google

TABLE 64.—*Wrecks and Casualties on and near the Coasts and on the Rivers of the United States, &c.*—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.	No. of lives lost.	Place of disaster.	Nature of casualty.
1884.										
Oct. 20	William H. Chapman.	Am. sc.....	74	Jacksonport, Wis..	Milwaukee, Wis..	No damage.	Wood.....	1	Abreast of Two Rivers, Wis., Lake Michigan.	Fell overboard.
Oct. 21	Mary Janette.....	.....do.....	38	Galveston, Tex....	Brashear, La..	.....do.....	Ballast.....	1	At sea	Do.
Oct. 21	Charles E. Moody	Am. ship...	2,004	San Francisco, Cal.	Liverpool, Eng....	.....do.....	Grain.....	1	.....do.....	Captain killed by falling upon deck during a heavy sea.
Oct. 21	Hannah Madison.	Am. sc.....	134	.....do.....	Mendocino, Cal...	.....do.....	Ballast.....	1	San Francisco Bay, Cal.	Fell overboard while clearing outer jib.
Oct. 22	Alva Bradley.....	.....do.....	640	Buffalo, N. Y.....	Milwaukee, Wis..	.....do.....	Coal	1	Off Colborne, Ontario, Lake Erie.	Slipped overboard from bowsprit.
Oct. 22	W. A. Johnson.....	Am. str.....	200	Hamburg, Tenn...	Evansville, Ind...	.....do.....	Cotton.....	1	Ohio River.....	Fell overboard from bow of barge in tow.
Oct. 22	Frank and Murray McNamara.	Am. sc.....	46	.....	.....	.....do.....	Ballast	1	Near Sandy Point light, Md., Chesapeake Bay.	Thrown overboard by sudden lurch of vessel.
Oct. 22	Choptank	Am. str.....	347	Lying in Baltimore Harbor, Md.	.....	.....do.....	.....do.....	1	Baltimore, Md	Fell overboard while placing fender in position.
Oct. 24	Mary Shaw.....	.....do.....	43	Dredging in Mobile Bay, Ala.	.....	.....do.....	.....do.....	1	Mobile Bay, Ala.....	In jumping from scow to steamer, went overboard.
Oct. 25	James Ives.....	Am. sc.....	506	Lying in Baltimore Harbor, Md.	.....	.....do.....	.....do.....	1	Baltimore Harbor, Md.	Fell from cross-trees to deck.
Oct. 26	A. T. Gifford.....	.....do.....	86	Cape Broyle, Newfoundland.	Gloucester, Mass..	....do.....	Unknown	1	At sea	Washed off the jib-boom.
Oct. 28	John Gates.....	Am. str....	673	.....	.....	.....do.....	Wheat.....	1	Riparia, Wash., Snake River.	Fell overboard.
Oct. 31	Oliver Eldridge...	Am. sc	66	Provincetown, Mass.	Saint George's Bank.	.....do.....	Ballast.....	1	At sea	Washed overboard in a gale.
Oct. —	Anna Barton.....	.....do.....	224	Orchilla, West Indies.	Salem, N. J.....	Total.....	Fertilizer.....	6	.....do.....	Missing.
Oct. —	Mary E. Thayer...	Am. brig ...	227	Wilmington, N.C.	Cape Haytien, Cuba.	.....do.....	Lumber	7	.....do.....	Do.
Oct. —	Zingarella.....	Am. bark ..	286	Port-of-Spain, West Indies.	New York City....	.....do.....	Molasses	9	.....do.....	Do.

Digitized by Google

Nov. 1	Alexandria	Am. sc	7			No damage.	Ballast	1	Oxford, Md., Chesapeake Bay.	Small-boat sank while attempting to reach the vessel.
Nov. 1	Jabez Howes	Am. ship	1,648	San Francisco, Cal.	New York City	do	Unknown	1	At sea	Fell overboard, (supposed.)
Nov. 5	Yosemite	do	1,154	do	Tacoma, Wash	do	Ballast	1	Off New Dungeness, Wash., Strait of Fuca.	Fell from aloft.
Nov. 6	Unadilla	Am. sc	396	Detroit, Mich	Escanaba, Mich	do	do	1	Off Point aux Barques, Mich., Lake Huron.	Knocked overboard while reefing mainsail.
Nov. 7	T. W. Bush	do	17	Wade's Point, Md.	Poplar Island, Md.	do	do	1	Poplar Island, Md., Chesapeake Bay.	Capsizing of bateau in attempting to reach the vessel.
Nov. 7	R. H. Miles	do	18	Poplar Island, Md.	Bloody Point, Md.	do	do	1	Chesapeake Bay, Md.	Fell overboard, (supposed.)
Nov. 8	Varnum H. Hill	Am. brig	123	New Bedford, Mass.	Whaling	Partial	do	1	At sea	Fell from aloft.
Nov. 15	Akbar	do	432	East Harbor, Turk's Islands.	Providence, R. I.	do	Salt	1	do	Lost overboard in a gale.
Nov. 15	Mabel Comeaux	Am. str	195	New Orleans, La.	Point Houmas, La.	No damage.	Ballast	1	Saint James, La., Mississippi River.	Stumbled and fell overboard.
Nov. 17	Frank Morris	Am. sc	49	Port Crescent, Mich.	Detroit, Mich	do	Lumber	2	Off Forestville, Mich., Lake Huron.	Knocked overboard by jibing of foresail.
Nov. 18	Victoria	do	25	Baltimore, Md	Patuxent River, Md.	do	Ballast	1	Off Thomas Point, Md., Chesapeake Bay.	Slipped and fell overboard.
Nov. 18	Captain Sam	Am. str	93	Portland, Ala	Montgomery, Ala.	Total	Cotton and cotton-seed.	4	Below Montgomery, Ala., Alabama River.	Explosion of boiler.
Nov. 19	Ida	Am. sc		North Point Creek, Md.	Oyster Rock, Md.	No damage.	Ballast	1	Off Bodkin Channel, Md., Chesapeake Bay.	Thrown overboard by rolling of the vessel.
Nov. 20	W. D. Chipley	Am. str	163	Apalachicola, Fla.	Columbus, Ga	do	Merchandise	1	Chattahoochee, Fla., Apalachicola River.	Fell overboard.
Nov. 20	Ella and Carrie	Am. sc	52	Patuxent River, Md.	James Point, Md.	do	Ballast	1	Off Patuxent River, Md., Chesapeake Bay.	Davits broke while two seamen were in yawl; one was thrown into the water and drowned.
Nov. 21	James McMahon	Am. str	44	Stamford, Conn	Jersey City, N. J.	Total	do	2	Off Shinnecock Point, Long Island Sound.	Explosion of boiler.
Nov. 23	Fox	do	118	Sanford, Fla	Salt Lake, Fla	No damage.	do	1	Heron Bluff, Fla., Saint John's River.	Fell overboard while asleep.
Nov. 23	Ida Keith	Am. sc	490	Buffalo, N. Y.	Chicago, Ill.	Partial	Coal	1	Off Port Stanley, Canada, Lake Erie.	Struck by a falling boom, in a gale.
Nov. 24	Enoch Turley	do	47	Philadelphia, Pa.	Cruising	do	Ballast	1	Off Capes of Delaware	Perished from exposure in a yawl.
Nov. 28	Golden Era	Am. str	35			No damage.	do	1	Yazoo River, Miss.	Fell overboard, (supposed.)
Nov. 29	James L. Beckwith.	do	104	Port Huron, Mich.	Sarnia, Ont	do	do	1	Port Huron, Mich., Lake Huron.	Fell overboard while drunk.
Nov. 29	Pilgrim	do	3,489			do	do	1	New York Harbor	While discharging baggage-crates, the gangplank slipped and caught third officer between crate and plank, causing instant death.

Digitized by Google

TABLE 64.—*Wrecks and Casualties on and near the Coasts and on the Rivers of the United States, &c.*—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.	No. of lives lost.	Place of disaster.	Nature of casualty.
1884.										
Nov. —	Paul B. Keller	Am. sc	204	Wilmington, N.C.	Philadelphia, Pa.	Total	Lumber and shingles.	8	At sea	Missing.
Dec. 1	Patrick McCabe	do	36	Lying at Baltimore, Md.		No damage.	Ballast	1	Baltimore Harbor, Md.	Fell from mast-head.
Dec. 3	Willamette	Am. steamship.	2,561	Seattle, Wash	Portland, Oreg.	Partial	Coal	2	Columbia River Bar, Oreg.	Washed overboard.
Dec. 4	Edward P. Avery.	Am. sc	576	Cardiff, Wales	Havana, Cuba	do	do	1	Bristol Channel, England.	Lost overboard in a gale.
Dec. 6	W. D. Chipley	Am. str.	163	Apalachicola, Fla.	Columbus, Ga.	No damage.	Cotton	1	Below Columbus, Ga., Chattahoochee River.	Capsizing of yawl.
Dec. 7	Chattahoochee	do	437	Jacksonville, Fla.	Sanford, Fla.	do	Merchandise	1	Norwalk, Fla., Saint John's River.	Fell overboard.
Dec. 9	A. and M. Carlisle.	Am. sc	333	Philadelphia, Pa.	Savannah, Ga.	Partial	Coal	1	Eight miles northwest of Hog Island, Va.	While seaman was putting up side-light, vessel was struck by a heavy squall, and he went overboard.
Dec. 9	Emily S. Baymore	do	243	Boston, Mass.	Perth Amboy, N.J.	No damage.	Ballast	1	Off Stratford Point, Conn., Long Island Sound.	Knocked overboard by main-boom.
Dec. 9	Margie	do	190	Bangor, Me.	Boston, Mass.	do	Unknown	1	Boston Bay, Mass.	Fell overboard.
Dec. 10	Myrtle	Am. str.	19	Kelley's Island, Ohio.	Sandusky, Ohio	do	Ballast	1	Sandusdy Bay, Ohio, Lake Erie.	Fell overboard, (supposed.)
Dec. 10	Yankee Doodle	Am. sc	215	New York City.	Chester, Del.	Partial	Sand	1	At sea	Tackle parted; block struck and killed the captain.
Dec. 10	John D. Scully	Am. str.	536	New Orleans, La.	Shreveport, La.	No damage.	Ballast	1	Near Butler's Landing, La., Red River.	Fell overboard.
Dec. 11	Gotama	Am. sc	199	San Francisco, Cal.	Coos Bay, Oreg.	do	do	1	At sea	Supposed to have been caught by rope and thrown overboard.
Dec. 14	Mary Lewis	Am. str.	167	Saint Martinsville, La.	Morgan City, La.	do	Sugar, molasses, and cotton.	1	Bayou Teche, La.	Fell overboard.

Digitized by Google

Dec.	23	Warner Moore	Am. sc	443	New York City	Matanzas, Cuba	do	Unknown	1	At sea	Thrown overboard by flying-jib sheet.
Dec.	27	L. Passano	Am. sloop.	8	Lying at Oxford, Md.		do	Ballast	1	Oxford, Md., Chesapeake Bay.	Capsizing of yawl.
Dec.	31	Admiral	Am. str.	49	Chicago, Ill.		Total	do	4	Chicago Harbor, Ill., Lake Michigan.	Explosion of boiler.
1885.											
Jan.	1	William A. Egerton.	Am. sc	23	Patuxent River, Md.	Baltimore, Md.	No damage.	do	1	Baltimore Harbor, Md.	Fell overboard, (supposed.)
Jan.	4	Anna and Mary	do	72	Gloucester, Mass.	Saint George's Bank.	do	do	1	Saint George's Bank	Lost overboard.
Jan.	4	Sol Thomas, jr	Am. str.	93	Coos Bay, Oreg.	Towing	Total	do	4	Empire City, Oreg.	Explosion of boiler.
Jan.	9	Water Lily	Am. sc	19	Point Lookout, Md.	Baltimore, Md.	No damage.	Oysters	1	Baltimore Harbor, Md.	Fell overboard.
Jan.	10	Al-Ki	Am. str.	943	Empire City, Oreg.	San Francisco, Cal.	do	Ballast	1	Coos Bay Bar, Oreg.	Washed overboard by a heavy sea.
Jan.	10	El Dorado	Am. steamship.	2,561	New Orleans, La.	New York City.	do	Unknown	1	At sea	Fell from the foremast to deck.
Jan.	11	Mike Dougherty	Am. str.	44	Pittsburgh, Pa.	Monongahela River.	Partial	Ballast	2	Near Elizabeth, Pa., Monongahela River.	Explosion of boiler.
Jan.	13	W. H. Parker	Am. sc	51	Baltimore, Md	Cadiz Straits, Md.	No damage.	do	1	Patapsco River, Md.	Fell overboard while drunk.
Jan.	14	Julia and Annie	do	42	Dredging for oysters.		do	do	1	Off Swan Point, Md., Potomac River.	Fell overboard while dredging for oysters.
Jan.	15	Julia Rollins	Am. bark	586	Baltimore, Md.	Rio de Janeiro, Brazil.	do	Unknown	1	At sea	Fell overboard while setting up rigging.
Jan.	15	Eliza Ann West	Am. sc	46	Patuxent River, Md.		do	Ballast	1	Patuxent River, Md., Chesapeake Bay.	Killed by jibing of main-boom.
Jan.	18	Whitney	Am. steamship.	1,338	Galveston, Tex.	Vera Cruz, Mexico.	do	Unknown	1	At sea	Fell overboard while furling foresail.
Jan.	18	Carl W. Baxter	Am. sc	69	Grand Menan, New Brunswick.	Saint George's Bank.	Total	do	1	do	Washed overboard in a gale.
Jan.	25	Carib	Am. bark	295	New York City.	Madeira Island.	No damage.	Flour, staves, &c.	1	do	Fell overboard from the main-topsail yard.
Jan.	28	Intrepid	Am. sc	34	Holland's Straits, Md.	Dredging grounds	do	Ballast	1	Off Smith's Island, Va., Chesapeake Bay.	Thrown overboard by heavy rolling of vessel.
Jan.	29	William R. Huston.	do	549	Somerset, Mass.	Baltimore, Md.	do	do	1	At sea	Deck being icy, slipped and fell overboard.
Jan.	30	Mary V. Duncan	do	44	On dredging-grounds.		do	do	1	Near Smith's Point, Md., Chesapeake Bay.	Slipped overboard while dredging for oysters.
Jan.	30	S. J. Fooks	do	408	New York City.	Baltimore, Md.	do	do	1	Off entrance to Delaware Bay, N. J.	Jumped overboard while insane.
Feb.	6	Mary Ellen	do	69	Baltimore, Md.	Denton, Md	do	do	1	Near Cambridge, Choptank River, Md.	Knocked overboard while reefing foresail.
Feb.	7	Sea Gull	Am. bark	313	Apham, West Africa.	Boston, Mass.	do	do	1	At sea	Lost overboard in a gale.
Feb.	8	Wandering Jew	Am. bkne.	667	Turk's Islands, West Indies.	Philadelphia, Pa.	do	do	1	do	Do.
Feb.	10	Courser	Am. sc	358	Port Blakeley, Wash.	San Francisco, Cal.	do	Lumber	1	Race Rock, Puget Sound, Wash.	Fell overboard from jib-boom.

Digitized by Google

TABLE 64.—*Wrecks and Casualties on and near the Coasts and on the Rivers of the United States, &c.*—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.	No. of lives lost.	Place of disaster.	Nature of casualty.
1885.										
Feb. 12	Lizzie J. Bigelow.	Am. brig...	177	Saint Martin, Dutch West Indies.	Boston, Mass.....	Total.....	Salt.....	1	At sea	Lost in a gale.
Feb. 14	John H. Gould.....	Am. sc.....	89	Baracco, Spanish Honduras.	New Orleans, La..	Partial...	Fruit.....	2	Gulf of Mexico.....	Swept overboard in a gale.
Feb. 15	Granite State.....	Am. str.....	531	.....	Memphis, Tenn....	No damage.	Merchandise..	1	New Albany, Ind., Ohio River.	While engaged in landing an iron shaft with a pry, the pry slipped, striking the mate on the head, causing instant death.
Feb. 17	Princess.....	.....do.....	11	Palatka, Fla.....	Enterprise, Fla....	.....do.....	Ballast.....	1	Saint John's River, Fla..	Fell overboard while asleep.
Feb. 17	I. F. Chapman.....	Am. ship...	2,146	Liverpool, Eng....	New York City....	.....do.....	Unknown.....	1	At sea	Knocked overboard from wheel-house by a boom during a gale at night.
Feb. 19	Desdemona.....	Am. bark..	237	Whaling.....	New Bedford.....	.....do.....	Sperm and whale oil.	1	.....do.....	Fell overboard.
Feb. 20	Everglade.....	Am. str.....	207	Jacksonville, Fla..	Sanford, Fla.....	.....do.....	Merchandise..	1	Saint John's River, Fla..	Do.
Feb. 27	Maud M. Story.....	Am. sc.....	76	Gloucester, Mass..	Western Bank.....	.....do.....	Ballast.....	2	Western Bank.....	Capsizing of dory while attending trawls.
Feb. —	Mary E. Rowland.	Am. brig...	264	Portland, Me.....	Mayaguez, Porto Rico, West Indies.	Total.....	Shooks.....	7	At sea	Missing.
Feb. —	Solomon Poole.....	Am. sc.....	86	Gloucester, Mass..	Grand Banks.....	.....do.....	Ballast.....	14	.....do.....	Do.
Mar. 2	Undaunted.....	..... do.....	68	San Francisco, Cal.	Stewart's Point, Cal.	No damage.	Merchandise..	1	.....do.....	Fell overboard.
Mar. 5	Mabel F. Staples...	.....do.....	282	Santos, Brazil	Bahia, Brazil.....	.....do.....	Unknown.....	1	.....do.....	Killed while working anchor.
Mar. 5	Wave.....	Am. str.....	156	Wilmington, N. C.	Fayetteville, N. C.	Total.....	Guano.....	3	Cape Fear River.....	Explosion of boiler.
Mar. 6	Oscar and Hattie..	Am. sc.....	.....	Swampscott, Mass	Saint George's Bank.	No damage.	Ballast.....	2	Saint George's Bank.....	Lost while attending trawls.
Mar. 8	Maggie.....	Am. str.....	134	Louisville, Ky.....	Pittsburgh, Pa.....	.....do.....	.....do.....	1	New Cumberland, W. Va., Ohio River.	Fell overboard.

Digitized by Google

Mar.	12	Jennie Campbell	do	225	Henderson, Ky.	Evansville, Ind	do	do	1	About two miles above Henderson, Ky., Ohio River.	Do.
Mar.	13	Aurelia	Am. sc	23	Dredging for oysters.		do	do	1	Potomac River	Fell from yawl while attending to tackle.
Mar.	15	Agnes	do	44	Baltimore, Md	Potomac River, Md.	do	do	1	Off Cedar Point, Md., Potomac River.	Carried overboard by slipping of anchor.
Mar.	15	Express	do	34	Milpitas, Cal	San Francisco, Cal.	do	Hay	1	San Francisco Harbor, Cal.	Fell overboard.
Mar.	16	Rosalie	do	28	Calcasieu, La	Calcasco, Tex	do	Ballast	1	Five miles east Galveston Bar, Tex.	Knocked overboard by fore-boom.
Mar.	19	Queen of St. Johns.	Am. str	259	Jacksonville, Fla.	Sanford, Fla	do	do	1	San Mateo, Fla., Saint John's River.	Fell overboard.
Mar.	23	W. H. Fredson	Am. sc	654	Buenos Ayres, South America.	Barbadoes, West Indies.	do	do	3	At sea	Knocked overboard by falling of sail.
Mar.	27	Mark Twain	Am. str	80	Memphis, Tenn	Mound City, Ark.	Partial	do	9	Mound City, Ark., Mississippi River.	Explosion of boiler.
Apr.	1	Lucy E. Friend	Am. sc	471	Newport News, Va.	Providence, R. I	No damage.	Coal	1	At sea	Fell overboard.
Apr.	2	Governor Worth	Am. str	260			do	Ballast	1	Jacksonville, Fla., Saint John's River.	Do.
Apr.	3	Danube	do	250	Shreveport, La	Coushatta, La	do	Miscellaneous	1	Below Shreveport, La., Red River.	Crushed to death between a barrel of oil and a stanchion.
Apr.	6	Extra	Am. sc	58	Sharptown, Md	Baltimore, Md	do	Ballast	1	Nanticoke River, Md	Knocked overboard by jibing of jib-boom.
Apr.	6	Josie	Am. str	238	Saint Louis, Mo	Reed's Landing, Minn.	do	Unknown	1	Near Montrose, Iowa, Mississippi River.	Fell overboard.
Apr.	8	Douglas Hovey	Am. sc	492	Nuevitas, Cuba	New York City	do	do	1	At sea	Do.
Apr.	11	Julia A. Brown	Am. bkne	543	Port-of-Spain, Trinidad.	Philadelphia, Pa	do	Asphaltum	1	do	Fell overboard while furling sails.
Apr.	19	Jennie Wand	Am. sc	172	Knapton, Wash	San Francisco, Cal.	do	Lumber	1	do	Knocked overboard by mainboom (supposed.)
Apr.	21	Mary J. Hubbard	do	533			do	Ballast	1	Sagua le Grande Harbor, Cuba.	Fell overboard while painting side of vessel.
Apr.	22	City of Mackinac	Am. str	808			do	do	1	Detroit River, Mich	Fell overboard from a scaffold.
Apr.	23	Adda J. Bonner	Am. bkne	488	Baltimore, Md	Rio de Janeiro, Brazil.	do	do	1	At sea	Fell overboard from bow, (supposed.)
Apr.	26	Jessie Nickerson	Am. sc	185	San Francisco, Cal.	Albion River, Cal.	Partial	do	1	Fifteen miles south of Point Arena, Cal.	Knocked overboard by jib-boom.
Apr.	26	Levin A. Insley	do	44	Rappahannock River, Va.	Baltimore, Md	No damage.	do	1	Near Seven-Foot Knoll, Chesapeake Bay.	Knocked overboard by fore-boom.
Apr.	28	Martha W. Corlies	do	44	Saint Johnland, N. Y.	New York City	Partial	Sand	3	Off Saint Johnland, Long Island Sound, N. Y.	Capsizing of vessel.
Apr.	29	Sylph	do	61	Boston, Mass	Cruising	No damage.	Ballast	1	Boston Bay, Mass	Washed overboard by heavy sea.
Apr.	29	John Rose	do	630	Newport News, Va.	Boston, Mass	do	Coal	1	Off Chincoteague, Va	Fell overboard while lashing anchor in a gale.

Digitized by Google

TABLE 64.—*Wrecks and Casualties on and near the Coasts and on the Rivers of the United States, &c.*—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.	No. of lives lost.	Place of disaster.	Nature of casualty.
1885.										
Apr. 29	Ruby	Am. str.	54	Lansing, Minn.	La Crosse, Wis.	No damage.	Ballast	1	Mississippi River.	Fell overboard, (supposed.)
Apr. 29	Neponset	Am. sc	74	Boston, Mass.	Fishing	do	do	1	Off Cape Henlopen, Del.	Capsizing of small-boat.
Apr. 30	Gracie N	do	415	New York City.	Charleston, S. C	do	Chemicals	1	At sea	Knocked overboard while reefing spanker.
May 1	Thomas J. Schuyler.	Am. str.	38			do	Ballast	1	Philadelphia, Pa., Delaware River.	Scalded by escaping steam.
May 1	D. M. Anthony	Am. sc	556	Pensacola, Fla	New York City.	do	do	1	At sea	Killed by falling off spanker-boom.
May 3	S. R. Bearce	Am. bark	608	Inagua, Bahama Islands.	do	do	Unknown	1	do	Washed overboard by a heavy sea in a gale.
May 4	Georgea	Am. str.	39	Jacksonville, Fla.	Crescent City, Fla.	do	Grain	2	Green Cove Springs, Fla., Saint John's River.	Fell overboard.
May 7	E. W. Fuller	do	220	Thibodeaux, La	New Orleans, La.	do	Ballast	1	Grand View Reach, La., Mississippi River.	Do.
May 9	Hattie	do	38	Boyd's Hole, Potomac River.	Wazhington, D.C.	do	do	1	Below Sandy and Liverpool Points, Potomac River.	Fell overboard while pumping out a barge in tow.
May 12	Pearl	do	150	Cairo, Ill	Saint Louis, Mo.	do	do	1	Hat Island, Mississippi River.	Fell overboard.
May 16	Adda Doane	Am. sc	170	Baltimore, Md	Port Antonio, Jamaica.	do	Unknown	1	Patapsco River, Md., Chesapeake Bay.	Do.
May 17	S. B. Barker	Am. str.	78	Ashland, Wis	Bayfield, Wis.	do	do	1	One mile southwest of La Pointe, Wis., Lake Superior.	Fell overboard while drunk.
May 19	Ellen	Am. sloop.	18	Camden, N. J.	Oyster-grounds.	do	do	1	Near Chester Island, Delaware River.	Do.
May 22	Wanderer	Am. steamship.	531	Port Sal, La	New Orleans, La.	do	Fruit and nuts	1	Below New Orleans, La., Mississippi River.	Fell from foremast.
May 23	B. G. Whiting	Am. sc	16	Ship's Island, Cal.	Rio Vesta, Cal.	do	Ballast	1	Sacramento River, Cal.	Knocked overboard by jibing of main-boom.
May 25	Helen Schulenburg.	Am. str.	108	Lying at Saint Louis, Mo.		do	do	1	Saint Louis, Mo., Mississippi River.	Fell overboard while drunk.
May 26	Everglade	do	207	Jacksonville, Fla.	Sanford, Fla.	do	Merchandise	1	Saint John's River, Fla.	Fell overboard.

Digitized by Google

May	29	Mary Lyon	Am. sc	334	Cleveland, Ohio	Chicago, Ill.	do	Coal	1	Entrance Chicago Harbor. Ill., Lake Michigan.	Thrown overboard by rolling of vessel.
May	29	Reporter	do	25			do	Ballast	1	Amite River, La.	Fell overboard.
May	30	Big Sandy	Am. str.	770	Pomeroy, Ohio	Cincinnati, Ohio	do	do	1	Cincinnati, Ohio, Ohio River.	Do.
May	30	L. L. Watson	Am. sc	607	Cleveland, Ohio	Toledo, Ohio	do	do	1	Off Cleveland, Ohio, Lake Erie.	Do.
May	—	Fannie Hammer	do	128	Norfolk, Va	Greenport, N. Y.	Total	Coal	5	At sea	Missing.
June	1	George W. Stone	Am. str.	107	Madison, Pa	Pittsburgh, Pa	No damage.	Ballast	1	Craig's Bar, Ohio River.	Fell overboard at night.
June	2	Sea Foam	Am. sc	92	Port Discovery, Wash.	San Francisco, Cal.	do	Lumber	1	At sea	Fell overboard from main-boom.
June	3	Georgie D. Paine	do	168	Provincetown, Mass.	Grand Banks	Partial	Ballast	2	do	Lost in a gale.
June	4	Ivanhoe	Am. str.	95		Philadelphia, Pa	No damage.	do	1	Off Bombay Hook, Delaware Bay.	Tripped and fell overboard.
June	5	Governor Worth	do	260			do	do	1	Jacksonville, Fla., Saint John's River.	Fell overboard.
June	6	Washington	Am. sc	41	New York City		do	do	1	At sea	Washed overboard by a heavy sea.
June	7	Josie	Am. str.	338	Saint Louis, Mo	Saint Paul, Minn.	do	do	1	Near Martin's Landing, Mississippi River.	Lost overboard in a squall.
June	14	Lee Howell	do	26	Paducah, Ky		do	Flour and salt	1	Cumberland River, Ky.	Lost overboard.
June	14	Sanilac	do	310	Cleveland, Ohio	East Saginaw, Mich.	do	Merchandise	1	Off Port Austin, Mich., Lake Huron.	Fell overboard.
June	21	Mermaid	Am. bark	273	Annobon Island, Africa.	New Bedford, Mass.	do	Oil and bone	1	At sea	Do.
June	24	Ellen	Am. sloop.	20	Port Royal, S. C.	Charleston, S. C.	do	Oyster-shells	1	Port Royal Sound, S. C.	Knocked overboard by main-boom.
June	28	Klikitat	Am. bkne.	493	Honolulu Islands.	Port Townsend, Wash.	do	Ballast	1	At sea	Fell from aloft.
June	29	Pearl	Am. sc	77	Wilmington, Del.	Baltimore, Md	do	Unknown	1	Near Saint George's, Del., Chesapeake and Delaware Canal.	Jumped overboard to swim ashore.

Totals: Vessels, 225; tonnage, 74,488; total losses, 20; partial losses, 23; no damage, 182; lives lost, 362.

Digitized by Google

TABLE 65.—*Summary of Wrecks and Casualties on or near the Coasts and on the Rivers of the United States and at Sea and in Foreign Waters during the year ending June 30, 1885, involving* LOSS OF LIFE.

	Founderings.			Strandings.			Collisions.			Other causes.			Totals.			Lives lost on vessels totally lost.			Lives lost on vessels partially damaged.			Lives lost on vessels not damaged.			Aggregate number of lives lost.		
	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.	Vessels.	Tonnage.	Lives lost.
Atlantic and Gulf coasts	3	258	15	5	1,475	14	3	2,594	5	3	421	6	14	4,748	40	10	1,818	32	4	2,930	8	45	9,484	45	59	14,232	85
Pacific coast	.....	.....	.....	1	609	5	.....	.....	.....	2	2,654	6	3	3,263	11	2	702	9	1	2,561	2	8	2,804	8	11	6,067	19
Great lakes	1	75	4	1	770	1	1	891	3	5	765	10	8	2,501	18	4	1,079	14	4	1,442	4	26	9,086	28	34	11,587	46
Rivers	2	278	15	.....	.....	.....	2	74	2	9	1,971	27	13	2,326	44	6	737	27	7	1,589	17	59	11,588	62	72	13,914	106
At sea or in foreign waters	3	934	17	4	2,193	17	3	2,573	21	24	8,562	120	34	14,262	175	21	10,209	159	13	4,053	16	51	27,186	59	85	41,448	234
Total	9	1,545	51	11	5,047	37	9	6,132	31	43	14,376	169	72	27,100	288	43	14,525	241	29	12,575	47	189	60,148	202	261	87,248	490

Digitized by Google

TABLE 66.—*List of places on the Coasts of the United States where vessels have Stranded during the last ten years.*

ATLANTIC AND GULF COASTS.*

Name of place.	Fiscal year ending June 30—										Total.
	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	
Absecom Beach, N. J	2	.....	.....	.....	5	.....	.....	7	3	1	18
Adam's Fall Ledge, entrance to New Haven Harbor, Conn	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Alden Rock, (Portland Harbor approaches,) Me	1	.....	1	.....	.....	.....	.....	.....	.....	1	3
Alligator Point, Fla	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Amagansett, Long Island, N. Y	.....	.....	.....	2	.....	.....	.....	.....	1	.....	3
Anastacia Island, Fla	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Anchorage Island, Little Egg Harbor, N. J	.....	.....	.....	.....	2	1	.....	1	.....	.....	4
Annisquam Light, (one-fourth mile east of,) Mass	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Aransas Pass, Tex	1	1	.....	1	.....	1	4	1	.....	1	10
Ash Island, Muscle Ridge Channel, Me	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Ash Island Point, Me	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Ash Point, Lark Ledges, Me	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Ashley River, (mouth of,) S. C	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2
Assateague Island, Va	1	.....	2	.....	.....	.....	3	1	1	1	9
Assawaman Inlet, Va	.....	.....	.....	.....	.....	.....	1	.....	.....	1	2
Atlantic City, N. J	.....	1	.....	1	.....	4	.....	1	1	1	9
Atlanticville, N. J	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Avery's Ledge, (approaching Rockport,) Mass	.....	1	.....	.....	.....	2	.....	1	.....	2	6
Back River Shoals, Chesapeake Bay	.....	.....	1	.....	3	.....	.....	.....	.....	.....	4
Badger's Island, Portsmouth Harbor, N. H	.....	.....	.....	.....	.....	2	1	.....	.....	.....	3
Baker's Island Bar, Mount Desert, Me	2	.....	.....	1	.....	.....	2	.....	.....	.....	5
Baker's Island Shoals, Mass	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Bald Rock, Frenchman's Bay, Me	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Bang's Island, Me	1	.....	.....	.....	.....	.....	.....	.....	.....	1	2
Bantam Ledge, Penobscot Bay, Me	.....	.....	1	2	.....	1	.....	.....	.....	.....	4
Barancas, Fla	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Barnegat, N. J	3	2	1	3	2	5	1	3	11	3	34
Bar Harbor, Mount Desert, Me	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Barren Island, N. Y	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Barren Inlet, N. C	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Barrett's Point, N. Y	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Bartlett's Reef, Conn	.....	.....	2	2	.....	.....	.....	1	.....	.....	5
Bass Harbor Bar, Me	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Bass Island, Cape Porpoise, Me	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Bass Rip, (off Sankaty Head,) Mass	.....	.....	.....	.....	.....	1	1	.....	.....	.....	2
Bass River Breakwater, Cape Cod, Mass	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Bating Hollow Beach, Long Island, N. Y	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Bayou La Fourche, La	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Bay View, Cape Ann, Mass	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Beach Haven, N. J	1	.....	.....	.....	.....	.....	.....	1	.....	.....	2
Beach Island Ledge, (near Fletcher's Neck,) Me	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Beacon Ledge, Portsmouth, N. H	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Bear Island, Me	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Bearse's Shoal, Cape Cod, Mass	.....	.....	.....	.....	.....	.....	.....	.....	3	1	4
Beaufort, N. C	1	1	.....	.....	4	.....	2	.....	2	.....	10
Beaufort, S. C	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Beaver Tail Point, R. I	1	1	.....	.....	.....	.....	1	.....	1	.....	4
Bedloe's Island Reef, New York Bay	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Bedloe's Island, (rock 1 mile west of,) New York Bay	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Beermore Ledge, Cape Ann, Mass	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Bemo Ledges, Cape Ann, Mass	.....	.....	.....	.....	.....	.....	1	.....	1	.....	2
Ben Davis's Point, (shoals near,) Delaware Bay, N. J	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Berkley Flats, Norfolk, Va	.....	.....	.....	.....	4	.....	.....	.....	.....	.....	4
Big Dauphin Island, Mississippi Sound, Ala	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Big Kinnakeet, N. C	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Billingsgate Shoal, Cape Cod Bay, Mass	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Birch Point, Sheepscot River, Me	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Birch Point, Weskeag River, Me	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Bird Island, Galveston Bar, Tex	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Biscayne Bay, Fla	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Bishop and Clerk's Shoal, Nantucket Sound, Mass	.....	2	.....	1	.....	.....	.....	.....	1	.....	4
Bishop Rock, Narragansett Bay, R. I	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Black Head, (off,) Me	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Black Island, (Blue Hill Bay entrance,) Me	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Black Island, (ledge near,) Casco Passage, Me	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Blackbeard Island, Ga	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Black Ledge, New London, Conn	1	1	.....	.....	1	.....	.....	.....	.....	.....	3
Black Rock Channel, Boston Harbor, Mass	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1

*In a few instances the number of stranded vessels in this table do 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.

Digitized by Google

TABLE 66.—*List of places on the Coasts 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.
	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	
Black Rock, New London, Conn	2	2	.....	.....	.....	.....	.....	1	.....	.....	5
Black Rock, Newburyport, Mass	.....	.....	.....	1	.....	.....	.....	.....	.....	1	2
Black Rock, Rye Beach, N. H	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Black Rock, West Quoddy Bay, Me	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Black Rocks, (York River,) Me	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Black Rocks, (Sheespcot River approaches,) Me	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Blackwell's Island, N. Y	.....	.....	1	.....	1	.....	3	1	2	.....	8
Black Walnut Bar, Chesapeake Bay, Md	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Block Island, R. I	3	1	4	.....	.....	1	6	7	4	.....	26
Block Island, (Grove Point,) R. I	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
Block Island Breakwater, R. I	.....	.....	.....	.....	1	.....	1	.....	.....	1	3
Block Island, (east side,) R. I	.....	.....	.....	.....	.....	.....	.....	.....	.....	4	4
Block Island, (northeast end of,) R. I	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Block Island, (northwest shore of,) R. I	.....	.....	.....	1	.....	.....	.....	1	.....	.....	2
Block Island, (southeast point of,) R. I	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Block Island, (southwest shore of,) R. I	.....	2	.....	2	.....	.....	.....	2	.....	.....	6
Block Island, (west side of,) R. I	.....	.....	.....	4	.....	.....	.....	1	.....	.....	5
Block Island, (Black Rock,) R. I	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Block Island, (Sandy Point,) R. I	.....	.....	.....	.....	.....	.....	1	.....	.....	1	2
Block Island, (rock south side of,) R. I	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Blue Rock, R. I	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Bluff Island, Saco Bay, Me	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Bluff Point, Chesapeake Bay, Va	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Bodkin Bar, Chesapeake Bay, Md	.....	1	.....	.....	.....	1	.....	.....	.....	.....	2
Bogue Inlet, N. C	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Bogue Island, N. C	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Bolivar Beach, Tex	1	.....	.....	.....	.....	1	.....	.....	.....	.....	2
Bombay Hook, Delaware Bay	.....	1	1	.....	.....	.....	.....	.....	.....	.....	2
Bonnet Point, Narragansett Bay, R. I	.....	.....	.....	.....	.....	2	1	.....	.....	.....	3
Boon Island, Me	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Boon Island Ledge, Me	.....	.....	.....	.....	3	.....	.....	.....	.....	1	4
Booth Bay, Me	.....	.....	.....	1	.....	.....	.....	3	.....	.....	4
Boston Bay, Mass	.....	.....	.....	.....	1	.....	1	.....	.....	.....	2
Bowdoinham Bar, Me	.....	.....	.....	1	.....	1	.....	.....	.....	.....	2
Bower's Beach, Delaware Bay, Del	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Boyd Shoal, Delaware Bay, Del	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Brace's Cove, Cape Ann, Mass	.....	.....	1	.....	2	.....	.....	.....	.....	.....	3
Brandywine Shoal, Delaware Bay, Del	1	1	.....	2	2	.....	.....	2	.....	1	9
Branford Reef, Long Island Sound, Conn	.....	1	1	.....	.....	.....	1	.....	.....	.....	3
Brant Island, Pamlico Sound, N. C	1	.....	.....	.....	.....	.....	2	.....	.....	.....	3
Brant Point, Cape Cod, Mass	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Brazos de Santiago, Tex	1	.....	1	4	.....	2	2	.....	2	4	16
Brazos River and San Luis Pass, (between,) Tex	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Brenton's Reef, R. I	.....	1	.....	1	2	.....	.....	.....	.....	.....	4
Brewster Islands, Boston Harbor, Mass	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	3
Bridgehampton Beach, Long Island, N. Y	1	.....	.....	.....	.....	1	.....	.....	.....	.....	2
Bridgeport, Conn	.....	.....	.....	.....	.....	.....	1	1	.....	.....	2
Brigantine Beach, N. J	2	1	1	3	1	4	2	1	4	2	21
Brimstone Point, N. J	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Broad Cove Rock, Casco Bay, Me	.....	.....	.....	.....	1	.....	.....	.....	1	.....	2
Broadkill River, (mouth of,) Del	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Browney Island Ledge, (Fisherman's Island Passage,) Me	1	.....	.....	.....	1	.....	1	.....	.....	.....	3
Brown's Bank, or Brown's Island, Mass	.....	.....	.....	.....	.....	1	3	.....	3	.....	7
Brown's Cove, Fox Island Thoroughfare, Me	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Brown's Cove, North Haven Island, Me	.....	.....	.....	2	1	.....	.....	.....	.....	.....	3
Bull Rock, Boston Bay, Mass	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Bull Rock, Carver Harbor, Me	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Bull's Island Shoal, S. C	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Burnt-Coat Island, (ledges southwest of,) entrance Blue Hill Bay, Me	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Burnt Island, Seal Harbor, Me	.....	.....	.....	.....	.....	1	.....	.....	.....	1	2
Button Moulds, The, (off Cape Small Point,) Me	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Caffey's Inlet, N. C	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	2
Cahoon's Hollow, Cape Cod, Mass	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Calcasieu Bar, La	.....	.....	.....	1	.....	.....	1	.....	1	.....	3
Calf Island, Boston Harbor, Mass	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Calf Island, or The Calves, Long Island Sound, Conn	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Cape Ann, Mass	.....	1	1	.....	.....	.....	.....	.....	.....	.....	2
Cape Canaveral, (15 miles south of,) Fla	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Cape Canaveral, (25 miles north of,) Fla	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Cape Charles, Va	.....	1	.....	1	1	.....	.....	.....	.....	1	4

Digitized by Google

TABLE 66.—*List of places on the Coasts 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.
	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	
Cape Charles, (Fisherman's Island,) Va	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Cape Cod, Mass	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Cape Elizabeth, Me	2	1	.....	.....	1	.....	.....	1	1	2	8
Cape Fear River, (mouth of,) N. C	1	1	1	.....	3	1	9	2	9	3	30
Cape Florida light-house	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Cape Hatteras, N. C	3	.....	.....	1	2	1	.....	1	1	1	10
Cape Henlopen, Del	5	5	.....	1	3	3	2	3	1	7	30
Cape Henlopen, (6 miles south of,) Del	.....	1	1	.....	.....	.....	.....	.....	.....	.....	2
Cape Henry, Va	1	6	2	2	2	5	1	.....	2	1	22
Cape Island, Me	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Cape Lookout, N. C	1	.....	1	2	1	1	.....	.....	.....	.....	6
Cape Lookout Shoals, N. C	.....	.....	.....	.....	.....	1	1	.....	.....	1	3
Cape May, N. J	1	1	.....	2	2	3	1	.....	4	4	18
Cape Poge, Mass	1	1	.....	2	.....	1	.....	2	1	1	9
Cape Porpoise, Me	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
Cape Romain, S. C	1	.....	.....	.....	.....	1	1	.....	.....	.....	3
Cape Romano, Fla	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Cape Rosier, Eggemoggin Reach, Me	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Cape San Blas, Fla	1	.....	1	.....	.....	.....	.....	1	.....	.....	3
Cape Small Point, Me	.....	.....	.....	.....	1	.....	1	.....	2	.....	4
Captain's Island, Long Island Sound, N. Y	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Carr's Rock Ledge, Me	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Casey's Point, Narragansett Bay, R. I	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Castle Hill, (rocks off,) R. I	.....	1	.....	.....	.....	1	.....	.....	.....	.....	2
Catumb Reef, east entrance Fisher's Island Sound, R. I	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Cedar Hummock, N. C	.....	3	.....	.....	.....	.....	.....	.....	.....	.....	3
Cedar Island, Va	1	.....	.....	.....	.....	.....	.....	4	.....	.....	5
Cedar Keys, Fla	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Cedar Point, Chesapeake Bay, Md	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Cedar Tree Neck, Vineyard Sound, Mass	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Centreville, (ledge near,) Vineyard Sound, Mass	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Chandeleur Island, La	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Chandeleur Island light, (4 miles southeast of,) La	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Chandeleur Island light, (14 miles southwest of,) La	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Channel Rock, Moos-a-bec Reach, Me	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Chappaquiddick Point, Martha's Vineyard, Mass	.....	.....	.....	1	.....	.....	1	.....	.....	1	3
Charles Island, Conn	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Charleston Bar, S. C	2	.....	.....	1	1	4	2	2	1	2	15
Chatham, Mass	.....	.....	1	.....	2	.....	3	2	1	.....	9
Chatham Bar, Cape Cod, Mass	5	.....	2	2	.....	3	1	2	3	2	20
Chebeag Island, Casco Bay, Me	1	1	.....	.....	.....	.....	1	.....	.....	.....	3
Cherrystone Inlet, Va	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Cherrystone Inlet, (5 miles above,) Va	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Chicamicomico, N. C	.....	.....	.....	.....	.....	.....	1	.....	2	.....	3
Chincoteague Shoals, Va	1	1	.....	1	1	5	2	.....	2	4	17
City Island, Long Island, N. Y	.....	1	1	2	.....	1	1	.....	.....	2	8
Clam Ledge, Muscle Ridge Channel, Me	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Clapboard Island, Casco Bay, Me	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Clark's Island, Me	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Clark's Island, Portsmouth, N. H	1	.....	1	.....	.....	.....	1	.....	.....	1	4
Clark's Island, Tex	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Clark Ledge, approaching Saint Croix River, Me	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Clay Head, Block Island Sound	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Clou's Ledge, entrance to Sheepscot River, Me	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Cobb's Island, Va	.....	1	1	1	.....	.....	1	1	2	.....	7
Cobb's Island, (Carter's Shoals,) Va	1	.....	.....	.....	.....	2	2	1	2	.....	8
Cobb's Island, (William's Shoals,) Va	.....	.....	.....	1	2	.....	.....	.....	.....	.....	3
Cobscook Bay, Me	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Cockspur Island, Ga	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Coffee Island, Ga	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Cohasset Rocks, Mass	.....	.....	.....	1	.....	.....	.....	.....	.....	1	2
Cold Spring Inlet, N. J	1	6	2	5	2	3	.....	1	1	3	24
College Point, East River, N. Y	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
Collin's Beach, Delaware Bay, Del	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Common Flats, (near Chatham Roads,) Mass	.....	.....	.....	4	.....	.....	.....	1	1	1	7
Conanicut Island, R. I	.....	.....	.....	1	.....	.....	.....	1	.....	.....	2
Coney Island, N. Y	.....	1	1	.....	.....	1	1	1	1	.....	6
Cornfield Point, (Long Island Sound,) Conn	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Cornfield Point, (shoals west of,) Long Island Sound, Conn	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Corn Ledge, Fisherman's Island Passage, Me	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Corpus Christi, Tex	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1

Digitized by Google

TABLE 66.—*List of places on the Coasts 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.
	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	
Corson's Inlet Bar, N. J.	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2
Cottage City, Mass	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Cove Beach, Va	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Cove Point, (Chesapeake Bay,) Md	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Cow Bay, Long Island, N. Y	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Cow Shoal, Conn	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Cows, The, (off Shippan Point,) Conn	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Cox's Head, Me	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Crab Meadow, Long Island, N. Y	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Crabtree Point, North Haven, Me	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Cranberry Island, Me	2	1	2	.....	.....	3	.....	.....	.....	.....	8
Cranberry Island, Petty Pan Reef, Me	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Crane Neck Point, Long Island, N. Y	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Crane Reef, Long Island Sound, Conn	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Craney Island, Hampton Roads, Va	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Cross Island, Machias Bay, Me	.....	.....	.....	1	.....	3	.....	.....	2	1	7
Crow Shoal, Delaware Bay, Del	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Crowell's Ledge, West Quoddy Bay, Me	.....	.....	.....	.....	.....	.....	.....	.....	1	2	3
Cuckolds, The, (approaches Damariscotta River,) Me	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Cunningham Spit, Ga	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Currituck Beach, N. C	.....	.....	1	.....	.....	.....	.....	1	.....	1	3
Curtis Creek, Chesapeake Bay, Md	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Curtis Island, Conn	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Cushing Island, Casco Bay, Me	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Cutler, Me	.....	.....	1	.....	2	4	2	2	.....	.....	11
Cuttyhunk Island, Vineyard Sound, Mass	3	4	2	1	1	1	.....	.....	2	.....	14
Damiscove Island, Me	.....	1	.....	.....	.....	.....	.....	.....	.....	1	2
Dam Neck Mills, Va	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Davis Point, Little Machias Bay, Me	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Deal Beach, N. J	2	1	3	1	.....	.....	1	1	.....	.....	9
Dearmon Ledge, (near Gloucester,) Mass	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Decros Point, Tex	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Decros Point, (3½ miles east of,) Tex	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Deer Island, Boston Harbor, Mass	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Delaware Bay, (The Shears,) Del	.....	.....	.....	.....	.....	.....	.....	.....	4	.....	4
Delaware Breakwater, Del	2	1	2	3	1	.....	1	.....	3	.....	13
Dennisport, Mass	.....	.....	1	.....	8	.....	1	.....	.....	.....	10
Despair Island, Narragansett Bay, R. I	.....	1	.....	.....	.....	.....	.....	.....	.....	1	2
Devil's Back, Boston Harbor, Mass	.....	1	.....	1	1	1	.....	1	.....	.....	5
Diamond Shoals, Cape Hatteras, N. C	1	.....	3	2	1	3	.....	.....	.....	.....	10
Dick's Flat, Mass	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
Dighton, Mass	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Dimer's Creek, Chesapeake Bay, Va	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Dixie Island, Mobile Bay, Ala	.....	.....	.....	.....	1	.....	.....	.....	.....	1	2
Dog Island, Fla	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Dogfish Ledges, (entrance Cross Island Narrows,) Me	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Double Headed Island, Machias Bay, Me	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Dow Ledges, Deer Island Thoroughfare, Me	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Doyle's Island, Moos-a-bec Reach, Me	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Drinkwater Point, Me	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Drum Inlet Shoal, Cove Sound, N. C	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Duck Island, Mass	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Duck Ledge, Moos-a-bec Reach, Me	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Duck Rocks, West Penobscot Bay, Me	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Dumpling Rock, Buzzard's Bay, Mass	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Dutch Island, Narragansett Bay, R. I	2	1	1	3	.....	1	1	.....	2	.....	11
Duxbury Beach, Mass	.....	.....	.....	.....	.....	1	1	.....	.....	.....	2
Dyer's Island, (rocks off,) Narragansett Bay, R. I	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
East Bunker's Ledge, (off Mount Desert Island,) Me	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	2
East Chop, Vineyard Haven, Mass	.....	1	.....	1	1	1	.....	.....	.....	.....	4
East Dennis, Mass	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Eastern Egg Rock, (near Moos-a-bec light,) Me	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Eastern Point, Cape Ann, Mass	.....	.....	.....	.....	.....	1	1	....	1	2	5
East Hampton, Long Island, N. Y	.....	.....	.....	.....	2	.....	1	.....	.....	.....	3
East Orleans, Mass	.....	.....	.....	1	.....	1	.....	1	.....	.....	3
East Sister, The, Me., near Portsmouth Harbor	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Eaton's Neck, Long Island, N. Y	.....	.....	.....	3	1	1	1	5	.....	.....	11
Edgartown, Mass	.....	.....	2	4	1	2	.....	.....	3	.....	12
Egg Harbor, N. J	.....	.....	.....	.....	1	.....	.....	.....	.....	1	2
Egg Island, Altamaha Sound, Ga	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Egg Rock, (near Browney Island,) Me	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1

Digitized by Google

TABLE 66.—*List of places on the Coasts 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.
	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	
Egg Rock, (near George's Island,) Me							1				1
Eldridge's Shoal, Vineyard Sound, Mass	1										1
Elihu's Island, (mouth of Wicketequock River,) Conn	1										1
Execution Rocks, Long Island Sound, N. Y					1		1				2
Falkner's Island, Long Island Sound, Conn	1			1						1	3
Fall River, Mass	3			1							4
Falmouth, Mass			1	1							2
False Cape, Va			1	1	1	1	1	2	1	1	9
Federal Point, N. C					1						1
Fenwick's Island, Md		1	4	1	1	1	3	6	1		18
Fernandina Bar, Fla						1	2				3
Fiddler's Ledge, Fox Island Thoroughfare, Me					1			1			2
Fingers, The, N. C					1						1
Fire Island Beach, Long Island, N. Y	4			3	1	2	2	2	2	3	19
Fire Island light, (8 miles east of,) Long Island, N. Y	1		1								2
Fire Island, Penobscot Bay, Me	1										1
Fisher's Island, Long Island Sound, N. Y	1	1	1	1		3	1	2	1	1	12
Fisher's Island Sound, (rocks in,) Conn						1					1
Fisherman's Island, Me	1			1		1					3
Fisherman's Island, (Moos-a-bec Reach Approaches,) Me										1	1
Fishing Creek Shoal, Delaware Bay, N. J					1						1
Fishing Island, N. H								1			1
Fishing Point, Assateague Island, Va				1							1
Fishing Rip, Nantucket Sound, Mass							1				1
Five-Mile Beach, N. J		1		1							2
Flat Rock, New Haven, Conn					1						1
Flatty Creek Bar, Albemarle Sound				1							1
Fletcher's Neck, Me								1	3	2	6
Florida Reefs		1	1				4				6
Florida Reefs, (Alligator Reef,) Fla						1					1
Florida Reefs, (American Shoals,) Fla			2								2
Florida Reefs, (Boca Grande Key,) Fla								1			1
Florida Reefs, (Cary's Fort Reef,) Fla					1						1
Florida Reefs, (Cayo Costa,) Fla							1				1
Florida Reefs, (Conch Reef,) Fla		2									2
Florida Reefs, (Duck Key,) Fla		1									1
Florida Reefs, (Fowey Rocks,) Fla			1								1
Florida Reefs, (French Reef,) Fla				1						1	2
Florida Reefs, (Key West,) Fla	1	2		1							4
Florida Reefs, (Key West, 18 miles northeast of,) Fla			1								1
Florida Reefs, (Key West, 18 miles northwest of,) Fla			1								1
Florida Reefs, (Lost Man's Key,) Fla							1				1
Florida Reefs, (Marquesas Key,) Fla	1	2					1	2			6
Florida Reefs, (Molasses Key,) Fla		1						2			3
Florida Reefs, (Pelican Reef,) Fla	1				1						2
Florida Reefs, (Pickle's Reef,) Fla		1	2	1							4
Florida Reefs, (Pulaski Shoals,) Fla				1			1				2
Florida Reefs, (Sandy Keys,) Fla			1				1				2
Florida Reefs, (Stirrup Key,) Fla			1								1
Florida Reefs, (Tortugas,) Fla	1	2	1	1				5	1	1	12
Florida Reefs, (Western Dry Rocks,) Fla		1									1
Flynn's Knoll, New York Bay							2	3			5
Flye Island light-house, Me	1										1
Folly Island, Cape Porpoise, Me	1										1
Fort Green, R. I	1										1
Fort Pickens Point, Fla				1					1		2
Fort Point Rock, Gloucester Harbor, Mass		1									1
Fort Pond Bay, Long Island, N. Y									1		1
Fort Preble, (near,) Me								1			1
Foster's Island, Me					1						1
Fox Island, Penobscot Bay, Me						2		1			3
Frog Pond Ledge, Port Clyde, Me										1	1
Frost Point, N. H						1					1
Frying-Pan Shoals, N. C			2			1	3	3		1	10
Gallup's Island, Boston Harbor, Mass				1				2			3
Galveston, Tex	1	2	2		2	1		1			9
Galveston, Island, Tex	3					2			1	1	7
Gangway Ledge, Muscle Ridge Channel, Me					1				1		2
Gangway Rock, (off Watch Hill,) R. I	1								1		2
Gardiner's Island, Long Island Sound, N. Y		1	1		6	2			1		11
Gay Head, Martha's Vineyard, Mass		1			1			2		1	5

Digitized by Google

TABLE 66.—*List of places on the Coasts 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.
	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	
Gay Head, (Devil's Bridge,) Martha's Vineyard, Mass	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
George's Island, Boston Harbor, Mass	.....	1	.....	.....	.....	1	.....	.....	.....	.....	2
George's Islands, Me	.....	.....	.....	.....	1	.....	.....	.....	.....	1	2
Georgetown Breakers, S. C	.....	.....	.....	.....	.....	2	1	.....	1	.....	4
Georgetown Harbor, S. C	2	.....	2	.....	.....	.....	1	.....	.....	.....	5
Gerrish's Island, Me., Portsmouth Harbor approaches	1	.....	.....	.....	.....	.....	.....	2	.....	.....	3
Gilgo Inlet Bar, Long Island, N. Y	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2
Gloucester, Mass	4	1	2	2	1	2	3	1	1	.....	17
Glover's Rock, Me	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Goat Island, Cape Porpoise, Me	3	.....	1	.....	.....	.....	.....	.....	.....	.....	4
Goose Island, Long Island Sound	1	.....	.....	.....	1	.....	.....	.....	.....	.....	2
Gooseberry Island, Narragansett Bay, R. I	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Gooseberry Neck, Mass	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Goose Rocks, Kennebunkport, Me	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Goshen Reef, Long Island Sound, Conn	2	1	.....	1	.....	.....	.....	.....	1	.....	5
Gott's Island, Me	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2
Gould Island, R. I	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Governor's Run, Chesapeake Bay	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Graces Rock, (Kennebec River,) Me	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Grand Grozier Shoal, La	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Great Brewster, The, Boston Bay, Mass	.....	.....	.....	.....	.....	.....	1	.....	1	.....	2
Great Cranberry Island, Me	.....	.....	.....	.....	1	.....	.....	1	2	1	5
Great Duck Island, (off Mount Desert,) Me	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Great Egg Harbor, N. J	1	.....	1	1	1	.....	1	1	3	2	11
Great Fawn Bar, Boston Bay, Mass	.....	1	.....	1	1	.....	.....	.....	.....	.....	3
Great Island Shoal, Portsmouth, N. H	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Great Island, Pamlico Sound, N. C	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Great Ledge, (near Wood's Holl,) Mass	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Great Point Rip, Nantucket Island, Mass	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Great Rock, (near Seaconnet,) R. I	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Great Wass Island, Moos-a-bec Reach, Me	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Greenbury's Point, Chesapeake Bay, Md	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Green Hill, Nantasket, Mass	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Green Island Ledge, Casco Bay, Me	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Green Island Ledge, Moos-a-bec Reach, Me	.....	.....	.....	.....	.....	.....	1	1	.....	.....	2
Green Island Reef, Me	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Green Island, N. J	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Green Run Inlet, Md	.....	1	1	1	.....	.....	.....	.....	.....	.....	3
Greenport, N. Y	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Greenwich Point, Conn	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Grindstone Ledge, Muscle Ridge Channel, Me	.....	.....	1	.....	.....	.....	.....	.....	2	.....	3
Guilford, Conn	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Gull Island, The, eastern entrance Long Island Sound, N. Y	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Gull Rock, Pamlico Sound, N. C	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Gunnison's Cut, (between Nassau Sound and Saint George's Inlet,) Fla	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Gunning Rocks, Me	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Gun Rock, Lubec Narrows, Me	1	.....	1	.....	.....	.....	.....	.....	1	.....	3
Gurnet Point, Mass	.....	1	.....	.....	.....	.....	1	1	1	2	6
Half-Tide Rock, New Haven, Conn	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Half-Way Rock, Narragansett Bay, R. I	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Halibut Point, Cape Ann, Mass	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Hampton Bar, Va	1	2	.....	.....	1	1	1	.....	1	1	8
Hampton Ledges, (approaches Hampton River,) N. H	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
Handkerchief Shoal, Mass	.....	.....	.....	1	3	.....	1	1	1	.....	7
Harbor Island Bar, N. C	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Harding's Beach, Chatham Roads, Mass	1	.....	.....	.....	.....	.....	.....	.....	3	.....	4
Harding's Ledge, (approaches Boston Harbor,) Mass	1	.....	.....	.....	2	.....	.....	1	1	.....	5
Hart Island, Long Island Sound, N. Y	2	2	.....	.....	.....	.....	1	2	.....	.....	7
Hart Bar, Me	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Hart's Ledges, near entrance of Saint George's River, Me	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Hardwood Island, (flats off,) Moos-a-bec Reach, Me	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Haskell's Island, Me	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Hatchett's Point, (1 mile west of,) Conn	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Hatchett's Reef, Long Island Sound, Conn	.....	.....	.....	1	.....	.....	.....	.....	1	.....	2
Hatteras Inlet, N. C	2	4	3	.....	3	.....	4	7	3	4	30
Hatteras Inlet, (7 miles southwest of,) N. C	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Hatteras Inlet, (8 miles south of,) N. C	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Hawe's Shoal, Vineyard Sound, Mass	.....	1	.....	1	.....	1	.....	.....	1	.....	4

Digitized by Google

TABLE 66.—*List of places on the Coasts 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.
	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	
Hawkins's Point, Chesapeake Bay, Md	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Hay Island Ledge, Muscle Ridge Channel, Me	.....	.....	1	1	.....	.....	2	.....	1	.....	5
Head Harbor Island, Moos-a-bec Reach, Me	.....	.....	1	.....	.....	.....	1	.....	.....	.....	2
Hedge Fence Shoal, Vineyard Sound, Mass	1	2	1	1	1	.....	.....	2	2	1	11
Hell Gate, N. Y	6	5	3	1	1	.....	6	2	.....	1	25
Hell Gate, (Flood Rock,) N. Y	.....	.....	.....	.....	.....	1	.....	1	1	.....	3
Hell Gate, (Hallet's Point,) N. Y	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Hell Gate, (Negro Head,) N. Y	.....	.....	.....	.....	1	.....	1	1	2	.....	5
Hell Gate, (North Brother,) N. Y	.....	.....	.....	.....	.....	.....	1	.....	.....	2	3
Hell Gate, (Scaly Rock,) N. Y	.....	.....	.....	.....	.....	1	.....	.....	.....	1	2
Hell Gate, (Steep Rock,) N. Y	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Hell Gate, (The Gridiron,) N. Y	.....	.....	.....	.....	.....	.....	4	1	.....	.....	5
Hell Gate, (The Hog's Back,) N. Y	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Hen and Chickens Shoal, (off Cape Henlopen,) Del	.....	.....	1	.....	.....	1	.....	2	.....	1	5
Hen and Chickens, The, (Buzzard's Bay,) Mass	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Henry's Point, Castine Harbor, Me	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Hereford Inlet, N. J	3	1	1	.....	.....	1	1	4	3	1	15
Hereford Light, (6 miles northeast of,) N. J	.....	.....	.....	1	.. ..	.....	.....	.....	.....	.....	1
Heron Island Point, Me	.....	.....	1	.....	1	.....	.....	.....	.....	.....	2
Heron Neck, (ledge near,) Me	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Herring Bay, Chesapeake Bay, Md	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Herring Gut, Me	.....	2	1	.....	.....	.....	.....	.....	.....	.....	3
Hersey's Head, (near Pembroke,) Me	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Highlands, N. J	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Highland Light, Cape Cod, Mass	.....	1	.....	.....	.....	.....	.....	.....	.....	1	2
High Pine Ledge, Cape Cod, Mass	.....	.....	.....	.....	.....	2	.....	.....	.....	1	3
Hillsborough Inlet, Fla	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Hill's Point, Chesapeake Bay, Md	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Hill's Point, Va	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Hodgdon's Ledge, Me	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Hodgdon's Point, Me	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Hog Island Bar, Muscongus Sound, Me	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Hog Island, Va	3	2	.....	.....	4	.....	3	2	5	1	20
Hog Island Inlet, N. Y	.....	.....	.....	.....	.....	.....	.....	2	2	1	5
Hog Island, Narragansett Bay, R. I	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Hog Island Ledge, Seal Harbor, Me	.....	.....	.....	1	1	1	.....	.....	.....	.....	3
Holland's Island, Chesapeake Bay, Md	.....	1	.....	1	.....	.....	.....	.....	.....	.....	2
Holmes's Cove, (east point,) Me	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Hooker's Island, Chesapeake Bay, Md	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Hooper's Island Ledge, Herring Gut Harbor, Me	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Hope Island, Narragansett Bay, R. I	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Horn Island, Mississippi Sound, Miss	1	.....	1	.....	.....	1	1	.....	.....	1	5
Horn Point, Chesapeake Bay, Va	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Horseneck Beach, mouth of Acoakset River, Mass	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Horse-Shoe Reef, Fisher's Island Sound, Conn	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Horse-Shoe Shoal, Chesapeake Bay, Md	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Horse-Shoe Shoal, Nantucket Sound, Mass	.....	.....	.....	1	.....	.....	.....	.....	1	.....	2
Horton's Point, Long Island, N. Y	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
House Island, Salem Entrance, Mass	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Howard Reef, Pamlico Sound, N. C	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Hunniwell's Beach, Me	.....	.....	.....	.....	.....	.....	1	.....	1	2	4
Hunniwell's Point, Me	...	.....	.....	.....	1	1	.....	1	2	1	6
Hunting Island, S. C	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Hyannis, Mass	2	1	.....	.....	3	2	.....	.....	.....	.. ...	8
Hypocrite Ledge, Me	.....	1	.....	1	1	1	1	.....	.....	.....	5
Indian Point, Penobscot Bay, Me	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Indian River Inlet, Del	.....	.....	.....	.....	2	1	1	3	1	2	10
Indian River Inlet, Fla	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Indian River Inlet, (30 miles north of,) Fla	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Inlet Point, Long Island, N. Y	1	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Inner Middle Ground, Chesapeake Bay, Va	.....	.....	.....	.. ..	.....	.....	.....	1	.....	.....	1
Ipswich Bar, Mass	1	.....	1	1	1	1	1	2	.....	1	9
Island Beach, N. J	.....	.....	.....	.....	2	1	1	2	2	2	10
Island Ledge, Mass	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Isle au Haut, Penobscot Bay, Me	.....	.....	.....	.....	1	.....	.....	.. ..	.....	.....	1
Isles of Shoals	1	1	.....	.....	1	.....	.....	.....	.....	.....	3
Isles of Shoals, (Anderson's Ledge)	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Isles of Shoals, (off Star Island Point)	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Isles of Shoals, (Smutty Nose Island)	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Isles of Shoals, (White Island Ledge)	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Jacob's Point, Long Island, N. Y	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Jamaica Island, (off Kittery,) Me	1	.....	.....	.....	.....	.....	.....	1	.....	.....	2
James Island, Appalachicola Bay, Fla	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
James Ledge, Narragansett Bay, R. I	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1

Digitized by Google

TABLE 66.—*List of places on the Coasts 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.
	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	
Jamestown Island, Va	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Jekyll Island, Ga	.....	1	.....	.....	.....	.....	1	.....	.....	.....	2
Jekyll Spit, Ga	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Jerry's Point, Portsmouth Harbor, N. H	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Jewell's Island Reef, Me	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Joe Flogger Shoal, Delaware Bay, Del	1	1	.....	.....	2	1	.....	2	1	1	9
Johnson's Point Reef, Ga	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
John's Island Ledge, (Burnt Coat Harbor approaches,) Me	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Jones's Beach, Long Island, N. Y	.....	.....	1	.....	.....	1	1	.....	1	.....	4
Jones's Hill, N. C	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Jonesport, Me	.....	.....	1	.....	.....	.....	.....	.....	1	2	4
Joshua Rock, (mouth of Connecticut River)	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Kedges Strait, Chesapeake Bay, Md	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Kegs, The, Muscongus Bay, Me	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Kelly's Point, (ledge near,) Moos-a-bec Reach, Me	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Kelsey's Ledge, Damariscotta River, Me	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Kennebunkport, Me	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Kennebec River, (mouth of,) Me	.....	.....	.....	.....	.....	.....	.....	.....	2	1	3
Kent Island, Chesapeake Bay, Md	.....	1	1	1	2	.....	1	1	.....	1	8
Kill Pond Bar, Mass	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2
Kimball's Island, (ledges off,) Penobscot Bay, Me	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
King's Beach, Lynn, Mass	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Kinnakeet, N. C	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Kittery, (ledge near,) Me	.....	.....	1	.....	.....	.....	.....	.....	1	1	3
Kittery Point, Me	2	.....	.....	.....	.....	.....	.....	.....	.....	1	3
Kitty Hawk, N. C	.....	1	.....	.....	.....	.....	.....	.....	1	.....	2
Knight's Island, Moos-a-bec Reach, Me	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Lace's Landing, Long Island Sound, N. Y	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Lake Worth, (beach, south end of,) Fla	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Lake Worth, (beach,) 7 miles north of Orange Grove House of Refuge, Fla	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Lambert's Cove, Vineyard Sound, Mass	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Lambert's Point, Elizabeth River, Va	.....	.....	.....	.....	.....	1	.....	.....	1	.....	2
Lane's Island, Penobscot Bay, Me	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Lanesville, Cape Ann, Mass	.....	.....	.....	.....	1	.....	.....	.....	.....	1	2
Latimer's Reef, Long Island Sound, Conn	.....	.....	1	.....	.....	.....	.....	1	.....	1	3
Lavallette City, N. J	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Lazy Gut Island, Deer Island Thoroughfare, Me	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Leaming Beach, N. J	1	.....	.....	.....	.....	.....	.....	.....	.....	1	2
Leete's Reef, Conn	.....	1	1	.....	.....	.....	.....	.....	.....	.....	2
Leighton's Point, Pembroke, Me	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Lewes, Del	1	3	1	3	2	2	.....	1	6	2	21
L'Homme à Dieu Shoal, Vineyard Sound, Mass	2	....	2	.....	2	.....	.....	.....	1	.....	7
Libby Island, Machias Bay, Me	2	.....	.....	.....	.....	.....	1	2	.....	1	6
Little Bay, Va	.....	.....	.....	.....	1	.....	.....	.....	.....	1	2
Little Beach, N. J	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Little Boar's Head, N. H	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Little Cove Point, Chesapeake Bay, Md	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Little Cranberry Island, Me	.....	.....	.....	.....	2	3	1	3	6	4	19
Little Deer Island, Eggemoggin Reach, Me	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Little Egg Harbor, N. J	4	.....	.....	4	1	1	1	3	6	3	23
Little Gull Island, Long Island Sound, N. Y	1	.....	.....	.....	1	1	.....	.....	.....	.....	3
Little Inlet, Long Island Sound	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Little Island, Va	.....	.....	.....	.....	1	.....	.....	.....	1	.....	2
Little Kinnakeet, N. C	.....	.....	.....	.....	.....	.....	2	.....	1	.....	3
Little Mud Thoroughfare, N. J	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Little Nahant, Mass	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Little River Island, Me	1	.....	.....	.....	.....	.....	.....	.....	.....	1	2
Little River Inlet, S. C	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Little Spoon Island, Me	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Lloyd's Neck, Long Island, N. Y	.....	1	.....	.....	1	1	1	.....	.....	1	5
Lobster Rock, Saco Bay, Me	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Lobster Roeks, Beverly Harbor, Mass	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Lockwood's Folly Inlet, N. C	1	.....	.....	.....	1	2	.....	.....	.....	.....	4
Loggerhead Inlet, N. C	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Londoner, The, (near Thatcher's Island,) Mass	.....	.....	1	.....	.....	.....	.....	1	.....	.....	2
Long Beach, Gloucester Harbor, Mass	.....	.....	.....	1	.....	.....	.....	.....	.....	1	2
Long Beach, Plymouth, Mass	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Long Beach, Long Island, N. Y	.....	.....	.....	.....	.....	2	.....	.....	.....	1	3
Long Beach, N. J	.....	2	.....	3	7	.....	2	1	1	1	17
Long Branch, N. J	3	1	.....	.....	3	.....	1	1	.....	.....	9
Long Island, Boston Harbor, Mass	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2

Digitized by Google

TABLE 66.—*List of places on the Coasts 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.
	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	
Long Island, Harbor Head, Me	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Long Island, Penobscot Bay, Me	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Long Ledge, Bass Harbor, Me	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Long Ledge, Scituate, Mass	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Long Ledge, Seal Harbor, Me	.....	.....	1	.....	.....	.....	.....	.....	3	.....	4
Long Ledge, (Sheepscot River,) Me	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Long Point, Cape Cod, Mass	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Long Point, (near Little River entrance,) Me	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Long Shoal, Nantucket Sound, Mass	.....	2	1	.....	.....	.....	.....	.....	1	.....	4
Lord's Gifts Flats, Me	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Loveladies Island, N. J	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Lowell's Rocks, Penobscot Bay, Me	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Lowe's Point, Chesapeake Bay, Md	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Ludham's Beach, N. J	.....	1	1	1	.....	.....	.....	.....	.....	.....	3
Ludington Rock, Long Island Sound, Conn	.....	.....	.....	.....	.....	.....	.....	1	1	.....	2
Lynn, Mass	.....	.....	.....	.....	.....	.....	.....	1	1	.....	2
Lynn Haven Bay, Va	.....	1	1	1	.....	.....	3	.....	1	.....	7
Machias, Me	1	.....	.....	.....	.....	.....	1	.....	.....	.....	2
Machiasport, Me	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Machipongo Inlet, Va	.....	1	.....	.....	.....	1	.....	.....	1	1	4
Magothy River, (mouth of,) Chesapeake Bay, Md	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Main Inlet Bar, (2½ miles northeast of,) N. C	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Mamaroneck, N. Y	.....	.....	.....	1	.....	.....	1	.....	.....	.....	2
Mandeville, Lake Pontchartrain, La	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Manhattan Beach, N. Y	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Man Island, Englishman's Bay, Me	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2
Manomet Point, Mass	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Manor Hills, The, Long Island, N. Y	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Mansfield Ledge, Deer Island Thoroughfare, Me	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Marblehead, Mass	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Marblehead Neck, Mass	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Mare Island, Me	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Mark Island Ledge, Penobscot Bay, Me	1	.....	.....	.....	.....	.....	1	.....	.....	.....	2
Mark Island, Moos-a-bec Reach, Me	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Marsh Bank Bar, (off Harwick,) Mass	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Marshfield Beach, Boston Bay, Mass	.....	.....	.....	.....	1	1	1	.....	.....	.....	3
Marshall's Island, Me	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Martha's Vineyard, (south beach,) Mass	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Masonboro' Inlet, N. C	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Matagorda Bay, Tex	11	.....	1	.....	.....	.....	.....	.....	.....	.....	12
Matagorda Island, Tex	4	.....	2	1	2	1	3	2	.....	.....	15
Matagorda Peninsula, Tex	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2
Matanzas Inlet, (mouth of,) Fla	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
Matinicus Island, Me	.....	.....	.....	.....	1	.....	1	.....	.....	1	3
Matinicock Point, Long Island, N. Y	.....	1	.....	.....	.....	.....	.....	.....	2	.....	3
Mattapoisett Ledge, Mass	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Maurice River, (near,) Delaware Bay, N. J	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Mayport Beach, Fla	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Menemsha Bight, Vineyard Sound, Mass	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Merry Meeting Bay, (rocks in,) Me	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Merwin's Point, Conn	.....	1	.....	.....	.....	.....	.....	.....	4	.....	5
Metinic Island, Me	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
Metompkin Inlet, Va	.....	1	1	.....	.....	.....	.....	.....	1	3	6
Middle Ground, N. C	.....	.....	.....	.....	1	.....	1	.....	.....	.....	2
Middle Ground, Boston Harbor, Mass	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	2
Middle Ground, Chesapeake Bay, Va	.....	.....	1	1	1	2	.....	.....	1	1	7
Middle Ground, New York Bay, N. Y	.....	.....	.....	.....	.....	.....	.....	.....	1	3	4
Middle Ground, Quoddy Bay, Me	.....	.....	.....	.....	.....	.....	.....	1	2	2	5
Middle Ground, Vineyard Sound, Mass	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	2
Middle Reef, (near Woolsey's Point,) Long Island, N. Y	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Millstone Point, Long Island Sound, Conn	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Mississippi River, (South Pass of,) La	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
Mispillion light, Del	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Mistake Island, Me	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Mobile Bay, Ala	.....	.....	1	.....	1	1	.....	.....	.....	.....	3
Mobile Point, Ala	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Monhegan Island, Me	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Monhegan Island and Pemaquid Point, (between,) Me	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Monmouth Beach, N. J	.....	1	.....	.....	.....	1	.....	.....	1	1	4
Monomoy Point, Cape Cod, Mass	1	2	.....	1	2	1	.....	1	1	.....	9
Monroe Island, Penobscot Bay, Me	.....	1	.....	.....	4	.....	.....	.....	.....	.....	5

Digitized by Google

TABLE 66.—*List of places on the Coasts 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.
	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	
Montauk Point, Long Island, N. Y.	.....	.....	1	1	.....	.....	.....	.....	1	.....	3
Montauk Point, (5 miles northwest of,) Long Island, N. Y.	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Morgan's Point, Fisher's Island Sound, Conn	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Moriches Beach, Long Island, N. Y.	.....	.....	.....	1	.....	.....	.....	.....	.....	2	3
Morris Cove, New Haven, Conn	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Morris Island, S. C.	.....	.....	1	.....	.....	.....	.....	.....	.....	1	2
Mount Desert Island, (south shore of,) Me.	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Mount Desert Rock, Me.	.....	.....	.....	1	.....	.....	.....	1	.....	.....	2
Mount Desert, (Schooner Head.) Me.	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Mulberry Island, near mouth of James River, Va.	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Munroe's Island, (West Penobscot Bay,) Me.	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Muskeget Island, Nantucket Sound, Mass.	.....	.....	.....	3	.....	2	.....	.....	1	4	10
Musquito Inlet, Fla.	1	1	1	1	.....	.....	3	.....	.....	.....	7
Musquito Inlet, (3 miles north of,) Fla	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Musquito Inlet, (7 miles north of,) Fla.	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Musquito Inlet, (4 miles south of,) Fla.	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Musquito Inlet, (12 miles south of,) Fla.	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Musquito Island, (approaches Saint George's River,) Me.	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Mustang Island, Tex	.....	.....	.....	.....	.....	.....	1	2	.....	.....	3
Myrtle Island, Va.	.....	1	.....	.....	.....	.....	.....	1	.....	.....	2
Nag's Head, N. C.	.....	.....	1	1	1	.....	.....	.....	2	.....	5
Nancy Ledge, Lubec, Me.	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Nantasket Beach, Mass.	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Nantucket Bay, Mass.	.....	.....	1	1	.....	1	.....	1	.....	2	6
Nantucket, (west end of,) Mass.	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2
Nantucket, Great Point, Mass.	.....	.....	1	3	1	1	.....	.....	2	1	9
Nantucket, Sankaty light, Mass.	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Nantucket Shoals, Mass.	.....	1	.....	3	1	.....	6	2	2	1	16
Nantucket, (Surfside,) Mass.	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Napatree Point, R. I.	1	.....	.....	2	1	.....	1	.....	.....	.....	5
Napeague, Long Island, N. Y.	.....	1	.....	.....	.....	.....	.....	.....	2	.....	3
Narragansett Pier, R. I.	.....	.....	1	.....	.....	1	1	.....	1	.....	4
Nashawena Island, Vineyard Sound, Mass.	.....	1	.....	1	.....	.....	.....	.....	.....	.....	2
Nash's Island, Moos-a-bec Reach, Me.	.....	.....	.....	.....	.....	.....	1	.....	1	.....	2
Nauset Beach, Cape Cod, Mass.	1	3	3	.....	.....	.....	.....	1	.....	2	10
Naushon Island, Vineyard Sound, Mass.	1	.....	1	.....	.....	.....	.....	1	.....	.....	3
Nayat Point, mouth of Providence River, R. I.	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Negro Island, Saco Bay, Me.	1	.....	.....	.....	.....	.....	.....	.....	1	1	3
New Bedford Harbor, Mass.	.....	1	.....	1	1	.....	1	1	.....	1	6
Newburyport Bar, Mass.	2	3	1	2	1	.....	1	2	6	2	20
Newcomb's Hollow, Mass.	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
New Haven, Conn.	1	1	.....	.....	.....	1	1	.....	2	2	8
New Inlet, or Jones' Inlet, Long Island, N. Y.	1	2	.....	3	1	.....	.....	1	1	3	12
New Inlet, N. C.	.....	1	.....	.....	1	.....	.....	3	.....	.....	5
New Inlet, N. J.	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
New London, Conn.	.....	3	.....	1	.....	2	.....	.....	.....	.....	6
New London, (ledge off,) Conn.	.....	.....	.....	.....	.....	1	1	.....	.....	.....	2
New Mill Creek, Va.	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
New Point Comfort, Chesapeake Bay, Va	.....	.....	.....	.....	.....	.....	.....	1	1	.....	2
Newport, R. I.	.....	2	.....	.....	1	1	3	1	.....	.....	8
Newport News, Va	.....	1	.....	.....	.....	1	.....	.....	.....	.....	2
New Topsail Inlet, N. C.	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
New River, (mouth of,) N. C.	.....	.....	.....	.....	1	1	.....	.....	1	.....	3
New Rochelle Harbor, N. Y.	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	2
Newton's Creek, (mouth of,) East River, N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
Newton's Rock, Narragansett Bay, R. I.	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Nix's Mate, Boston Harbor, Mass.	.....	1	.....	.....	.....	.....	1	.....	.....	.....	2
No Man's Land, Mass.	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	2
Nonamesset Island, Vineyard Sound, Mass.	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	2
Norfolk, (near,) Va.	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Norman's Woe, entrance Gloucester Harbor, Mass.	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
North Beach, Md.	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
North Island Beach, S. C.	.....	.....	.....	.....	.....	.....	.....	1	1	.....	2
North Point, Chesapeake Bay, Va.	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Northport, Me.	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Northport Harbor, N. Y.	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
North Plymouth, (rock in bay,) Mass.	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
North River Bar, N. C.	.....	.....	.....	1	2	.....	.....	1	.....	.....	4
North Truro, Cape Cod, Mass.	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
North West, Long Island, N. Y.	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Northern Triangles, The, West Penobscot Bay approaches, Me.	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1

Digitized by Google

TABLE 66.—*List of places on the Coasts 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 20—										Total.
	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	
Norton's Cove, (ledge in,) Me				1							1
Norton's Island, Seal Harbor, Me		1									1
Norton's Point, Carver Harbor, Me			1								1
Norwalk Islands, Long Island Sound						1					1
Nova's Rock, Moos-a-bec Reach, Me									1		1
Noye's Point, R. I	1	1									2
Oak Island, N. Y									1	1	2
Ocean City, Md	1			1			2				4
Ocean Grove, N. J		1	1					2			4
Ocean View, Va		1		1	2						4
Ocklockonee Bar, Fla						1					1
Ocracoke Inlet, N. C	1	3	1	1	1				1		8
Ocracoke Inlet, (5 miles northeast of,) N. C								1		1	2
Ocracoke Inlet, (8 miles north of,) N. C										1	1
Ocracoke Inlet, (16 miles south of,) N. C										2	2
Odiorne's Point, N. H		1								1	2
O'Donnell's Point, Lubec Narrows, Me				1							1
Old Cilley Ledge, Penobscot Bay, Me	1				1						2
Old Currituck Inlet, N. C					1						1
Old Ferry Point, N. Y					1						1
Old Field Point light, Long Island, N. Y			1								1
Old Field Point, (½ mile southeast,) Long Island Sound, N. Y									1		1
Old Man Ledge, West Penobscot Bay, Me			1	1						1	3
Old Man's Ledge, off No Man's Land, Vineyard Sound, Mass									1		1
Old Point Comfort, Va						1	1	1			3
Old Prince, The, Cape Porpoise Harbor, Me				1							1
Old Topsail Inlet, N. C								1			1
Old Woman Ledge, Me					1						1
Onset Island, Buzzard's Bay, Mass									1		1
Oregon Inlet, N. C	1	1				2		1	1		6
Orleans Beach, Cape Cod, Mass		2	2			1		1			6
Ossabaw Island, Ga					1						1
Otter Island Ledge, Muscle Ridge Channel, Me								1			1
Outer Diamond Shoal, Cape Hatteras, N. C					1	1			1	1	4
Outer Ledge, (entrance Camden Harbor,) Me								1			1
Owl's Head, Me									1		1
Oyster Bay, N. Y					2					1	3
Oyster Pond Reef, Long Island, N. Y									1		1
Oyster Rock, Wilmington Harbor, N. C		1									1
Padre Island, Tex			2			4		4			10
Paine's Ledge, off Eastport, Me										1	1
Pamet Hollow, Cape Cod, Mass			1								1
Paramore's Beach, Va						1	1	1	3	1	7
Parker's Cove, Isleborough, Me		1									1
Parker's Island, N. Y			1								1
Pascagoula Bar, Miss						1					1
Pasque Island, Vineyard Sound, Mass		1									1
Pass Cavallo, Tex	3				1	2		2	1	1	10
Patapsco River, (mouth of,) Chesapeake Bay, Md				3	1				1	1	6
Patuxent River, (mouth of,) Md		1		1	1				1		4
Pavilion Beach, Mass	2		1								3
Pawley's Island, S. C								1			1
Peaked Hill Bar, Cape Cod, Mass	1	1		1	1	3	3		2	3	15
Peak's Island, Casco Bay, Me				1		1		1			3
Peck's Beach, N. J				1	1		1				3
Peconic Bay, (Mattituck,) Long Island, N. Y									1		1
Pelican Bank, Saint Helena Sound, S. C								1			1
Pelican Island, Tex					1	1	1			1	4
Pelican Spit, Galveston Bay, Tex							1				1
Pembroke, Me								1			1
Penfield's Reef, Conn				1			1	1			3
Penikese Island, Buzzard's Bay, Mass			1						1		2
Pensacola, Fla			2				1				3
Pensacola Bar, Fla	1		1								2
Pepperell's Cove, Portsmouth Harbor, N. H		1									1
Perdido Bay Bar, Fla	1										1
Perry's Creek, Penobscot Bay, Me			2								2
Petit Menan Island, Me		2	1		2						5
Piankatank River Bar, Va				2							2
Pierce's Island, Portsmouth Harbor, N. H						1					1
Pine Island, (off New London,) Conn				1							1

Digitized by Google

TABLE 66.—*List of places on the Coasts 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.
	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	
Plum Beach Shoal, Narragansett Bay, R. I	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Plum Island, Long Island Sound, N. Y	.....	.....	1	.....	.....	1	.....	.....	1	.....	3
Plum Island, Mass	.....	.....	.....	.....	.....	.....	1	2	2	.....	5
Plum Island Point, Mass	.....	.....	.....	.....	1	1	1	.....	.....	.....	3
Plum Point, Chesapeake Bay, Md	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Point Allerton, Boston Harbor, Mass	.....	.....	.....	.....	.....	.....	1	.....	1	.....	2
Point Isabel, Tex	.....	.....	.....	.....	.....	3	.....	.....	.....	.....	3
Point Judith, R. I	1	1	.....	2	1	.....	1	.....	3	.....	9
Point Lookout, Chesapeake Bay, Md	.....	.....	.....	.....	.....	.....	1	.....	1	.....	2
Point No Point, Chesapeake Bay, Md	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Point No Point, Conn	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Point of Rocks, Lynn, Mass	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Point Pleasant, N. J	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Point Seguin, Me	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Pollock Rip, Mass	1	.....	.....	.....	.....	.....	1	1	1	1	5
Pomp's Island, Moos-a-bec Reach, Me	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Pond Cove, Cape Elizabeth, Me	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Pond Cove Island, Englishman's Bay, Me	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Popasquash Point, Narragansett Bay	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Pool's Island, Chesapeake Bay, Md	.....	.....	.....	1	.....	.....	2	.....	.....	.....	3
Pope's Island, (near,) Md	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Portland Head, Cape Elizabeth, Me	1	.....	.....	1	.....	.....	1	.....	.....	.....	3
Port Jefferson, Long Island, N. Y	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Port Morris, (rock near,) N. J	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Portsmouth, N. H	.....	1	3	2	.....	1	.....	.....	4	.....	11
Portsmouth, Va	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Portsmouth, (8 miles northwest of,) N. C	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Port Royal Bar, S. C	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Powder Horn Bayou, Tex	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Promised Land, Long Island, N. Y	.....	.....	.....	.....	5	.....	.....	.....	.....	.....	5
Prospect Harbor, Me	5	.....	.....	.....	.....	.....	.....	.....	.....	.....	5
Provincetown, Mass	5	2	.....	7	4	1	.....	.....	1	.....	20
Prudence Island, Narragansett Bay, R. I	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Pulpit Rock, (near Portsmouth,) N. H	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2
Pumpkin Hill Shoal, Charleston, S. C	1	1	.....	1	.....	1	.....	.....	.....	.....	4
Pumpkin Island, Portsmouth Harbor, N. H	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Punta Rassa, Fla	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Quoddy Head, Me	1	.....	1	1	1	.....	2	.....	.....	.....	6
Quonochontaug Beach, R. I	1	.....	.....	.....	1	.....	1	.....	.....	.....	3
Race Point, Cape Cod, Mass	4	.....	.....	2	1	.....	3	1	2	2	15
Race Point, (near Cutler,) Me	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Race Rock, Long Island Sound, N. Y	.....	1	.....	.....	.....	.....	.....	.....	1	.....	2
Rackliff Island, Seal Harbor, Me	.....	.....	.....	1	.....	.....	.....	2	.....	.....	3
Ragged Island, Penobscot Bay, Me	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Ragged Point, Assateague Island, Va	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Rainsford Island, Boston Harbor, Mass	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Ram Island, (Kennebec River, below Bath,) Me	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Ram Island Reef, Long Island Sound	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Ram Island, (entrance to Portland Harbor,) Me	.....	.....	.....	.....	.....	.....	.....	.....	1	2	3
Ram's Head Ledge, Boston Harbor, Mass	.....	.....	.....	.....	.....	.....	1	.....	.....	1	2
Randall's Island, Long Island Sound, N. Y	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Ravenswood Rock, East River, N. Y	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Ray's Point, (near,) Me	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Red Fish Bar, Tex	.....	1	.....	2	.....	.....	.....	.....	.....	.....	3
Red Spring Point, Long Island, N. Y	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Reed's Point, Albemarle Sound, N. C	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Rehobeth Beach, Del	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Rich Inlet, N. C	.....	.....	.....	1	.....	1	.....	.....	.....	.....	2
Richmond's Island, Casco Bay, Me	1	1	.....	.....	.....	.....	.....	.....	.....	3	5
Rigolets, The, La	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Rip Raps, Hampton Roads, Va	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Robbin's Reef Bay, New York Harbor	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
Robert's Harbor, Penobscot Bay, Me	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Robinson's Beach, (Southwest Harbor,) Me	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Robinson's Hole, Vineyard Sound, Mass	.....	.....	1	.....	.....	.....	1	.....	1	.....	3
Rockaway, Long Island, N. Y	.....	3	.....	1	1	1	.....	.....	.....	1	7
Rockaway Beach, Long Island, N. Y	.....	.....	.....	1	.....	.....	1	1	.....	1	4
Rockaway Inlet, Long Island, N. Y	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Rockaway Shoals, Long Island, N. Y	1	1	.....	.....	.....	1	1	.....	1	.....	5
Rockland, Me	.....	.....	1	1	1	.....	.....	.....	.....	.....	3
Rock Point, Chesapeake Bay, Md	1	.....	.....	1	.....	.....	.....	.....	.....	1	3
Rockport, Mass	.....	.....	.....	.....	.....	1	.....	2	1	1	5
Rocky Neck, Gloucester Harbor, Mass	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1

Digitized by Google

TABLE 66.—*List of places on the Coasts 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.
	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	
Rocky Point, Long Island Sound..	1	.....	1	.....	.....	.....	.....	.....	.....	1	3
Rocky Point, Plymouth Bay, Mass	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Romer Shoal, N. Y	3	.....	.....	2	1	4	3	1	1	5	20
Rose Island, R. I	.....	.....	.....	1	.....	.....	1	.....	1	.....	3
Round Shoal, Quoddy Bay, Me	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
Royal Shoal, (northwest point,) N. C	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Rumstick Shoal, Narragansett Bay, R. I	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Rudder Rock, Deer Island Thoroughfare, Me	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Rye Beach, N. H	.....	.....	.....	2	.....	2	.....	.....	.....	.....	4
Rye Ledge, N. H	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Rye Point, Long Island Sound, N. Y	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Sabine Pass, Tex	1	.....	.....	.....	2	1	1	.....	.....	1	6
Sachem's Head, Conn	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Saco, (rock near,) Me	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Saddle Island, Penobscot Bay, Me	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Sag Harbor, Long Island, N. Y	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Sag Harbor, (12 miles east of,) N. Y	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Saint Andrew's Bay, Fla	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Saint Augustine, (12 miles north of,) Fla	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Saint Augustine Bar, Fla	.....	1	1	1	.....	.....	.....	1	.....	.....	4
Saint Catharine's Sound, Ga	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Saint George's Island, Chesapeake Bay	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Saint John's Bar, Fla	.....	1	2	2	2	1	.....	1	.....	3	12
Saint Joseph's Island, Tex	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Saint Lucie, (10 miles north of,) Fla	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Saint Lucie Rocks, 8½ miles north of Gilbert's Bar, House of Refuge, Fla	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Saint Simon's Bar, Ga	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Saint Vincent's Island, Fla	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Sail Rock, off West Quoddy Head, Me	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Sakonnet Point, R. I	2	.....	.....	1	3	.....	.....	.....	1	.....	7
Salem, Mass	.....	.....	.....	.....	1	.....	.....	.....	1	1	3
Salt Island Ledge, (off Cape Ann,) Mass	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Saluria, Tex	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Sand Island, Ala	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Sand Island Shoals, Appalachicola Bay, Fla	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Sand's Point, Long Island Sound, N. Y	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Sand Shoal Inlet, Va	.....	.....	1	.....	.....	.....	.....	.....	.....	1	2
Sandwich, Mass	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Sandy Hook, N. J	4	1	3	2	2	2	2	4	4	12	36
Sandy Point, Albemarle Sound, N. C	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Sandy Point, Chesapeake Bay	.....	4	.....	.....	.....	.....	.....	.....	.....	.....	4
Sandy Point, Conn	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
San Bernard Bar, Tex	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
San Luis Pass, Tex	.....	.....	.....	1	.....	1	.....	1	1	1	5
San Luis Pass, (2 miles northeast of,) Tex	.....	.....	1	.....	.....	.....	.....	1	.....	.....	2
San Luis Pass, (2 miles southwest of,) Tex	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
San Luis Pass, (4 miles west of,) Tex	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
San Luis Pass, (30 miles west of,) Tex	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Sanibel Island, Fla	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Santa Rosa Island, Fla	.....	2	.....	2	1	2	1	1	1	.....	10
Saquish Point, Mass	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Saybrook Bar, Conn	1	2	3	.....	3	.....	.....	.....	1	1	11
Saybrook Point, Conn	.....	.....	.....	1	.....	.....	1	.....	.....	.....	2
Schoodic Island, Frenchman's Bay, Me	.....	.....	1	.....	1	.....	.....	.....	.....	.....	2
School-ship Rock, Vineyard Haven, Mass	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Scituate, Mass	.....	2	3	1	2	1	1	.....	3	.....	13
Seabright, N. J	.....	.....	.....	.....	2	.....	.....	1	.....	1	4
Sea Grove, N. J	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Sea-Horse Ledge, Machias Bay, Me	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Seal Cove, Mount Desert, Me	1	.....	.....	.....	.....	.....	.....	.....	.....	1	2
Seal Harbor, Muscle Ridge Channel, Me	.....	1	2	1	.....	.....	1	.....	2	3	10
Seal Island, Machias, Me	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Seal Rocks, Narragansett Bay, R. I	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Sear's Island, West Penobscot Bay, Me	.....	.....	1	.....	.....	.....	.....	.....	.....	1	2
Seavey's Island, Portsmouth Harbor, N. H	1	.....	.....	.....	.....	1	2	.....	.....	1	5
Seven-foot Knoll, Chesapeake Bay, Md	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Severn River, (mouth of,) Md	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Sewell's Point, Chesapeake Bay, Va	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Shallotte Inlet, N. C	.....	1	.....	1	.....	.....	.....	.....	.....	.....	2
Shag Rocks, (Boston Harbor approaches,) Mass	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Shark River, N. J	.....	.....	2	1	.....	.....	.....	1	1	.....	5
Sheep Island, Moos-a-bec Reach, Me	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1

Digitized by Google

TABLE 66.—*List of places on the Coasts 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.
	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	
Sheep Island Bar, West Penobscot Bay, Me	.....	.....	.....	.....	.....	1	1	.....	1	.....	3
Sheepscot River, (mouth of,) Me	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Shinnecock, Long Island, N. Y	2	1	.....	.....	.....	2	.....	.....	.....	.....	5
Ship Island, (shoal off,) Miss	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Ship Shoals, Va	.....	1	.....	.....	.....	.....	.....	.....	.....	2	3
Shiverly Ledge, (off Spruce Head,) Me	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Shore Island, R. I	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Short Beach, N. J	.....	.....	.....	3	.....	.....	.....	.....	1	.....	4
Short Islands, Englishman's Bay, Me	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Shovelful Shoal, Nantucket Sound, Mass	3	.....	1	2	.....	.....	.....	.....	.....	5	11
Simonton's Cove, Cape Elizabeth, Me	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Sinepuxent Neck, Md	.....	1	2	1	.....	.....	.....	.....	.....	.....	4
Sisters, The, (approaches Saint George's River,) Me	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Skiff Shoals, Nantucket Sound, Mass	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Skinner's Head, Marblehead Harbor, Mass	.....	1	1	.....	.....	.....	.....	.....	.....	.....	2
Sloop Ledge, Sheepscot Bay, Me	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Smith's Island, Va	3	.....	1	1	1	1	1	3	.....	.....	11
Smith's Island, (Isaac's Shoals,) Va	.....	.....	.....	.....	1	2	.....	2	3	.....	8
Smith's Point, Chesapeake Bay	.....	.....	.....	.....	3	1	1	2	.....	.....	7
Smith's Point, (5 miles northwest of,) Chesapeake Bay, Va	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Smith's Point, Long Island, N. Y	.....	.....	1	1	.....	1	1	1	1	.....	6
Smith's Rock, Scituate Neck, Mass	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Smithtown Harbor, Long island, N. Y	.....	2	1	.....	.....	.....	.....	.....	.....	.....	3
Somers Point, N. J	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
South Bunker's Ledge, off Great Cranberry Island, Me	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
South Chatham, Mass	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Southern Island, (near Saint George,) Me	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
South Harwick, Mass	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
South Island Fishing Bank, S. C	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
South Norwalk, Conn	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Southport Bar, Conn	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
South Saint George, Me	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
South Thomaston, (ledge off Sleeper's Point,) Me	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Southwest Harbor, (Mount Desert Island,) Me	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
Southwest Ledge, New London, Conn	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Southwest Pass, mouth of Mississippi River, La	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Sow and Pigs, Vineyard Sound, Mass	.....	1	.....	.....	2	1	.....	.....	1	1	6
Spectacle Island, Cumberland Inlet, Ga	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Spindle Rock, south side Rose Island, R. I	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Sprague's Neck, (east side Machias Bay,) Me	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Spruce Head Island, Muscle Ridge Channel, Me	.....	.....	.....	1	.....	1	1	1	1	.....	5
Spruce Island, (off Machias,) Me	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Spruce Point, Booth Bay Harbor, Me	.....	1	.....	.....	1	.....	.....	.....	.....	.....	2
Squam Beach, Mass	.....	.....	.....	.....	.....	2	.....	1	1	.....	4
Squan Beach, N. J	2	2	1	.....	2	3	1	.....	3	.....	14
Squash Meadow Shoals, Vineyard Sound, Mass	1	.....	.....	.....	.....	.....	1	.....	.....	.....	2
Squid Ledge, Block Island Sound, R. I	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Squipnocket Beach, Mass	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Squirrel Island, entrance to Town's End Harbor, Me	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Stage Island, Saco Bay, Me	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Stage Island, Kennebec River Entrance, Me	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Stamford, Conn	.....	.....	.....	1	2	2	.....	.....	.....	.....	5
Stanley's Point, Me	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Staten Island, N. Y	1	1	.....	.....	.....	1	.....	1	.....	.....	4
Steel Coat or Steel Harbor Island, Englishman's Bay, Me	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
Stingray Point, Chesapeake Bay, Va	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Stone Beacon Ledge, Portsmouth Harbor, N. H	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Stone Horse Shoal, Nantucket Sound, Mass	1	1	1	.....	1	.....	3	.....	1	1	9
Stone Horse Shoal, (near Tybee Island,) Ga	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Stonington Harbor, Conn	1	.....	.....	.....	.....	.....	.....	.....	1	1	3
Stono Inlet, S. C	2	.....	.....	1	.....	.....	.....	1	.....	1	5
Stony Point, Cape Poge, Mass	.....	1	.....	.....	.....	.....	1	.....	.....	.....	2
Straitsmouth Island, (off Cape Ann,) Mass	.....	.....	.....	1	.....	.....	.....	1	.....	1	3
Stratford Shoals, Conn	.....	1	.....	.....	.....	.....	.....	1	1	.....	3
Straw's Point, (ledge near,) N. H	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Success Rock, Long Island Sound, N. Y	.....	.....	.....	.....	.....	.....	1	.....	1	.....	2
Sugar Loaf, (mouth of Kennebec River,) Me	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Sugar Reef, (near Watch Hill,) R. I	.....	.....	.....	.....	.....	2	.....	1	1	.....	4
Sutton's Island, (ledges off,) Me	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Swampscott, Mass	2	.....	.....	.....	.....	.....	.....	.....	1	.....	3

Digitized by Google

TABLE 66.—*List of places on the Coasts 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.
	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	
Swan Point, Chesapeake Bay, Md	.....	.....	1	.....	.....	.....	.....	1	.....	.....	2
Sweet's Island, Sheepscott River, (mouth of,) Me	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Tally's Point, Chesapeake Bay, Md	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Tampa, Fla	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Tampa Bay, (rocks near,) Fla	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Tampa Bay, (30 miles south of entrance,) Fla	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Tanner's Point, Long Island, N. Y	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Tarpaulin Cove, Vineyard Sound, Mass	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Taylor's Island, Chesapeake Bay, Md	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Tennant's Harbor, Me	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Ten-Pound Island, Gloucester Harbor, Mass	2	.....	.....	.....	1	.....	1	.....	.....	.....	4
Terry Ledge, (off White Head light,) Me	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Thatcher's Island, Mass	3	2	.....	.....	1	.....	.....	.....	.....	1	7
Thimble, The, Long Island Sound	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Thompson's Ledge, Cranberry Island, Me	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Three Sisters, Chesapeake Bay	1	.....	.....	.....	.....	.....	1	.....	.....	.....	2
Thomas Ledge, Fox Island Thoroughfare, Me	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Thomas Point Shoal, Chesapeake Bay, Md	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Throg's Point, (rock near,) Long Island Sound	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Thurlow's Island, Deer Island Thoroughfare, Me	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Tiger Island, Ga	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Tilghman's Island, Chesapeake Bay, Md	.....	.....	.....	1	.....	.....	.....	.....	.....	1	2
Timbalier Island, La	.....	.....	1	.....	1	.....	.....	.....	.....	.....	2
Tiverton, R. I	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
Toddy's Rocks, Boston Harbor, Mass	1	.....	.....	.....	1	.....	1	.....	.....	.....	3
Tom Moore's Rocks, Mass	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Tom Never's Head, Nantucket Sound, Mass	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Tom's River, N. J	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Tom's Rock, (off Kennebec River,) Me	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Townsend's Inlet, N. J	2	.....	.....	2	2	.....	2	4	5	2	19
Truro, Mass	.....	1	1	.....	.....	2	.....	.....	.....	.....	4
Tucker's Beach, N. J	.....	.....	.....	.....	.....	1	1	.....	.....	.....	2
Tuckernuck Shoals, Nantucket Sound, Mass	.....	2	1	2	1	1	.....	2	.....	6	15
Turner's Shoal, Assateague, Va	.....	.....	.....	1	.....	.....	.....	1	.....	.....	2
Turtle Gut Inlet, N. J	.....	1	1	.....	.....	1	.....	2	.....	1	6
Two Bush Reef, West Penobscot Bay, Me	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Tybee Island, Ga	.....	.....	1	.....	.....	1	.....	1	.....	.....	3
Vineyard Haven, Mass	3	.....	4	12	6	3	2	1	3	2	36
Wading River, Long Island, N. Y	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Wallop's Beach, Va	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Warwick Neck, Narragansett Bay, R. I	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
Washington Shoal, Block Island Sound, N. Y	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Wasque Bluff, Martha's Vineyard, Mass	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Watchapreague Inlet, Va	2	2	3	.....	1	.....	2	1	.....	.....	11
Watchapreague Inlet, (Dawson's Shoals,) Va	.....	.....	.....	.....	.....	2	.....	.....	2	.....	4
Watch Hill, R. I	.....	.....	.....	.....	2	2	1	.....	.....	2	7
Webber's Ledge, Muscongus Sound, Me	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Wellfleet, Cape Cod, Mass	.....	.....	.....	.....	1	.....	1	.....	1	.....	3
Well's Beach, Me	1	.....	.....	.....	.....	1	.....	.....	.....	.....	2
West Chop, Vineyard Sound, Mass	9	.....	.....	1	1	3	2	.....	1	.....	17
West Clump, Fisher's Island Sound, Conn	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
West Dennis, Cape Cod, Mass	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
West Island, Buzzard's Bay, Mass	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
West Hampton Bar, Long Island	.....	.....	1	.....	.....	.....	.....	.....	.....	1	2
Westport Point, Mass	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
West Quoddy Head, Me	.....	.....	.....	1	.....	.....	1	1	1	2	6
West Sister, The, Portsmouth Harbor, N. H	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
West Triangle, Me	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Whale Back Shoal, Cape Cod, Mass	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Whale Rock, Narragansett Bay, R. I	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Wheaton's Reef, Long Island Sound, Conn	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Wheeler's Bay, Me	1	.....	.....	.....	.....	.....	.....	2	.....	.....	3
White Head, (1 mile south of light,) Me	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
White Head Island, Penobscot Bay, Me	.....	.....	.....	.....	.....	2	1	1	.....	.....	4
White Ledge, near Tennant's Harbor, Me	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Whitestone Point, N. Y	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Whortleberry Island, Long Island Sound	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Wickford, R. I	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Wicopesset Island and Reefs, Conn	.....	.....	.....	1	.....	.....	.....	1	.....	.....	2
Willoughby Spit, Chesapeake Bay	.....	.....	.....	1	.....	.....	.....	.....	.....	1	2
Windmill Point, Chesapeake Bay, Va	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Windmill Point, Stonington, Conn	1	.....	.....	.....	.....	.....	.....	.....	.....	1	2
Winter Quarter Shoals, Va	1	.....	.....	.....	2	.....	.....	.....	.....	.....	3

Digitized by Google

TABLE 66.—*List of places on the Coasts 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.
	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	
Winthrop Head, Boston Bay, Mass.	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Wolf Island Spit, Ga.	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Wolftrap Shoal, Mobjack Bay, Va.	1	.....	1	.....	.....	.....	.....	1	.....	.....	3
Wood End, Cape Cod, Mass.	1	1	1	4	.....	.....	.....	.....	.....	.....	7
Wood's Holl, Mass.	1	.....	.....	1	.....	.....	2	1	1	.....	6
Wood Island, Saco Bay, Me.	.....	.....	1	.....	.....	2	.....	1	1	1	6
Wood Island, entrance to Portsmouth Harbor, N. H.	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Wood Island Ledges, Kennebec River, Me.	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Woodville Landing, Conn.	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Wormell's Ledge, Quoddy Bay, Me.	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Wreck Pond Inlet, N. J.	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Wreck Shoals, Mass.	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Yellow Ledge, (Muscle Ridge Channel,) Me.	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
York Beach, Me.	1	.....	.....	1	.....	.....	.....	.....	.....	.....	2
York Ledge, Me.	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
York Point, Blue Hill Bay, Me.	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
York Spit, Chesapeake Bay, Va.	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Young's Point, Fox Island Thoroughfare, Me.	1	.....	.....	.....	.....	.....	.....	1	.....	.....	2

PACIFIC COAST.

Albion River, (mouth of,) Cal.	.....	.....	.....	1	.....	.....	.....	.....	1	.....	2
Alcatras Island, San Francisco Bay, Cal.	1	.....	1	.....	.....	1	.....	.....	.....	.....	3
Angel Island, San Francisco Bay, Cal.	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Aquina Bar, Oreg.	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Arch Rock, San Francisco Bay, Cal.	.....	.....	1	.....	.....	.....	1	.....	.....	.....	2
Astoria, Oreg.	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Belkopsky, (10 miles north of,) Alaska.	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Berkeley, San Francisco Bay, Cal.	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Black Point, San Francisco Bay, Cal.	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Bodega Bar, Cal.	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Bodega Head, Cal.	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Bolinas, Cal.	.....	.....	.....	1	.....	.....	.....	.....	.....	1	2
Bowen's Landing, Mendocino County, Cal.	.....	2	1	1	.....	.....	.....	1	1	.....	6
Bridgeport Landing, Mendocino County, Cal.	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Brother's Island, San Francisco Bay, Cal.	.....	.....	.....	.....	1	.....	1	.....	.....	.....	2
Burrows Island, Rosario Strait, Wash.	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Cape Blanco Channel, (rock in,) Oreg.	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Cape Blanco, (2½ miles north of,) Oreg.	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Cape Flattery, Wash.	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Cape Foulweather, (10 miles north of,) Oreg.	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Cape Hancock or Cape Disappointment, Wash.	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Cape Prince of Wales, (20 miles north of,) Alaska.	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Caprian Islands, Alaska.	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Caspar, Cal.	1	.....	.....	.....	1	.....	.....	1	.....	.....	3
Catalina Island, Cal.	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Chernobour Rocks, Alaska.	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Clatsop's Spit, (mouth of Columbia River).	1	.....	.....	.....	.....	.....	2	.....	3	1	6
Columbia River Bar.	.....	1	4	1	1	1	2	1	1	.....	12
Columbia River Bar, (12 miles southeast of,) Oreg.	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Columbia River, (10 miles north of,) Wash.	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Coos Bay Bar, Oreg.	.....	.....	1	1	2	1	1	.....	.....	1	7
Coquille River, (mouth of,) Oreg.	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2
Coquille River, (5 miles south of,) Oreg.	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Cottoneva, Cal.	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Crescent Bay, Wash.	.....	.....	1	.....	1	1	.....	.....	.....	.....	3
Crescent City, Cal.	.....	1	1	1	2	3	.....	.....	1	.....	9
Cuffey's Cove, Cal.	.....	1	.....	.....	.....	1	.....	1	.....	.....	3
Deadman's Island, San Pedro Bay, Cal.	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Destruction Island, Wash.	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Drake's Bay, Cal.	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Duxbury Point Reef, Cal.	.....	.....	1	1	.....	.....	.....	.....	.....	.....	2
East Brother Island, San Francisco Bay, Cal.	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Ediz Hook, Wash.	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Eel River, Cal.	.....	.....	2	.....	.....	.....	.....	.....	2	.....	4
Farallon Islands, Cal.	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Ferguson's Cove, (near Point Arena,) Cal.	.....	.....	.....	.....	.....	.....	.....	2	1	.....	3
Fidalgo Island, Alaska.	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Fish Rocks, Cal.	.....	.....	1	1	1	1	1	.....	.....	.....	5
Fisk's Mill, Cal.	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1

Digitized by Google

TABLE 66.—*List of places on the Coasts 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.
	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	
Fort Point, San Francisco Bay, Cal	.....	1	.....	.....	.....	.....	2	.....	.....	2	5
Fort Ross, Cal	.....	.....	.....	.....	1	.....	1	.....	.....	.....	2
Fresh Water Bay, Wash	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Gerstler's Cove, Cal	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Golden Gate, Cal	.....	.....	.....	.....	.....	1	1	1	.....	.....	3
Goleta, Cal	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Golorin Sound, Alaska	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Gualala, Cal	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Hueneme, Cal	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Humboldt Bar, Cal	.....	.....	2	.....	.....	.....	1	2	1	1	7
Hunter's Point, San Francisco Bay, Cal	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Karluk, Kadiak Island, Alaska	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Karquines Strait, Cal	.....	1	.....	.....	2	.....	.....	.....	.....	.....	3
Koronsky Island, (unknown reef near,) Alaska	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Lime Point, San Francisco Bay, Cal	.....	.....	1	.....	.....	.....	1	.....	1	.....	3
Little River, (mouth of,) Cal	1	.....	1	1	1	.....	.....	3	.....	1	8
Marrowstone Point, Wash	1	.....	.....	.....	.....	.....	.....	1	.....	1	3
Maury Island, Puget Sound, Wash	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Mendocino, Cal	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Middle Ground, Suisun Bay, Cal	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Mile Rocks, entrance to San Francisco Bay, Cal	.....	1	2	.....	1	1	.....	1	.....	.....	6
Mission Rocks, San Francisco Bay, Cal	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Monterey Harbor, Cal	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Mora Bay, Cal	.....	2	.....	.....	.....	.....	.....	.....	.....	.....	2
Navarro River, (mouth of,) Cal	.....	.....	.....	1	.....	1	.....	.....	.....	1	3
Neah Bay, Wash	.....	.....	.....	.....	.....	2	.....	.....	.....	.....	2
New Dungeness, Wash	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Newport, Cal	.....	.....	.....	.....	1	.....	.....	1	.....	.....	2
Nisqually River, (mouth of,) Puget Sound	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
North Beach, San Francisco Bay, Cal	.....	.....	.....	.....	1	.....	.....	.....	.....	1	2
Noyo River, (mouth of,) Cal	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2
Oakland, Cal	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Oonalaska Island, Alaska	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Ounga Island, Alaska	.....	1	.....	1	.....	.....	.....	.....	.....	.....	2
Peacock Spit, mouth of Columbia River	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Pearl Island, entrance to Roche Harbor, Wash	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Pillar Point, Cal	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Pillar Point, Straits of Fuca, Wash	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Point Adams, Oreg	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Point Arena, Cal	1	.....	.....	1	1	1	.....	.....	.....	.....	4
Point Arena, (8 miles south of,) Cal	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2
Point Belcher, Alaska	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Point Bonita, Cal	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2
Point Bonita, (5 miles northwest of,) Cal	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Point Conception, Cal	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Point Fermin, Cal	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Point Greenville, Wash	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Point Lobos, Golden Gate, Cal	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Point Montara Reef, (near,) Cal	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Point of Rocks, Mission Bay, Cal	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Point of Rocks, Wrangel, Alaska	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Point Reyes, Cal	.....	1	1	1	.....	.....	.....	1	1	.....	5
Point Sal, Cal	1	.....	1	.....	.....	1	.....	.....	.....	.....	3
Point San Luis, (1 mile west of,) Cal	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Point San Pedro, Cal	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Point Wilson, Wash	1	.....	.....	.....	.....	1	.....	.....	.....	.....	2
Port Ludlow, Wash	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Port Orford, Oreg	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Port Orford, (15 miles south of,) Oreg	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Port Susan, Wash	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Port Townsend, Wash	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Prince of Wales Island, Alaska	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Protection Island, (south spit,) Wash	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Red Rock, San Francisco Bay, Cal	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Rockport, Cal	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Rocky Point, Cal	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Rogue River Bar, Oreg	1	.....	.....	.....	2	.....	.....	.....	.....	.....	3
Rough and Ready, (5 miles south of Point Arena,) Cal	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Sacramento River, (mouth of,) Cal	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Saint Lawrence Island, Behring Sea, Alaska	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Saint Paul Island, (ledge off,) Alaska	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Salmon Creek, Cal	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1

Digitized by Google

TABLE 66.—*List of places on the Coasts 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.
	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	
San Buenaventura, Cal	3	1	.....	.....	.....	.....	.....	.....	.....	.....	4
San Diego Bay, Cal	.....	.....	1	.....	.....	.....	.....	.....	.....	1	2
San Francisco Bay, Cal	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
San Juan de Capistrano, Cal	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
San Juan Island, Straits of Fuca, Wash	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
San Miguel Island, Cal	.....	.....	.....	.....	2	1	.....	.....	.....	.....	3
San Pablo Bay, Cal	.....	.....	1	.....	.....	.....	.....	1	.....	.....	2
San Pedro Bay, Cal	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Sand Island, Oreg	1	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Santa Cruz Point, Cal	.....	1	.....	.....	1	.....	.....	.....	.....	.....	2
Shoalwater Bay, Wash	1	.....	.....	.....	1	.....	2	.....	.....	2	6
Sitka, (4½ miles southeast of,) Alaska	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Smith's Point, Oreg	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Smith's River, (mouth of,) Cal	.....	.....	1	1	.....	1	.....	.....	.....	1	4
Soquel, Cal	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
South Beach, San Francisco Bay, Cal	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Stewart's Point, Sonoma County, Cal	1	.....	.....	.....	.....	1	.....	.....	.....	1	3
Tacoma, Wash	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Tacoma, (10 miles north of,) Wash	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Ten-mile Beach, (7 miles north of Big River,) Cal	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Tillamook Bar, Oreg	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Timber Cove, Cal	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Trinidad, Cal	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Umpqua Bar, Cal	1	.....	.....	1	.....	.....	.....	.....	.....	.....	2
Umpqua Bar, (4 miles north of,) Oreg	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Utsaladdy Bay, Wash	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Westport, Humboldt Bay, Cal	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Whitesboro' Landing, Mendocino County, Cal	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
Wilmington Bay, Cal	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Wyanda Rock, Peril Straits, Alaska	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Yaquima Bay, Oreg	1	1	1	.....	.....	.....	.....	.....	1	.....	4

LAKE COASTS.*

[NOTE.—This list includes also places on the Canadian shore where American vessels have stranded.]

Ahnapee, Lake Michigan, Wis	.....	.....	.....	1	.....	.....	3	.....	.....	.....	4
Alabaster, Lake Huron, Mich	1	.....	.....	.....	.....	.....	.....	.....	1	.....	2
Alaska, Lake Michigan, Wis	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Alcona, Lake Huron, Mich	.....	.....	2	.....	.....	.....	1	.....	.....	.....	3
Amherstburg, Detroit River, Canada	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Amherst Island, Lake Ontario, Canada	.....	.....	.....	1	.....	.....	.....	.....	1	.....	2
Antrim, Lake Michigan, Mich	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Asland Bay, Lake Superior, Wis	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Ashtabula, Lake Erie, Ohio	2	2	.....	1	.....	.....	1	.....	.....	1	7
Ashtabula, (8 miles southwest of,) Lake Erie, Ohio	.....	.....	.....	.....	.....	1	.....	.....	1	.....	2
Au Sable, Lake Huron, Mich	.....	.....	1	.....	2	.....	.....	1	.....	.....	4
Bad River, (mouth of,) Lake Superior, Wis	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Bailey's Harbor, Lake Michigan, Wis	2	.....	.....	.....	.....	7	.....	.....	1	2	12
Barcelona, Lake Erie, N. Y	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Bark River, (mouth of,) Green Bay, Mich	.....	1	1	.....	.....	.....	1	.....	.....	.....	3
Bar Point, Lake Erie, Canada	1	.....	1	.....	1	.....	2	.....	2	.....	7
Bay View, Lake Erie, N. Y	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Beaver Bay, (2 miles northeast of,) Lake Superior	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Beaver Bay, (8 miles northeast of,) Lake Superior	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Beaver Island, Lake Michigan, Mich	1	.....	.....	1	2	2	3	1	2	4	16
Beaver Tail Point, Lake Huron, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Belle Island, Detroit River, Mich	1	.....	.....	.....	2	.....	.....	.....	.....	.....	3
Biddle's Point, Lake Michigan, Mich	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Big Point au Sable, Lake Michigan, Mich	.....	.....	.....	.....	.....	1	1	1	1	1	5
Big Point au Sable, (6 miles north of,) Lake Michigan, Mich	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Big Sandy Creek, Lake Ontario, N. Y	.....	.....	.....	.....	5	6	4	4	1	.....	20
Big Sandy Creek, (5 miles north of,) Lake Ontario, N. Y	.....	.....	.....	.....	.....	.....	2	.....	.....	.....	2
Big Sodus, Lake Ontario, N. Y	.....	.....	2	.....	2	.....	.....	.....	1	.....	5
Big Summer Island, Lake Michigan, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Black Lake Harbor, Lake Michigan, Mich	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Black River, Lake Erie, Ohio	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1

*In a few instances the number of stranded vessels in this table do 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.

Digitized by Google

TABLE 66.—*List of places on the Coasts of the United States where vessels have Stranded during the last ten years*—Continued.

LAKE COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	
Black River, Lake Huron, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
Black River, Lake Michigan, Wis	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Black Island Reef, Lake Huron, Mich	.....	.....	.....	.....	2	2	.....	.....	.....	.....	4
Bois Blanc Island, Detroit River, Canada	1	.....	.....	1	.....	.....	3	1	1	.....	7
Bois Blanc Island, Straits of Mackinac, Mich	2	.....	.....	.....	1	.....	2	.....	.....	1	6
Braddock's Point, Lake Ontario, N. Y	.....	1	.....	.....	.....	.....	.....	1	.....	.....	2
Buffalo, Lake Erie, N. Y	1	1	2	.....	6	4	1	3	2	2	22
Burnt Cabin Point Reef, Lake Huron, Mich	.....	.....	1	.....	.....	.....	1	.....	1	.....	3
Buckhorn Dock, Lake Erie, Canada	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Calumet, Lake Michigan, Ill	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Calumet, (14 miles south of,) Lake Michigan, Ill	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Cana Island, Lake Michigan, Wis	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Cape Vincent, Lake Ontario, N. Y	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Carlton, Lake Michigan, Wis	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Caseville, Lake Huron, Mich	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	2
Caseville, (8 miles northeast of,) Lake Huron, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Cattaraugus Creek, (mouth of,) Lake Erie, N. Y	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Cat-Head Point, Lake Michigan, Mich	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	2
Cedar Point, Lake Huron	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Cedar Point, Sandusky Bay, Lake Erie, Ohio	1	.....	.....	.....	2	1	.....	.....	1	.....	5
Cedar River, Lake Michigan, Mich	1	.....	.....	.....	.....	.....	.....	.....	1	1	3
Centreville, Lake Michigan, Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Charity Shoal, Lake Ontario	.....	.....	.....	.....	.....	.....	1	.....	.....	1	2
Charlevoix, Lake Michigan, Mich	.....	1	.....	.....	.....	.....	.....	1	.....	.....	2
Charlotte, Lake Ontario, N. Y	1	.....	.....	2	.....	.....	1	.....	1	.....	5
Charlotte, (5 miles west of,) Lake Ontario, N. Y	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2
Chaquamegon Point, Lake Superior, Wis	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Cheboygan, (Straits of Mackinac,) Mich	4	.....	1	1	1	1	1	.....	1	.....	10
Cheboygan, (18 miles east of,) Straits of Mackinac, Mich	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Chicago Harbor, Lake Michigan, Ill	6	.....	3	.....	4	1	2	4	1	1	22
Chick-e-no-lee Reef, Lake Erie, Canada	.....	.....	.....	.....	1	.....	.....	1	.....	.....	2
Chocolay River, (1 mile east of,) Lake Superior	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Christian Island, Lake Huron, Canada	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Clay Banks, Lake Erie	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Clay Banks, Lake Michigan, Wis	.....	.....	.....	.....	2	.....	1	.....	.....	.....	3
Cleveland, Lake Erie, Ohio	2	.....	1	.....	2	3	3	.....	5	.....	16
Cockburn Island, Lake Huron, Canada	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Colchester Reef, Lake Erie, Canada	.....	.....	.....	1	.....	1	5	.....	.....	.....	7
Collingwood, Lake Huron, Canada	.....	.....	.....	1	1	.....	.....	.....	1	1	4
Conneaut, (4 miles east of,) Lake Erie, Ohio	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Copper Harbor, (reef at entrance,) Lake Superior, Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Cove Island, Lake Huron, Canada	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Cove Island, (entrance Georgian Bay,) Canada	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Cross Village, (3 miles north of,) Lake Michigan, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Death's Door, Lake Michigan, Wis	1	1	.....	.....	.....	.....	1	.....	.....	.....	3
Detour, Detour Passage, Mich	.....	.....	1	.....	2	1	.....	3	1	1	9
Dunkirk Harbor, Lake Erie, N. Y	1	.....	.....	.....	.....	.....	1	.....	.....	.....	2
Eagle Harbor, Green Bay, Lake Michigan, Wis	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Eagle Harbor, Lake Superior, Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
East Hamburg, Lake Erie, N. Y	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
East Sister Reef, Lake Erie, Canada	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Eleven-foot Shoals, Green Bay, Lake Michigan	.....	.....	.....	.....	.....	1	1	2	.....	.....	4
Elk Creek, Lake Erie, Pa	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Elk Rapids, Lake Michigan, Mich	.....	.....	.....	.....	1	.....	.....	.....	1	.....	2
Ellison Bay, Lake Michigan, Wis	.....	1	.....	.....	.....	1	.....	.....	.....	.....	2
Erie Harbor, Lake Erie, Pa	1	.....	1	.....	2	1	.....	1	.....	.....	6
Erie, (4 miles east of,) Lake Erie, Pa	.....	.....	.....	.....	.....	4	.....	.....	.....	.....	4
Erie, (reef 9 miles east of,) Lake Erie, Pa	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Escanaba, Lake Michigan, Mich	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Escanaba, (6 miles south of,) Lake Michigan, Mich	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Evanston, Lake Michigan, Ill	.....	.....	.....	.....	1	.....	1	.....	.....	1	3
Fair Haven, Lake Ontario, N. Y	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Fair Haven, (7 miles west of,) Lake Ontario, N. Y	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Fairport, Lake Erie, Ohio	1	.....	1	1	1	5	1	1	1	.....	12
False Presque Isle, Lake Huron, Mich	2	.....	2	.....	1	.....	.....	.....	1	.....	6
False Duck Island, (Gull Reef,) Lake Ontario, Canada	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Fayette Harbor, (1 mile southwest of,) Lake Michigan, Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Featherbed Shoals, Lake Ontario	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1

Digitized by Google

TABLE 66.—*List of places on the Coasts of the United States where vessels have Stranded during the last ten years*—Continued.

LAKE COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	
Fighting Island, Detroit River	.....	.....	.....	1	1	1	2	.....	.....	.....	5
Fish Point, (near Point au Pelée,) Lake Erie, Canada	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Fisherman's Island, Lake Michigan, Mich	.....	.....	.....	.....	.....	.....	.....	.....	4	1	5
Fisherman's Shoal, Lake Michigan, Wis	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Fishing Island Shoal, Lake Michigan, Mich	1	.....	.....	.....	.....	.....	.....	1	.....	.....	2
Fitz William's Island, (entrance Georgian Bay,) Lake Huron, Canada	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Ford River, Green Bay, Lake Michigan, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Ford Shoal, Lake Ontario, N. Y	.....	.....	.....	1	.....	.....	.....	.....	1	.....	2
Forest Bay, Lake Huron, Mich	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Forty-mile Point, Lake Huron, Mich	.....	1	1	.....	.....	.....	.....	1	.....	.....	3
Forty-mile Point, Lake Ontario, N. Y	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Foscoro, Lake Michigan, Wis	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Fox Island Shoal, Lake Michigan, Mich	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Fox Point, Lake Michigan, Wis	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Fox Point, (4 miles north of,) Lake Michigan, Wis	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Frankfort, Lake Michigan, Mich	2	.....	.....	1	.....	2	1	1	1	.....	8
Free Soil, Lake Michigan, Mich	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Galloo Island, Lake Ontario, N. Y	.....	.....	1	.....	.....	1	.....	.....	.....	.....	2
Garden Island, Lake Michigan	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Georgian Bay, Canada	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Gill's Pier, (9 miles north of Leland,) Lake Michigan, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Glen Arbor, Lake Michigan, Mich	.....	.....	.....	.....	1	.....	.....	1	.....	.....	2
Glencove, Lake Michigan, Ill	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Goderich, (15 miles north of,) Lake Huron, Canada	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Good Harbor Bay, Lake Michigan, Mich	2	.....	.....	.....	.....	.....	.....	.....	1	1	4
Goose Island Shoal, Straits of Mackinac, Mich	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Graham's Shoals, Straits of Mackinac, Mich	.....	.....	2	.....	.....	1	1	1	.....	1	6
Grand Haven, Lake Michigan, Mich	6	2	3	9	9	1	2	1	2	.....	35
Grand Haven, (10 miles south of,) Lake Michigan, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
Grand Island, Lake Superior, Mich	1	1	.....	.....	.....	.....	.....	.....	1	.....	3
Grand Manitoulin, Lake Huron, Canada	.....	.....	.....	1	.....	.....	.....	.....	1	.....	2
Grand Marais, Lake Superior, Minn	1	.....	.....	.....	1	.....	.....	.....	.....	1	3
Grand Marais, Lake Michigan, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Grand Traverse Bay, Lake Michigan, Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Gravely Island, (entrance Green Bay,) Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Gravelly Point, Lake Huron, Mich	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
Gray's Reef, Lake Michigan, Mich	.....	.....	.....	1	.....	.....	.....	1	.....	.....	2
Great Duck Island, Lake Huron, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Greenbush, Lake Huron, Mich	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Green Island, Lake Erie, Ohio	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Grindstone City, Lake Huron, Mich	1	1	.....	.....	1	.....	.....	.....	1	1	5
Grosse Island, Detroit River, Mich	1	1	.....	.....	.....	.....	2	.....	.....	.....	4
Grosse Point, Lake Saint Clair, Mich	.....	.....	.....	.....	.....	1	1	2	.....	.....	4
Grosse Point, Lake Michigan, Ill	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Gull Island, Lake Michigan, Mich	.....	.....	1	1	.....	1	.....	1	1	.....	5
Gull Island Reef, Lake Erie	.....	.....	.....	.....	2	1	1	.....	.....	.....	4
Gull Island Rock, Lake Superior	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Hamlin, Lake Michigan, Mich	.....	.....	.....	.....	2	.....	.....	.....	.....	3	5
Hammond's Bay, Lake Huron, Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Hammond's Bay, (10 miles northwest of life-saving station,) Lake Huron, Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Harrisville, Lake Huron, Mich	.....	.....	1	.....	.....	.....	3	.....	.....	.....	4
Hedge-Hog Harbor, Lake Michigan, Wis	.....	.....	.....	.....	.....	1	.....	.....	2	.....	3
Hen and Chickens Islands, Lake Erie, Canada	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Herson's Island, Lake Saint Clair, Mich	.....	.....	1	.....	1	.....	1	.....	.....	.....	3
Hog-Island Reefs, Lake Michigan, Mich	.....	.....	.....	.....	.....	.....	1	.....	1	3	5
Holland, Lake Michigan, Mich	1	1	1	.....	1	.....	.....	.....	.....	.....	4
Horn Pier, Lake Michigan, Wis	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Horseshoe Reef, Lake Erie, N. Y	.....	.....	.....	1	1	2	1	3	.....	2	10
Horseshoe Reef, Green Bay, Lake Michigan	.....	.....	.....	1	.....	.....	1	.....	.....	.....	2
Huron Island, Lake Superior, Mich	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Huron River, (mouth of,) Lake Erie, Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Huron River Point, Lake Superior, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	2	2
Hyde Park, (off,) Lake Michigan, Ill	.....	.....	1	.....	.....	.....	1	1	1	.....	4
Indian Town Reef, Green Bay, Lake Michigan	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Irondequoit, Lake Ontario, N. Y	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Isle Royale, Lake Superior, Mich	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Jacksonport, Lake Michigan, Wis	.....	.....	1	.....	.....	2	1	1	1	2	8
Kalamazoo River, (mouth of,) Lake Michigan	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Kelley's Island, Lake Erie, Ohio	1	.....	.....	.....	.....	.....	.....	1	4	.....	6

Digitized by Google

TABLE 66.—*List of places on the Coasts of the United States where vessels have Stranded during the last ten years*—Continued.

LAKE COASTS—Continued.

Name of place.	Fiscal year ending June 30—									Total.
	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	
Kenosha, Lake Michigan, Wis	.....	1	.....	1	.....	.....	.....	.....	1	2	5
Kewaunee, Lake Michigan, Wis	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Keweenaw Bay, Lake Superior, Mich	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Kingsville, Lake Erie, Canada	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Lake Forest, (2 miles south of,) Lake Michigan, Ill.	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Leamington, Lake Ontario, Canada	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Leland, Lake Michigan, Mich	.....	.....	1	.....	1	.....	.....	.....	.....	1	3
Leland, (5 miles north of,) Lake Michigan, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Lester River, (mouth of,) Lake Superior, Minn	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Lexington, Lake Huron, Mich	1	.....	1	.....	1	.....	.....	1	.....	.....	4
Lexington, (10 miles north of,) Lake Huron, Mich	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Limekiln Crossing, Detroit River	.....	.....	.....	.....	5	1	4	.....	2	.....	12
Limekiln Reef, Detroit River	2	1	2	.....	.....	1	.....	.....	.....	.....	6
Limekiln Reef, Niagara River, (mouth of,) Lake Ontario	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Limekiln Shoals, Lake Erie, Canada	.....	.....	.....	.....	.....	.....	3	.....	.....	.....	3
Limestone Island, Georgian Bay, Canada	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Little Sturgeon Bay, Lake Michigan, Wis	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Little Summer Island Reef, Lake Michigan, Mich	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
Little Traverse Bay, Lake Michigan, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Lone Rock, (1 mile west of,) Lake Superior, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Long Point, Lake Erie, Canada	2	.....	4	.....	1	.....	.....	.....	4	.....	11
Long Point, Lake Ontario, Canada	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
Long Tail Point, Lake Michigan, Wis	.....	.....	1	.....	.....	.....	.....	.....	1	.....	2
Lorain, Lake Erie, Ohio	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Ludington, Lake Michigan, Mich	.....	.....	.....	2	1	1	1	1	1	1	8
Mackinac City, Straits of Mackinac, Mich	1	.....	1	.....	.....	.....	.....	.....	.....	.....	2
Mackinac Island, Straits of Mackinac, Mich	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Macgulpin's Point, Straits of Mackinac, Mich	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Maitland, Lake Erie, Canada	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Manistee, Lake Michigan, Mich	2	1	.....	.....	5	3	.....	1	2	.....	14
Manitowoc, Lake Michigan, Wis	3	.....	.....	.....	.....	2	3	.....	.....	.....	8
Marblehead, Lake Erie, Ohio	1	.....	1	.....	4	1	1	1	.....	3	12
Marquette, Lake Superior, Mich	.....	.....	.....	.....	.....	.....	1	.....	1	1	3
Michael Bay, (rock near,) Lake Huron, Canada	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Michigan City, Lake Michigan, Ind	1	.....	2	.....	3	1	1	.....	1	.....	9
Middle Bass Island, Lake Erie, Ohio	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Middle Island, Lake Huron, Mich	.....	.....	.....	.....	.....	.....	.....	2	3	3	8
Middle Island, (reef 1 mile east of,) Lake Erie, Canada	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Middle Village, Lake Michigan, Mich	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Milwaukee, Lake Michigan, Wis	2	.....	1	.....	3	1	3	1	4	.....	15
Milwaukee, (8 miles south of,) Lake Michigan, Mich	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Minnesota Point, Lake Superior, Minn	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Mission Point, Lake Michigan, Mich	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Mohawk Island, Lake Erie, Canada	.....	.....	.....	.....	.....	.....	.....	1	.....	1	2
Monastique, (6 miles south of,) Lake Michigan	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Morgan Point, Lake Erie, Canada	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Mud Bay, Lake Michigan, Wis	.....	.....	.....	.....	.....	2	2	.....	.....	.....	4
Muskegon, Lake Michigan, Mich	1	1	1	.....	1	3	2	1	3	2	15
Napanee, Lake Ontario, Canada	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Nebish Rapids, Saint Mary's River	1	.....	.....	.....	.....	2	.....	1	.....	.....	4
New Buffalo, Lake Michigan, Mich	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Niagara Reef, Lake Erie, Ohio	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Niagara River, Lake Erie	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Nine-mile Point, Lake Huron, Mich	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
North Bay, Lake Michigan, Wis	1	.....	.....	.....	.....	2	.....	.....	1	.....	4
North Fox Island, Lake Michigan	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
North Manitou Island, Lake Michigan, Mich	2	2	.....	.....	2	.....	.....	1	3	.....	10
North Point, Lake Huron, Mich	.....	.....	4	.....	1	.....	.....	.....	2	.....	7
North Point, Lake Michigan, Wis	.....	.....	.....	.....	1	2	.....	2	1	.....	6
Northport, Lake Michigan, Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Oak Creek, Lake Michigan, Wis	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Oak Point, Lake Huron, Mich	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Oconto Reef, Lake Michigan, Wis	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Old Fort Mackinac, Straits of Mackinac, Mich	3	1	.....	.....	.....	.....	.....	.....	.....	.....	4
Oqueoc River, (mouth of,) Lake Huron, Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Oscoda, Lake Huron, Mich	.....	.....	.....	1	.....	.....	3	.....	.....	.....	4
Oswego, Lake Ontario, N. Y	1	2	.....	2	1	3	1	2	2	.....	14
Oswego, (3½ miles west of,) Lake Ontario, N. Y	.....	.....	.....	.....	1	.....	.....	.....	1	.....	2
Oswego, (6 miles east of,) Lake Ontario, N. Y	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
Ottawa Point, Lake Huron, Mich	.....	.....	.....	.....	1	.....	1	1	.....	1	4

Digitized by Google

TABLE 66.—*List of places on the Coasts of the United States where vessels have Stranded during the last ten years*—Continued.

LAKE COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	
Otter Creek, (mouth of,) Lake Michigan, Mich	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Parisian Island, Lake Superior, Canada	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Peninsular Point, Lake Michigan, Mich	1	.....	.....	.....	.....	1	.....	.....	.....	.....	2
Peninsular Point, (reef 5 miles from,) Mich	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Pent Water, Lake Michigan, Mich	.....	.....	.....	1	.....	.....	1	.....	3	1	6
Peshtigo Harbor, (on bar,) Lake Michigan, Wis	.....	.....	.....	.....	.....	1	1	1	.....	.....	3
Peshtigo Reef, Lake Michigan, Wis	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2
Pictured Rocks, Lake Superior, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Pierport, Lake Michigan, Mich	.....	.....	.....	.....	.....	.....	2	1	.....	.....	3
Pigeon Bay, Lake Erie, Canada	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Pigeon Island, Lake Ontario, Canada	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Pilot Island, Lake Michigan, Wis	1	.....	2	.....	1	.....	2	1	.....	1	8
Pine Point, Georgian Bay, Canada	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Pine River, Lake Michigan, Wis	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Plum Island, Lake Michigan, Wis	1	.....	1	.....	1	1	2	.....	1	1	8
Point Albino, Lake Erie, Canada	.....	.....	.....	1	1	.....	1	.....	1	.....	4
Point au Pelée, Lake Erie, Canada	3	.....	2	1	.....	.....	1	2	.....	.....	9
Point au Pelée Island, Lake Erie, Canada	.....	.....	2	.....	2	1	.....	.....	.....	.....	5
Point au Pelée and Point au Pelée Island, (reef between,) Lake Erie, Canada	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Point au Sable, Lake Superior, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
Point au Sable, Straits of Mackinac, Mich	1	.....	.....	.....	1	1	.....	.....	.....	.....	3
Point au Sable Bar, Green Bay, Lake Michigan, Wis	.....	.....	.....	.....	.....	.....	1	1	.....	.....	2
Point aux Barques, Lake Huron, Mich	1	.....	1	.....	.....	1	1	1	4	1	10
Point aux Barques, (2 miles east of,) Lake Huron, Mich	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Point aux Barques, (4½ miles above,) Lake Huron, Mich	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Point aux Gres, Lake Huron, Mich	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Point Clark, Lake Huron, Canada	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Point Detour, Lake Michigan, Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	1	2
Point Edward, Saint Clair River, Canada	.....	.....	.....	1	.....	.....	.....	2	3	.....	6
Point Iroquois, Lake Superior, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Point La Barbe, Straits of Mackinac, Mich	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Point Peninsular, Lake Ontario, N. Y	.....	1	.....	.....	1	.....	.....	.....	.....	.....	2
Point Saint Ignace, Straits of Mackinac, Mich	.....	.....	.....	.....	1	.....	.....	1	.....	.....	2
Portage, Lake Michigan, Mich	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Portage Bay, Lake Michigan, Mich	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Portage Island Reef, Green Bay, Lake Michigan	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Portage River, Lake Superior, Mich	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Port Austin, Lake Huron, Mich	2	.....	2	.....	.....	1	.....	.....	.....	.....	5
Port Burwell, Lake Erie, Canada	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Port Clinton, Lake Erie, Ohio	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Port Colborne, Lake Erie, Canada	.....	.....	1	1	1	.....	1	.....	.....	.....	4
Port Dalhousie, Lake Ontario, Canada	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Port Hope, Lake Huron, Mich	.....	.....	.....	1	1	.....	.....	1	.....	1	4
Port Ontario, Lake Ontario, N. Y	.....	.....	.....	.....	1	1	.....	1	.....	1	4
Port Ryerse, Lake Erie, Canada	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Port Sanilac, Lake Huron, Mich	.....	.....	1	.....	.....	.....	.....	.....	1	1	3
Poverty Island, Lake Michigan, Mich	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Presque Isle, Lake Erie, Pa	.....	.....	1	.....	.....	1	2	1	1	.....	6
Presque Isle, Lake Huron, Mich	.....	.....	2	.....	1	5	.....	.....	1	1	10
Presque Isle, Lake Superior, Wis	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Put-in-Bay Island, Lake Erie, Ohio	.....	.....	.....	1	1	.....	.....	.....	.....	.....	2
Pultneyville, (2 miles east of,) Lake Ontario, N. Y	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Pyramid Point, Lake Michigan, Mich	.....	.....	.....	.....	.....	.....	.....	1	2	.....	3
Quinte Bay, Lake Ontario, Canada	1	.....	.....	.....	.....	.....	.....	1	.....	.....	2
Rabbit's Peak, Straits of Mackinac, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Racine, Lake Michigan, Wis	.....	3	.....	.....	4	.....	.....	4	.....	.....	11
Racine Point, Lake Michigan, Wis	.....	.....	.....	.....	2	.....	.....	.....	.....	.....	2
Racine Reef, Lake Michigan, Wis	1	.....	1	.....	.....	1	1	2	2	.....	8
Rawley's Bay, Lake Michigan, Wis	.....	.....	.....	.....	.....	1	1	.....	.....	.....	2
Rock Island, Lake Michigan, Wis	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Rondeau, Lake Erie, Canada	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Sackett's Harbor, (rocks near,) Lake Ontario, N. Y	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Saginaw River, (mouth of,) Lake Huron, Mich	.....	.....	.....	1	1	.....	.....	.....	2	.....	3
Saint Clair Flats, Lake Saint Clair	.....	.....	1	.....	1	.....	.....	3	1	3	9
Saint Helena Island, Straits of Mackinac, Mich	1	.....	1	.....	1	.....	2	.....	.....	.....	5
Saint Joseph, Lake Michigan, Mich	3	2	2	1	6	1	1	2	2	1	21
Saint Joseph, (14 miles south of,) Lake Michigan, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Saint Martin's Island, Lake Michigan, Mich	.....	.....	.....	1	1	.....	.....	.....	1	.....	3
Saint Mary's River, Mich	.....	.....	2	.....	.....	.....	1	1	2	1	7

Digitized by Google

TABLE 66.—*List of places on the Coasts of the United States where vessels have Stranded during the last ten years*—Continued.

LAKE COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	
Salmon Point, Lake Ontario, Canada	.....	.....	.....	.....	.....	1	.....	1	.....	.....	2
Salmon River, (mouth of,) Lake Ontario, N. Y.	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Sand Beach, Lake Huron, Mich	.....	.....	2	1	8	1	2	4	4	2	24
Sand Beach, (7 miles south of,) Lake Huron, Mich	.....	.....	.....	.....	.....	.....	2	.....	1	.....	3
Sand Point, Lake Michigan, Mich	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Sandusky Bay, Lake Erie, Ohio	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Saugatuck, Lake Michigan, Mich	.....	.....	.....	.....	.....	.....	1	.....	2	1	4
Scott's Point, Lake Michigan, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Sheboygan, Lake Michigan, Wis	1	.....	.....	.....	1	1	4	1	2	1	11
Sheboygan, (6 miles north of,) Lake Michigan, Wis	.....	.....	.....	.....	.....	.....	.....	2	.....	.....	2
Sheboygan, (7 miles south of,) Lake Michigan, Wis	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Shot Point, Lake Superior, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Sincoe Island, Lake Ontario, Canada	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Sister Bay, Lake Michigan, Wis	.....	1	.....	.....	.....	1	1	.....	1	.....	4
Sister Island, Lake Michigan, Wis	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Skilligalee, Lake Michigan, Mich	.....	1	.....	.....	.....	1	.....	.....	.....	.....	2
Sleeping Bear Point, Lake Michigan, Mich	1	.....	.....	.....	.....	.....	.....	.....	.....	1	2
Snake Island, (entrance Georgian Bay,) Lake Huron, Canada	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Sodus Harbor, Lake Ontario, N. Y	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
South Bay Point, Lake Ontario, Canada	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
South Fox Island, Lake Michigan, Mich	.....	.....	.....	.....	1	2	2	.....	.....	.....	5
South Haven, Lake Michigan, Mich	4	.....	.....	1	2	2	1	.....	.....	1	11
South Manitou Island, Lake Michigan, Mich	5	2	.....	.....	1	5	2	.....	3	1	19
South Point, Lake Michigan, Wis	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Spectacle Reef, Lake Huron, Mich	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2
Spider Island, Lake Michigan, Wis	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Stag Island, Saint Clair River, Canada	.....	.....	.....	.....	.....	.....	.....	.....	.....	3	3
Starver Island Reef, Lake Erie, Ohio	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Stony Island, Detroit River	.....	.....	.....	1	.....	.....	1	.....	.....	.....	2
Stony Point, Lake Ontario, N. Y	.....	2	.....	.....	.....	.....	1	.....	.....	.....	3
Stony Point, (5½ miles south of,) Lake Ontario, N. Y.	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Stony Point, (near,) Lake Erie, N. Y	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Stowe Island Reef, Lake Erie	1	.....	1	1	.....	.....	3	.....	.....	.....	6
Sturgeon Bay, Lake Michigan, Wis	.....	.....	.....	.....	.....	.....	1	.....	1	.....	2
Sturgeon Bay, (5 miles north of,) Lake Michigan, Wis	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Sturgeon Point, Lake Huron, Mich	.....	.....	.....	.....	1	.....	1	1	.....	.....	3
Sugar Island, Lake Huron, Mich	.....	.....	1	.....	.....	.....	1	.....	.....	.....	2
Swan Bay, near Adams Point, Lake Huron, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Tawas Harbor, Lake Huron, Mich	.....	.....	.....	.....	.....	1	.....	1	.....	1	3
Thunder Bay, Lake Huron, Mich	.....	2	2	1	.....	.....	.....	.....	.....	.....	5
Thunder Bay Island, Lake Huron, Mich	.....	.....	.....	1	1	.....	3	1	2	.....	8
Tibbit's Point, Lake Ontario, N. Y	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Toledo, Lake Erie, Ohio	.....	.....	.....	.....	.....	.....	1	1	.....	.....	2
Toronto, Lake Ontario, Canada	1	1	.....	.....	.....	.....	.....	.....	.....	.....	2
Traverse Island Reef, Lake Superior, Mich	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Turtle Island, Lake Erie, Ohio	.....	.....	.....	.....	.....	1	.....	1	.....	.....	2
Twin Rivers, Lake Michigan, Wis	.....	.....	.....	.....	3	2	2	3	1	2	13
Twin Rivers Point, Lake Michigan, Wis	1	.....	.....	.....	1	1	2	.....	.....	.....	5
Two Creeks, Lake Michigan, Wis	1	.....	.....	.....	.....	.....	1	.....	.....	.....	2
Two-Heart River, Lake Superior, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Waiska Bay, Lake Superior, Mich	.....	.....	.....	.....	1	.....	.....	.....	.....	1	2
Walker's Point, Lake Huron, Canada	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Washington Island, Lake Michigan, Wis	.....	.....	.....	2	.....	2	.....	.....	1	.....	5
Waugoshance Island, Lake Michigan, Mich	3	.....	.....	1	.....	1	.....	1	.....	1	7
Waukegan, Lake Michigan, Ill	2	.....	.....	.....	.....	.....	.....	.....	.....	.....	2
Wellington, Lake Ontario, Canada	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
West Harbor Reefs, Lake Erie, Ohio	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Whale-Back Shoal, Green Bay, Lake Michigan	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Whiskey Island Reef, Lake Michigan, Mich	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Whitby, Lake Ontario, Canada	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
White-Fish Bay, Lake Michigan, Wis	.....	.....	.....	.....	.....	1	2	1	.....	1	5
White-Fish Bay, Lake Superior, Mich	.....	.....	.....	.....	.....	2	.....	1	.....	1	4
White-Fish Point, Lake Michigan, Wis	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
White Lake Harbor, Lake Michigan, Mich	1	.....	2	2	2	1	.....	1	.....	.....	9
White Rock, (south of Sand Beach,) Lake Huron, Mich	.....	.....	.....	.....	.....	.....	.....	.....	2	.....	2
White Shoals, Lake Michigan, Mich	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Wilson Harbor, Lake Ontario, N. Y	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Wind Point, Lake Michigan, Wis	1	1	.....	.....	.....	.....	.....	1	1	.....	4
Windmill Point, Lake Erie, Canada	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Winnetka, Lake Michigan, Ill	.....	.....	.....	.....	.....	.....	1	1	.....	.....	2

Digitized by Google

TABLE 67.—*List of places where American vessels have Stranded in* FOREIGN WATERS *during the last ten years*—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	
Santa Anna, Mexico	.....	.....	.....	3	.....	.....	.....	.....	.....	.....	3
Santa Catalina Island, Pacific Ocean	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Santiago de Cuba, West Indies	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Santa Domingo, West Indies	.....	.....	.....	.....	.....	.....	1	3	1	1	6
Saona Island, Hayti, West Indies	.....	1	.....	1	.....	.....	.....	.....	.....	.....	2
Saracen Shoal, coast of Borneo	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Scilly Island, South Pacific	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Seal Island, (18 miles west of Cape Sable,) Nova Scotia	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Seal Shoal, Newfoundland	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Serrana Keys, Central America	.....	.....	.....	.....	.....	.....	1	.....	.....	1	2
Serranilla Bank, Caribbean Sea	.....	1	.....	.....	.....	.....	1	.....	.....	.....	2
Seven Stones, off Land's End, England	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Shag Harbor, Nova Scotia	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Shark's Point, (mouth of Congo River,) Africa	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Shelee River, (mouth of,) Nova Scotia	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Shelburne, Nova Scotia	.....	.....	.....	.....	.....	.....	1	1	.....	.....	2
Shoal Bay, Newfoundland	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Smith's Island, Port Hood Harbor, Cape Breton Island	.....	.....	2	.....	.....	.....	.....	.....	.....	.....	2
Soerabaya, Java	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Soledad Lagoon, Lower California	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Solomon Islands, (Guadalcanar,) Pacific Ocean	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Sooloo Sea, or Sea of Mindoro, (unknown rock)	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Stockport, England	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Straits of Georgia, British North America	.....	.....	.....	2	.....	.....	.....	.....	.....	.....	2
Straits of Magellan, South America	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Straits of Sunda, East Indies	.....	.....	.....	.....	.....	.....	1	1	.....	.....	2
Sumatra, (Gasper Straits)	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Surinam, Dutch Guiana, South America	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Suwarron Reef, South Pacific	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Swallow Reef, China Sea	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Swansea, Wales	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Tabasco River, (mouth of,) Mexico	.....	.....	.....	.....	.....	1	.....	2	.....	.....	3
Talbot's Passage, Cape Horn	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Tallock Reef, Carimata Straits, East Indies	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Tamaulipas, Mexico	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Taylor's Bank, Mersey River, England	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Tecumshin, Wexford, Ireland	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Tequish Island, Prince Edward Island	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Terra del Fuego, South America	.....	.....	.....	.....	1	.....	1	.....	.....	.....	2
Terschelling Light, Netherlands	.....	1	.....	.....	.....	.....	.....	.....	.....	.....	1
Thrumb-Cap Shoal, Nova Scotia	.....	.....	.....	.....	.....	.....	1	.....	.....	.....	1
Tonala Bar, Mexico	1	.....	1	.....	.....	.....	1	1	1	1	6
Tongue Island, English Channel	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Torkeo, Sweden	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Trackio, Nova Scotia	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Trial Island, British Columbia	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Triangle Reef, Campeche Bank, Mexico	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Trinidad, West Indies	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Tristan d'Acunha Island, South Atlantic	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Truxillo, Honduras, Central America	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Turtle Bay, Lower California	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Tusket Island, Nova Scotia	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Tuspan, Mexico	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Tuspan Reef, Mexico	.....	.....	.....	.....	.....	1	1	.....	.....	.....	2
Tuspan River Bar, Mexico	1	.....	1	.....	.....	1	.....	1	.....	.....	4
Two Rivers, Nova Scotia	.....	.....	.....	1	.....	.....	.....	.....	.....	.....	1
Ujae Island, latitude 8° 54′ north, longitude 165° 36′ east, Pacific Ocean	.....	.....	.....	.....	.....	.....	.....	.....	1	.....	1
Unknown reef, latitude 50° south, longitude 107° east	.....	.....	.....	.....	1	.....	.....	.....	.....	.....	1
Vancouver's Island, British Columbia	.....	.....	.....	.....	.....	1	.....	.....	.....	1	2
Vancouver's Island, (12 miles east of Cape Beale,) British Columbia	.....	.....	.....	.....	.....	1	.....	.....	.....	.....	1
Vancouver's Island, (Hesquit Harbor,) British Columbia	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Verdon Roads, (near Bordeaux,) France	1	.....	.....	.....	.....	.....	.....	.....	.....	.....	1
Venezuela, (coast of,) South America	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Vera Cruz, Mexico	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
Victoria Harbor, British Columbia	.....	1	.....	.....	.....	.....	.....	2	.....	.....	3
Vivorilla Cays, off Honduras, Central America	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1
Walney Island, England	.....	.....	1	.....	.....	.....	.....	.....	.....	.....	1
Wentworth Creek, Nova Scotia	.....	.....	.....	.....	1	1	.....	.....	.....	.....	2
West Bay, Nova Scotia	.....	.....	.....	.....	.....	.....	.....	1	.....	.....	1
White Head, Nova Scotia	.....	.....	.....	1	.....	.....	.....	.....	1	.....	2

Digitized by Google

TABLE 67.—*List of places where American vessels have Stranded in* FOREIGN WATERS *during the past ten years*—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1876.	1877.	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	
Pemba Islands, (5 miles north of,) off east coast of Africa								1			1
Penzance, Mount's Bay, England						1					1
Perula Cay, (50 miles north of Manzanillo,) Mexico							1				1
Petty's Harbor, Newfoundland							1				1
Pictou, Nova Scotia				1							1
Piraguara Bay, Brazil				1							1
Platte River, (mouth of,) South America					1					1	2
Plover Bay, Siberia					1						1
Point Barbara, San Domingo Island					1						1
Point Castilla, Honduras, Central America			1								1
Point Della Madonna, South America				1							1
Point Espada, (off Cape Saint Rafel,) West Indies									1		1
Point Lepreaux, Bay of Fundy, New Brunswick				1					1	1	3
Point Negro and Point Race, (between,) South America		1									1
Point Toro, United States of Colombia									1		1
Ponape Islands, Caroline Group, Pacific Ocean					1						1
Ponce, Porto Rico, and Saint Thomas, (between,) West Indies			1								1
Popa Islands, Malay Archipelago, Pacific Ocean		1									1
Porter's Passage, (east side of,) Halifax, Nova Scotia		1									1
Port aux Basques, Newfoundland								1			1
Port Elizabeth, South Africa				1						1	2
Port Simon, Central America								1			1
Portland Point, Vancouver's Island, British America					1						1
Port Natal, South Africa				2	1						3
Port Natal, Brazil							1				1
Porto Capello, Venezuela									1		1
Porto Rico, West Indies		1				1					2
Progreso, Mexico	1							1	1		3
Prospect, Nova Scotia	1					1					2
Pudding-Pan Rocks, near Liverpool, Nova Scotia										1	1
Puerto Cortez, (6 miles from,) Honduras Bay, Central America					1						1
Puntas Arenas, (18 miles south of,) Costa Rica				1							1
Queenstown Harbor, Ireland									1		1
Quoin Point, Cape of Good Hope, Africa	1										1
Quronata, Honduras, Central America			1								1
Redcar Rocks, Yorkshire, England								1			1
Rhio Straits, (near Singapore,) Malay Peninsula, East Indies					1						1
Rio de Contas, (mouth of,) Brazil				1							1
Rio Grande River, Mexico						1					1
Rio Grande do Sul Bar, Brazil					1				1		2
Rocky Reef, Point Carlisle Bay, Jamaica			1								1
Roe's Welcome, Hudson Bay, Canada							1				1
Round Reef, Saint John Harbor, New Brunswick					1						1
Russell's Point, Cape Breton Island					1						1
Rustico Harbor, Prince Edward Island					1						1
Sable Island, Nova Scotia	2									1	3
Sagua La Grande Harbor, Cuba, West Indies								1		1	2
Saint Antonio, Brazil					1						1
Saint Ann's Bay, Jamaica									1		1
Saint Christopher Island, British West Indies				1							1
Saint George Bay, Newfoundland	1										1
Saint George's Bay, Syria					1						1
Saint Jaques Harbor, Newfoundland										1	1
Saint John, New Brunswick					1			1	1	1	4
Saint John's, Porto Rico, West Indies		1									1
Saint John's Harbor, (entrance to,) Newfoundland										1	1
Saint Lucia Island, (Vigi Reefs,) West Indies									1		1
Saint Pierre, Newfoundland		1									1
Saint Thomas, West Indies		3				1					4
Sand Island, (island near,) Straits of Formosa				1							1
San Antonio Light, (15 miles east of,) Cuba			2								2
San Blas, Mexico							1				1
San Geronimo Island, Lower California			1								1
San José de Guatemala	1										1
San Juan Island, Brazil							1				1
San Juan, Vancouver's Island, British Columbia					1				1		2
San Lucas Island, Gulf of Mexico							1				1
San Quentin Harbor, Lower California			1								1
Sanger Island, Hoogly River, British India		1									1

Digitized by Google

Digitized by Google

INDEX.

Page.

Abbie M. Deering, schooner, assistance rendered to 224
A. B. Perry, schooner, assistance rendered to 178
Aberdeen, bark, crew of, rescued 171
Abrams, man named, succored by Point Lookout crew 195
Abstracts of returns of wrecks, casualties, &c 313–405
Acadia, steamer, assistance rendered to 109
Acknowledgment, letters of, &c 53, 54, 58, 64, 65, 78, 109, 111, 112, 115, 116, 117, 119, 121, 128, 132, 144, 148, 149, 153, 155, 160, 161, 167, 169, 181, 187, 188, 191, 192, 193, 194, 202, 203, 214, 216, 217, 218, 221, 223, 226, 234, 235, 243
Acontias, schooner, assistance rendered to 97
Actress, schooner, assistance rendered to 115
Adamant, schooner, assistance rendered to 143
Ada, schooner, assistance rendered to 202
Ada S. Allen, schooner, assistance rendered to 59
Adele Trudell, schooner, assistance rendered to 227
A. D. Scull, schooner, wreck of 134
A. F. Crockett, schooner, crew of, rescued 194
A. G. Mason, sloop-yacht, assistance rendered to 55
A. Heaton, schooner, assistance rendered to 129
A. J. Mowry, schooner, assistance rendered to 110
Akeley, H. C., steamer, wreck of 45
Alba, schooner, crew of, rescued 188
Albion, steam-tug, assistance rendered to 110
Alert, schooner, assistance rendered to 138
Alert, sloop, saved from stranding 147
Alert, sloop, assistance rendered to 242
Alexander Harding, schooner, wreck of 134
Algoma, steamship, assistance rendered to 235
Alice, sloop, assistance rendered to 173
Alice Hawkins, schooner, three boys rescued from 126
Alice Oaks, schooner, assistance rendered to 151
Alice Richards, schooner, assistance rendered to 108
Alje, sloop-yacht, assistance rendered to 67
A. M. Bailey, schooner, wreck of 208
A. and M. Carlisle, schooner, assistance rendered to 150
America, steamship, information given to 179
America, steamship, crew of, succored 186
American Eagle, steam-tug, assistance rendered to 244
Anchors and chains recovered 63, 73, 118, 154, 205, 207, 240
Anita, brig, crew of, rescued 193
Ann, sloop-yacht, assistance rendered to 232
Ann Louisa Lockwood, schooner, assistance rendered to 127
Anna, sail-boat, assistance rendered to 69
Anna B. Jacobs, schooner, assistance rendered to 206
Anna E. Cranmer, schooner, assistance rendered to 173
Annie Gee, schooner, assistance rendered to 185
Annie M. Reynolds, schooner, assistance rendered to 55
Apparatus, life-saving, number of times used, season of 1884–'85 19
Appropriations and expenditures of the Life-Saving Service for the fiscal year ending June 30, 1885 281–289

Digitized by Google

	Page.
A. R. Colburne, steam-barge, assistance rendered to	141
Argonaut, steamer, assistance rendered to	63
Arhart, Mrs., rescued from drowning	174
Ario Pardee, schooner, crew of, rescued	167
Assistance rendered in saving vessels and cargoes	19
to vessels during fiscal year ending June 30, 1885, (in detail)	49–247
to boats, scows, lighters, &c. (not named)	53, 56, 58, 59, 61, 62, 63, 65, 66, 67, 68, 69, 70, 74, 75, 77, 79, 80, 81, 88, 92, 93, 94, 98, 100, 111, 112, 130, 136, 145, 147, 170, 192, 202, 209, 211, 214, 219, 226, 228, 242
A. S. Townsend, schooner, assistance rendered to	72
Australia, schooner, wreck of	42
Australia, schooner, assistance rendered to	69
Autumn Leaf, schooner, assistance rendered to	57
Avlona, schooner, crew of, rescued	175
Awards of medals	36–46
Badger State, steamer, assistance rendered to	243
Ball, George E., medal awarded to	36
Bark, name unknown, assistance sent to	162
Bateau saved from destruction in the surf	58
B. D. Haskins, schooner, crew of, succored	237
Bedabedec, schooner, assistance rendered to	153
Ben Franklin, schooner, assistance rendered to	131
Bengal Tiger, steamer, assistance rendered to	175
Berta, sloop, assistance rendered to	80
Bertha Calkins, schooner, assistance rendered to	244
Bertha J. Fellows, schooner, crew of, rescued	201
Bertie, sloop-yacht, assistance rendered to	84
Bertie Crowell, schooner, wreck of	103
Bessie Boalt, schooner, wreck of	92
Board on Life-Saving Appliances	6, 34
Boats and appliances, number of times severally used	19
persons rescued by	19
other than life or surf, number of times used	19
recovered	53, 56, 58, 59, 60, 63, 66, 68, 69, 70, 75, 77, 80, 81, 84, 86, 89, 93, 108, 112, 118, 124, 125, 136, 142, 147, 149, 198, 202, 205, 219, 222, 226, 228, 231, 238, 241, 242, 243, 244, 246
Bodies recovered	51, 59, 60, 61, 62, 63, 66, 69, 71, 79, 81, 98, 100, 114, 115, 118, 123, 124, 125, 130, 221, 229, 231, 237, 240, 241, 244, 246
searched for but not recovered	74, 151
Bodie's Island light-house, keeper of, assisted	145
Bolinas Bay Station, burning of	31
Bonita, sloop-yacht, crew of, succored	113
Bonnie Belle, sloop, assistance rendered to	62
Boss, steam-tug, assistance rendered to	172
Boys, three, rescued by Sand Beach crew	126
Bradley, Aaron, medal awarded to	36
Breeches-buoy apparatus, duplication of	33
number of times used	19
persons rescued by	19
Buckley, William T., son of, rescued from drowning	73
Buoy (gas-light) recovered	171
Burning of Bolinas Bay Station	31
Burns, John, medal awarded to	36
Burns, Michael, rescue of	146
Camilla, schooner-yacht, assistance rendered to	86
Cape Hatteras Station, crew of, medals awarded to	41
Capella, schooner, wreck of	91
Cargoes, estimated value of, saved	14

Digitized by Google

	Page.
Carolina, schooner, assistance rendered to	158
Carrie, schooner, warned out of danger	211
Carrie Bell, fishing-sloop, assistance rendered to	196
Carrie M. Richardson, schooner, crew of, rescued	156
Carter, William H., rescue of	144
Castalia, brig, assistance rendered to	119
Catamaran, (yacht,) assistance rendered to	56
Cazador, schooner, assistance rendered to	154
C. C. Lane, schooner, assistance rendered to	168
Cele, yacht, assistance rendered to	100
Challenge, schooner, assistance rendered to	220
Champion, schooner, assistance rendered to	115
Champion, schooner, crew of, succored	230
Chandler J. Wells, schooner, rescue of two men from wreck of	140
Charles A. Ropes, schooner, crew of, rescued	188
Charles E. Balch, schooner, assistance rendered to	83
Charles Haskell, schooner, assistance rendered to	224
Charles H. Sprague, schooner, assistance rendered to	96
Charles M. Fraser, rescue by, of three men, on Lake George	38
medal awarded to	38
Charlie Hickman, bark, wreck of	20–25, 161
C. Hart, schooner, boy rescued who had fallen overboard from	61
Charlotte Brown, fishing-schooner, assistance rendered to	232
Cheesebrough, ship, assistance rendered to	165
Cherubim, schooner, assistance rendered to	130
Chinook, scow, assistance rendered to	199
City of Ludington, steamer, passengers and part of crew of, succored	197
C. J. Wells, schooner, assistance rendered to	107
Clara, schooner, assistance rendered to	221, 242
Cleveland Station, crew of, medals awarded to	40
Clothing furnished	35, 55, 56, 61, 70, 87, 91, 103, 113, 117, 127, 153, 157, 159, 160, 161, 162, 166 8 167, 172, 182, 184, 187, 191, 194, 198, 202, 208, 219, 222, 223, 225, 230, 237, 23,
C. N. Johnson, schooner, assistance rendered to	228
Commander, schooner, crew of, saved	116
Commodore Gardner, sloop-yacht, assistance rendered to	246
Compound, steam-tug, assistance rendered to	60
Cora, sloop-yacht, assistance rendered to	85, 94
Cora Etta, schooner, assistance rendered to	229
Cora May, schooner, assistance rendered to	180
Cora S. Van Gilder, schooner, assistance rendered to	246
Cornelius Roach, rescues by	41
Cous Miller, steamer, assistance rendered to	175
Covert, Joseph, rescue of, by Sandy Hook crew	202
Crib, Hyde Park water-works, destruction of	104
Cricket, fishing-boat, assistance rendered to	231
Cricket, schooner, assistance rendered to	87, 176
Crocker, man named, assisted in landing through the surf	87
Curtis Tilton, schooner, crew of, rescued	119
Curtis, William T., son of, rescued from drowning	76
Dailey, Keeper B. B., medal awarded to	41
Daly, Patrick H., medal awarded to	45
Dan Hayes, schooner, anchor and chain of, recovered	142
Danielson, man named, assisted by Chicago crew	211
Dashiell, man named, body of, recovered	81
Dauntless, sloop, assistance rendered to	95
David S. Siner, schooner, assistance rendered to	223
Davis, boy named, rescued	88

Digitized by Google

	Page.
Davis, sloop-yacht, assistance rendered to	88
De Demer, Charles, rescue of	132
Directions for restoring the apparently drowned	307–311
Disasters to vessels, statistics of	14
apportionment of, to the several coasts	14
apportionment of, to the several districts	15–18
remarks explanatory of	18–20
involving loss of life for fiscal year ending June 30, 1884	316
within operations of the Life-Saving Service for fiscal year ending June 30, 1885	20–29
percentages of increase and decrease of, and in tonnage and values involved for fiscal years ending June 30, 1883–'84 and 1884–'85	320, 321
ratios of, to number of vessels of the United States during the fiscal year ending June 30, 1885	321
to number of lives lost last ten years	322
summary of, from November 1, 1871, to June 30, 1885, within the scope of life-saving operations	20
for fiscal year ending June 30,1884	317–319
tables of, for fiscal years ending June 30, 1883, '84, and '85	319, 320
involving damage amounting to $500 and upwards, for the fiscal years June 20, 1883, '84, and '85	319, 320
within the operations of the Life-Saving Service during the fiscal year ending June 30, 1885	249–279
Distel, Surfman Lawrence, medal awarded to	40
Dolly Varden, schooner, crew of, rescued	189
Don N. Dickinson, steamer, assistance rendered to	69
Doran, young man named, rescued from drowning	99
Dory, fishing, saved from destruction by ice	209
Dos Hermanos, steamer, part of crew of, succored	87
Driscoll, Alonzo and Stephen, furnished with provisions	209
Drowned persons	20, 25, 29, 51, 59, 60, 61, 62, 63, 66, 69, 71, 74, 79, 81, 98, 100, 104, 114, 115, 118, 123, 124, 125, 130, 221, 222, 229, 231, 237, 240, 241, 244, 246
Drowning, persons saved from	20, 25, 29, 61, 63, 66, 67, 69, 70, 73, 75, 76, 79, 80, 81, 82, 84, 86, 92, 99, 103, 104, 107, 112, 116, 132, 134, 136, 144, 146, 160, 161, 162, 166, 174, 192, 198, 202, 209, 217, 220, 228, 242, 246
D. S. Austin, schooner, assistance rendered to	107
D. W. B., schooner, assistance sent to	224
Earl of Dalhousie, ship, boat belonging to, recovered	231
Eddie Pierce, fishing-schooner, assistance rendered to	203
Edward H. Williams, schooner, assistance rendered to	195
Elida, bark, steamer telegraphed for, to assist	177
Elizabeth A. Bedell, sloop, assistance rendered to	213
Ellen Merriman, schooner, assistance rendered to	200
Elsie Fay, schooner, assistance rendered to	247
Embleton, bark, assistance rendered to	168
E. M. Hartshorn, sloop-smack, assistance rendered to	172, 173
Emma, schooner, assistance rendered to	170
Emma, sail-boat, assistance rendered to	240
Emma F. Hart, schooner, assistance rendered to	207
Emma M. Robinson, schooner, crew of, rescued	225
Employment of surfmen, periods of	12–13
E. P. Carpenter, steam-yacht, assistance rendered to	81
Ephia, boat, assistance rendered to	63
Ephraim Williams, barkentine, crew of, rescued	41, 162
Erie Stewart, schooner, assistance rendered to	78
Ermatinger, Thomas, body of, recovered	130
Ernest T. Lee, schooner, assistance rendered to	247

Digitized by Google

Page.
Establishment of new stations 30
Etheridge, Keeper P. H., medal awarded to 41
Eugenia Vesta, schooner, assistance rendered to 74
Euphemia A. Hays, schooner, crew of, rescued 195
Evanston Station, crew of, recovered dead body 246
Eveleigh, Surfman John L., medal awarded to 40
Everard H. Preston, sloop, assistance rendered to 85, 212
E. W. R., schooner, assistance rendered to 79
Expenditures of the Life-Saving Service for the fiscal year ending June 30, 1885 281–289
Falls of the Ohio, persons saved from being swept over the 53, 58, 59, 70, 125, 200, 202, 214, 222, 231, 237, 241, 242, 244
Favorite, sloop, assistance rendered to 114
Favorite, schooner, crew of, rescued 187
Fayette, steamer, assistance rendered to 125
Fires, assistance rendered at, by life-saving crews 59, 60, 90, 99, 125, 157, 166, 197, 203, 209, 220, 230, 231, 241, 244
Fishermen, party of, rescued 77
Fishing-dory, assistance rendered to 112
Five-Fathom Bank light-ship's boat, assistance rendered to 173
Flying Scud, sloop, wreck of 73
F. and P. M. No. 1, steamer, assistance rendered to 28, 169
Frank Pratt Lee, schooner, assistance rendered to 128
Fraser, Charles M., medal awarded to 38
Fred. Engle, steamer, assistance rendered to 123
Fred. Gray, schooner, assistance rendered to 202
Freddy, sloop-yacht, assistance rendered to 89
Frederick J. Collins, schooner, burning of 197
French Van Gilder, schooner, baggage of crew of, recovered 210
Fulcher, Surfman Chas., medal awarded to 41
Fullerton Avenue Conduit, Chicago, two men rescued from 108
F. W. Bacon, sail-boat, assistance rendered to 235
Galena, schooner, assistance rendered to 77
Garibaldi, schooner, assistance rendered to 97
General Banks, schooner, assistance rendered to 216
General summary of disasters from 1871 to 1885 20
Geo. A. Bagley, steamer, assistance rendered to 90
George C. Finney, schooner, anchor recovered 63
George Lamb, schooner, stranding of 179
Georgiana, schooner, assistance rendered to 67, 101
Geranium, light-house steamer, man belonging to, assisted 208
Giovanni, bark, crew of, assistance rendered to 131
Glad Tidings, schooner, assistance rendered to 120
Golden, Charles, drowning of, (bark Charlie Hickman) 20
Golden Light, sloop, assistance rendered to 201, 225
Goodroe, Surfman Joseph, medal awarded to 40
Goodwin, Keeper C. C., medal awarded to 40
Goodwin, Surfman William, medal awarded to 40
Gould, A. A., medal awarded to 36
Grace Cushing, schooner, assistance rendered to 227
Grace M. Filer, schooner, assistance rendered to 236
Gray, Surfman Thomas, medal awarded to 41
Grecian Bend, schooner, assistance rendered to 245
Grossia, Francois, rescue of 70
Guadalupe, steamship, rescue of passengers and crew 139
Guard, barge, wreck of 117
Guido, schooner, assistance rendered to 93
Guinevere, schooner, assistance rendered to 228

Digitized by Google

	Page.
Gulf of St. Vincent, Br. steamship, rescue of passengers and crew of	52
Gull, sloop, assistance rendered to	109
Gun, wreck, number of times used	19
Gussie, sloop, assistance rendered to	166
Gypsy sloop-yacht, wreck of	102
Hadley, sloop, assistance rendered to	99
Hagen, John P. F., medal awarded to	44
Hanna, Marcus A., (light-keeper,) medal awarded to	42
Hanson, Maria, body of, recovered	98
Hatch, Surfman Fred T., medal awarded to	40
Hattie, barge, boat of, recovered	93
Hattie M. Mayo, schooner, assistance rendered to	54
Hattie V. Kelsey, schooner, assistance rendered to	143
Hayden, Surfman Delos, medal awarded to	40
H. C. Akeley, steamer, wreck of	45
Heaving stick, number of times used	19
lines, rescues by means of	19
Helen, schooner, assistance rendered to	107
Henrietta, schooner, assistance rendered to	226
Hewitt, John H., medal awarded to	36
Hilton, steam-barge, assistance rendered to	149
H. M. Somers, schooner, assistance rendered to	91
Home, schooner, assistance rendered to	242
Hope Haynes, schooner, assistance rendered to	179
Horse and carriage saved	152
Horses at stations	32
rescued	166
House and barn, Mr. Kenney's, saved from destruction by fire	209
H. S. Boynton, schooner, assistance rendered to	206
H. S. Pickands, steamer, assistance rendered to	236
H. T. Townsend, schooner, crew of, rescued	188
Hudson, sloop-yacht, assistance rendered to	76
Hyde Park Water-works crib, destruction of	104
rescue of four men from	104
Ice, man rescued from, by Assateague Beach crew	198
Ida, sloop, assistance rendered to	94
Ida C. Schoolcraft, schooner, assistance rendered to	71
I. M. Weston, steamer, assistance rendered to	215
Ina, sloop-yacht, assistance rendered to	89
Inez Huston, schooner, assistance rendered to	215
Ingalls, Ross, medal awarded to	36
Instructions to mariners in case of shipwreck	291–297
International Code Signals, vessels warned off by	114, 135, 140, 143, 157, 181, 199
Isaac L. Clark, schooner, crew of, rescued	154
Isabella, schooner, assistance rendered to	142
Ivanhoe, steam-tug, assistance rendered to	174
James Andrews, schooner, assistance rendered to	171
James Barrett, schooner, assistance rendered to	118
James E. Gilmore, schooner, assistance rendered to	88
James E. Kelsey, schooner, assistance rendered to	214
James M. Hall, schooner, assistance rendered to	71
James W. Drury, schooner, assistance rendered to	215
Jane, schooner, rescue of crew of	36
J. B. Rabel, barkentine, assistance rendered to	133
Jennett, Surfman Isaac L., medal awarded to	41
Jennett, Surfman Jabez B., medal awarded to	41
Jennie M. Carter, schooner, assistance rendered to	54

Digitized by Google

	Page.
Jerusha M., schooner, wreck of	149
Jessie Drummond, schooner, yawl of, recovered	121
J. F. Tracy, schooner, assistance rendered to	93
J. H. Crittenden, sloop, wreck of	90
J. H. Davis, schooner, assistance rendered to	126
Jim Sheriffs, steamer, assistance rendered to	77
Job H. Jackson, schooner, assistance rendered to	180
John A. Griffin, schooner, assistance rendered to	86
John Breden, barge, assistance rendered to	61
John B. Lyon, steamer, assistance rendered to	90
John B. Merrill, schooner, wreck of	40
John F. Merrow, schooner, assistance rendered to	127
John M. Rogers, sloop-smack, assistance rendered to	129
John M. Rogers, sloop, crew of, rescued	207
John T. Johnson, schooner, wreck of	40
John W. Cramer, steam-tug, wreck of	116
Johnson, Albert M., rescued from drowning	86
Johnson, Carl, medal awarded to	36
Jordan Beebe, jr., schooner, assistance rendered to	122, 132
Jordan L. Mott, schooner, assistance rendered to	196
Joseph Baker, schooner, assistance sent to	192
Joseph Goldsmith, steam-tug, assistance rendered to	235
Joseph G. Stover, schooner, assistance rendered to	230
Joseph Triless, steam-yacht, aided in reaching port	66
Josephine, fishing-schooner, wreck of	147
Josie Davidson, row-boat, recovered	222
J. P. Ames, schooner, assistance rendered to	213
Julia, yacht, people rescued from	61
Julia, schooner, assistance rendered to	103
Julia Ann, schooner, assistance rendered to	72
Jura, schooner, assistance rendered to	238
J. W. Campbell, fishing-schooner, crew of, rescued	176
J. W. Meade, sloop, assistance rendered to	182, 210
J. W. Woodruff, schooner, assistance rendered to	72
Katie J., sloop-yacht, assistance rendered to	81
Katydid, sloop, assistance rendered to	133
Keeler, Charles, body of, recovered	66
Kittie Gaylord, steam-tug, assistance rendered to	110
Kittie Welsh, schooner-yacht, wreck of	102
Kitty Smoke, steam-tug, assistance rendered to	73
Knight Templar, barge, assistance rendered to	69
Koning, Lizzie and Nellie, rescued from drowning	75
Kraus, George, body of, recovered	79
Lady Ellen, schooner, assistance rendered to	240
Lady Essex, schooner, assistance rendered to	232
Lafontaine, Ernest, body of, recovered	62
Laura Gibbs, steam-tug, assistance rendered to	62
Laura Lewis, schooner, assistance rendered to	180
Learned, Surfman Chas., medal awarded to	40
Leigh, Morris, medal awarded to	36
Lelia Linwood, schooner, assistance rendered to	239
Lemieux, fisherman named, sheltered and succored	149
Lena, bark, wreck of	25, 166
Lenox, yacht, assistance rendered to	145
Letter transmitting report	7
Lettie, sloop-yacht, assistance rendered to	88
Lettie Wells, schooner, assistance rendered to	83

Digitized by Google

	Page.
Lida Babcock, schooner, crew of, rescued	189
sheltered at Bay Head Station	195
Life-boat, self-righting, number of times used	19
persons rescued by	19
Life-saving appliances, board on	34
Life-saving districts and stations, list of	299–305
Life-Saving Service, organization of	5
Life-skiffs, number of times used	19
persons rescued by	19
Lillie A. Warford, schooner, assistance rendered to	122
Lincoln Dall, schooner, anchors and chains of, recovered	118
Lindsay, Surfman Jay, medal awarded to	40
Lines, heaving, rescues by means of	19
Lives saved, number of	18
in the several districts	15–18
Lives lost, number of	18
in the several districts	15–18
Lizzie D. Barker, schooner, assistance rendered to	239
Logwood and fustic recovered	85
Loss of life during fiscal year ending June 30, 1885	20
detailed account of, within operations of the service, during fiscal year ending June 30, 1885	20–30
from bark Charlie Hickman	20–25
bark Lena	25–28
steamer F. and P. M., No. 1	28, 29
steam-launch	29, 30
Louisa A. Boardman, schooner, assistance rendered to	127
Louise, schooner-yacht, assistance rendered to	55
Lula Whiting, schooner, assistance rendered to	110
Lulu, schooner, assistance rendered to	96
Lumber recovered by crews	60, 131, 183
Lynch, John, rescue of	136
Lyndon, schooner, crew of, rescued	188
Lyon, Surfman, injured	102
Mable B., sloop-yacht, assistance rendered to	110
Maggie, fishing-boat, assistance rendered to	103
Maggie, schooner, assistance rendered to	228
Maggie Johnson, schooner, assistance rendered to	61
Major N. H. Ferry, schooner, assistance rendered to	80, 124
Mamie, sloop-yacht, assistance rendered to	91
Mamie Jepson, schooner, assistance rendered to	238
Manistique, steam-barge, assistance rendered to	94
Marcena Munson, jr., schooner, wreck of	67
Margaret A. May, schooner, assistance rendered to	148
Maria Repetto, bark, stranding of	144
Mariners, instructions to, in case of shipwreck	291
Mark Gray, schooner, assistance rendered to	139
Mary, yacht, assistance rendered to	60
Mary Doane, fishing-schooner, crew of, succored	212
Mary E. Gage, schooner, assistance rendered to	243
Mary E. Pennell, brig, assistance rendered to	129
Mary George, schooner, crew of, rescued	204
Mary E. Whorf, schooner, assistance rendered to	75
Mary H. Stockham, schooner, assistance rendered to	100
crew of, succored	125
May Flower, steam-yacht, assistance rendered to	76
McFee, James, medal awarded to	36

Digitized by Google

	Page.
McKnight, William, body of, recovered	237
Means, Miss May, rescued by Louisville crew	198
Medals, awards of, for saving life	36–46
Medora, schooner, assistance rendered to	181
M. E. Gildersleeve, schooner, assistance rendered to	219
M. G. Erickson, sail-boat, assistance rendered to	170
Midgett, Surfman John H., medal awarded to	41
Miller, Captain David, medal awarded to	45
Miller, Daniel F., medal awarded to	45
Mills, Miss, resuscitation of	70
Minnie Wing, schooner, assistance rendered to	234
Modoc, schooner, assistance rendered to	92
M. O. Keyes, schooner, wreck of	103
Monsoon, sloop, assistance rendered to	210
Moody, Mr., succor afforded to	222
Moran, James, body of, recovered	125
M. R. Warner, schooner, assistance rendered to	123
M. Sicken, steamer, assistance rendered to	67
Mullane, man named, body of, recovered	241
Munroe, George, body of, recovered	229
Muskegon Breakwater, rescue of men from	116
Myrtle, schooner, assistance rendered to	75
Napeague Station, injured man assisted by the crew of	90
Natalie, brig, crew of, information given to	140
Nellie Torrent, steam-barge, aid sent to	139
Nettie B. Dobbin, schooner, assistance rendered to	229
Neva May, schooner, assistance rendered to	102
Newsboy, fishing-boat, assistance rendered to	55
Night signals, number of vessels warned of danger by	19
Nonesuch, yacht, assistance rendered to	60
Northern Light, schooner, assistance rendered to	82
Number of stations embraced in Life-Saving Establishment at close of fiscal year	11
Nyanza, brig, assistance rendered to	226
Oberon, yacht, assistance rendered to	51, 55
O'Donnellan, John, assistance rendered to	110
Olga, fishing-schooner, assistance rendered to	68
Oliver S. Barrett, schooner, assistance rendered to	219
Oliveto, steamship, crew of, rescued	159
Opera, schooner, cargo of, recovered	183
Ophir, schooner, assistance rendered to	51
Organization of Life-Saving Service	5, 6
Oriole, schooner, assistance rendered to	222
Orissa B. Kimball, schooner, assistance rendered to	178
Osceola, steam-barge, assistance rendered to	72
Owasco, schooner, assistance rendered to	234
Ox rescued from a well, (Seguin Island, Me.)	85
Panchita, schooner, crew of, rescued	155
Parketon, Charles, medal awarded to	36
Parkman, body of man named, recovered	66
Patience, fishing-sloop, assistance rendered to	186
Patriot, schooner, assistance rendered to	119
Patrol-clocks	33
Payne, Eugene, medal awarded to	36
Penobscot, schooner, assistance rendered to	129, 240
Periods of employment of surfmen	12, 13
Perry, Thomas W., medal awarded to	36
Persons, number of, landed by several appliances	19

Digitized by Google

Page.

Persons, number of, landed by life-boats 19
surf-boats 19
small boats 19
river life-skiffs 19
breeches-buoy 19
other methods 19
Peruvian, sloop-smack, crew of, rescued 205
Peter J. Hart, schooner, crew of, rescued 153
assistance rendered to 218
Peterson, Alonzo, succored by Brigantine crew 193
Pflomm, Ernest, body of, recovered 240
Pile-driver recovered 75
Pinafore, fishing-schooner, assistance rendered to 151
Point Lookout Station, succor afforded by crew of, to two men 219
Pond Island light, keeper of, assistance rendered to 130
Provisions furnished 185, 197, 209
Racer, fishing-schooner, assistance rendered to 111
Racine, barge, assistance rendered to 130
Racine Station crew, two men rescued by 228
three men rescued by 242
Raft of timber recovered 60
R. B. Leeds, schooner, assistance rendered to 218
Rebuilding, repair, and improvement of stations 31
Red Cloud, schooner, assistance rendered to 66
Reindeer, sloop, assistance rendered to 224
Repair, rebuilding, and improvement of stations 31
Rescues effected by miscellaneous methods 19
Rescues from drowning 20, 25, 29, 61, 63, 66, 67, 69, 70, 73, 75, 76, 79, 80, 81, 82, 84, 86, 92, 99, 103, 104, 107, 112, 116, 132, 134, 136, 144, 146, 160, 161, 162, 166, 174, 192, 198, 202, 209, 217, 220, 228, 242, 246
Rescue, schooner, assistance rendered to 233
Rescue of six men from Chicago breakwater 212
Resuscitation of apparently drowned persons 70, 79
method of 307-311
Revenue, schooner, assistance rendered to 132
Richard J. Carney, barge, assistance rendered to 114
Risk, schooner, assistance rendered to 124
Rival, yacht, assistance rendered to 57
River skiffs, Louisville Station, number of times used 19
Roach, Cornelius, medal awarded to 41
Robert Newman, cat-boat, assistance rendered to 99
Robert Templeton, schooner, assistance rendered to 221
Roberts, Alden C., medal awarded to 36
Robin, fishing-schooner, assistance rendered to 98
Robinson, John, rescued from drowning 66
Rose, schooner, assistance rendered to 98
Rover, sloop-yacht, assistance rendered to 245
Rowe, Charles, rescued from drowning 61
Rumbeck and Moore, two boys named, rescued 108
Rutter, Harry, medal awarded to 44
Ryan, John, rescue of, by Grand Haven crew 220
Saddle Rock, sloop, assistance rendered to 127
Saint Mary, schooner, crew of, succored 201
Salisbury, steamship, stranding of 185
Samoset, sloop, crew of, rescued 238
Sammie R., sail-boat, assistance rendered to 80
Sammy Ford, schooner, crew of, rescued 188

Digitized by Google

Page.
Saragossa, schooner, assistance rendered to 164
Sarah Louisa, schooner, assistance rendered to 158
Sarah Shubert, schooner, crew of, rescued 113
Saunders, man named, rescued from drowning 81
Scanlan, John, drowning of 74
Scow and cargo saved 53
Sea Foam, schooner, assistance rendered to 101
Sea Star, schooner, assistance rendered to 109
Services of crews during fiscal year ending June 30, 1885 49
Sheep rescued 125
Shekinah, schooner, assistance rendered to 199
Shelter and succor given 51, 52, 55, 57, 61, 75, 80, 81, 84, 85, 87, 91, 103, 113, 114, 117, 119, 120, 125, 127, 131, 134, 145, 147, 148, 149, 153, 154, 155, 156, 157, 159, 160, 165, 167, 171, 173, 175, 180, 184, 186, 187, 191, 193, 194, 195, 197, 198, 201, 202, 203, 204, 208, 209, 212, 217, 219, 221, 222, 225, 230, 237, 238, 239, 247
Shipwreck, instructions to mariners in case of 291–297
Shom Wah, sloop, assistance rendered to 90
Shultze, Frederick, rescue of 68
Signals, vessels running into danger warned off by 59, 71, 72, 83, 84, 85, 88, 90, 95, 97, 99, 108, 110, 114, 118, 120, 121, 122, 123, 124, 125, 130, 131, 133, 134, 135, 136, 140, 142, 143, 144, 146, 148, 149, 150, 151, 152, 154, 157, 160, 161, 162, 164, 165, 166, 170, 171, 174, 175, 177, 178, 179, 180, 181, 182, 183, 186, 188, 192, 196, 198, 199, 200, 201, 202, 204, 205, 206, 208, 209, 210, 211, 213, 215, 216, 219, 220, 221, 222, 226, 235
Silver Spray, schooner-yacht, assistance rendered to 89
Siren, sloop-yacht, wreck of 73
Skylark, schooner, one of crew of, assistance rendered to 110
Sloop-yacht, assistance rendered to, by Cleveland crew 246
Smead, Edward, medal awarded to 36
Smith's Island Station, body of man recovered by keeper of 244
Smithz, Frederick, drowning of 29
S. M. Thomas, schooner, crew of, rescued 184
Sophia Minch, schooner, wreck of 40
S. S. Bickmore, schooner, assistance rendered to 222
Stafford, schooner, assistance rendered to 123
Statesman, schooner, wreck of 112
Stations, additional, established during the year 19, 30
apportionment of, to several coasts 11
number of, at end of fiscal year 11
rebuilding, repair, and improvement of 31
Statistics of disasters within field of operations during the year 14
apportionment of, to the several coasts 14
apportionment of, to the several districts 14, 18
remarks explanatory of 18, 19
St. Croix, schooner, crew of, assisted 208
Steam-launch, wreck of, in Chicago harbor 228
Stevens, man named, succored by Plam Island Station crew 182
St. Marie's, steamer, assistance rendered to 146
Sudie, schooner, assistance rendered to 216
Summary of disasters, November 1, 1871, to June 30, 1885 20
Sunshine, sloop-yacht, assistance rendered to 78
Surf-boat, number of times used 19
persons rescued by 19
Surfmen, periods of employment of 12–13
Surges, Mrs., and daughter, bodies of, recovered 238
Surprise, schooner, assistance rendered to 245
Susie, sail-boat, assistance rendered to 100

Digitized by Google

Page.

Swallow, sail-boat, assistance rendered to 75
Telephonic communication, establishment of, between stations 34
Thien, William, rescue of, by one of Kenosha crew 246
Thiese, Otto, body of, recovered 63
Thomas Gawn, schooner, assistance sent to 136
Thomas P. Sheldon, schooner, assistance rendered to 137
Thomas Sherlock, steamer, assistance rendered to 241
Thomas and William Dickerson, schooner, assistance rendered to 146
Thompson, (Mrs.,) succored by crew of Chicago Station 230
Tillie Covert, sloop, assistance rendered to 225
Tillie Vanderherchen, schooner, assistance rendered to 83
Tinker, schooner, raised by Sand Beach crew 131
Toledo, steamer, assistance rendered to 133
Topsy, schooner, assistance rendered to 58
Torrey, Mr., and party, rescue of 92
Trio, schooner-yacht, assistance rendered to 93
Tubal Cain, sloop, assistance rendered to 96
Tunks, Henry, medal awarded to 36
Two Brothers, schooner, assistance rendered to 237
Two Fannies, schooner, assistance rendered to 63
Uncle Sam, steam-tug, and scows, assistance rendered to 130
Vessels assisted off when stranded 55, 57, 61, 62, 63, 65, 67, 71, 75, 77, 78, 79, 80, 82, 83, 85, 86, 87, 88, 89, 90, 91, 92, 94, 96, 98, 99, 100, 101, 102, 107, 109, 110, 111, 115, 119, 124, 127, 128, 129, 130, 131, 132, 133, 136, 137, 143, 146, 149, 155, 157, 158, 164, 170, 171, 172, 173, 174, 176, 178, 179, 180, 182, 186, 196, 201, 202, 204, 206, 210, 212, 213, 214, 215, 216, 219, 221, 222, 224, 226, 227, 228, 229. 235, 237, 240, 243, 244. 245, 246, 247
Vessels, number of, saved 14–18
lost 14–18
floated off, repaired, or otherwise assisted 19
estimated value of, saved 14
warned off by signals 19
Vessels piloted out of danger, or similarly assisted 51, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 66, 67, 68, 69, 71, 72, 73, 74, 75, 76, 77, 78, 80, 81, 83, 84, 85, 86, 88, 92, 93, 94, 96, 97, 98, 100, 101, 102, 103, 107, 109, 110. 114, 118, 120, 122, 123, 124, 127, 129, 131, 132, 133, 138, 139, 141, 142, 143, 151, 166, 170, 173, 174, 176, 178, 181, 199, 204, 206, 207, 210, 215, 218, 221, 225, 233, 234, 235, 236, 237, 238, 240, 242, 243, 245, 246
running into danger, number of, warned by signals 19
Vessels warned off by signals, (night) 71, 72, 83, 84, 85, 88, 90, 95, 97, 99, 108, 110, 114, 118, 120, 121, 122, 123, 124, 125, 130, 131, 133, 134, 135, 136, 140, 142, 143, 144, 146, 148, 149, 150, 151, 152, 154, 157, 160, 161, 162, 164, 165, 166, 170, 171, 174, 175, 177, 178, 179, 180, 181, 182, 183, 186, 188, 192, 196, 198, 199, 200, 201, 202, 204, 205, 206, 208, 209, 210, 211, 213, 215, 216, 219, 220, 221, 222, 226, 235
Vim, sloop, assistance rendered to 157
Virginia, schooner, assistance rendered to 204
Vraie, schooner, assistance rendered to 174
Walter S. Massey, barkentine, assistance rendered to 236
Warren B. Potter, schooner, crew of, rescued 233
Warren Sawyer, schooner, crew of, rescued 160
Water Lily, schooner, assistance rendered to 101
Water Witch, yacht, assistance rendered to 64
Water-works crib, Hyde Park, destruction of 104
Waters, Frank, medal awarded to 36
Wave, schooner, assistance rendered to 71
W. E. Jenney, canal-boat, wreckage saved from 184
William G. Bartlett, schooner, injured men belonging to, assisted 82

Digitized by Google

Page.
William H. Oaks, schooner, assistance rendered to ... 239
William Richardson, schooner, assistance rendered to ... 215
Wilson, Wm. J., medal awarded to ... 36
Wisconsin, steam-tug, assistance rendered to ... 240
Wissel, Surfman, rescue by ... 217
Woman rescued from drowning, (Quogue Station) ... 79
Women, two, rescued by White Head crew, in Seal Harbor ... 209
Women's National Relief Association, benefactions of ... 35
Worden, Dean, medal awarded to ... 39
Wreckage saved ... 57, 63, 73, 90, 91, 92, 102, 103, 112, 121, 134, 135, 140, 147, 152, 183, 184, 193, 205, 209, 217, 221, 230
Wreck-gun, number of times used ... 19
Wreck statistics, remarks explanatory of ... 315
Wm. St. John, steamer, assistance rendered to ... 234
Yankee, schooner, assistance rendered to ... 109
Ziony, Joseph, death of, on steamer F. and P. M., No. 1 ... 28

TABLES ACCOMPANYING REPORT.

Tabular statement of casualties which have occurred within the province of the Life-Saving Service during the season of 1884–'85, showing specifically in each case the dates, localities, names of vessels, their value and that of their cargoes, the property saved and lost, and the number of lives saved ... 249–279
Table of casualties to vessels additional to those of 1884, showing their nature, with loss of life involved ... 316
Table giving 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 fiscal year ending June 30, 1884 ... 317–319
Table of losses of $500 and upward for fiscal year ending June 30, 1883 ... 319
Table of losses of $500 and upward for fiscal year ending June 30, 1884 ... 320
Table of losses of $500 and upward for fiscal year ending June 30, 1885 ... 320
Table giving total number of vessels meeting with casualties, total values of vessels and cargoes, total of losses to both, and total tonnage of vessels involved for fiscal years 1883–'84 and 1884–'85, with the relative percentages of increase and decrease ... 320, 321
Table showing the number of sailing and steam vessels, canal-boats, and barges registered, enrolled, and licensed, belonging to the United States on June 30, 1885, the number of each class which have met with disasters during the year, and the ratio of casualties to the number of vessels ... 321
Tables showing 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 ten fiscal years ... 322

Tables of abstracts of returns of wrecks and 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, 1885.

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, 1885, showing the number and value of vessels and cargoes, and amount of loss to same, where known ... 323
TABLE 2.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1885, 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 ... 324
TABLE 3.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1885, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known ... 324

Digitized by Google

Page.

TABLE 4.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1885, distinguishing the nature of each casualty..... 325
TABLE 5.—Abstract of returns of disasters (excluding collisions) to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1885, distinguishing the cause of each disaster..... 325
TABLE 6.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1885, showing the number of vessels collided, and distinguishing the cause of each disaster..... 326
TABLE 7.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1885, showing the number of vessels, and distinguishing their description..... 326
TABLE 8.—Abstract of returns of disasters to foreign vessels on the Atlantic and Gulf coasts during the year ending June 30, 1885, showing nationality and description, and distinguishing those totally lost and those partially damaged..... 327
TABLE 9.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1885, showing the tonnage and distinguishing the number of those totally lost and those partially damaged..... 328
TABLE 10.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1885, showing the number of vessels and distinguishing age..... 329
TABLE 11.—Abstract of returns of disasters to vessels on the Atlantic and Gulf coasts during the year ending June 30, 1885, showing the number of vessels and distinguishing their cargoes..... 329
TABLE 12—Summary—Atlantic and Gulf coasts..... 329

PACIFIC COAST.

TABLE 13.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1885, showing the number and value of vessels and cargoes, and amount of loss to same, where known..... 330
TABLE 14.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1885, 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..... 331
TABLE 15.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1885, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance, where known..... 331
TABLE 16.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1886, distinguishing the nature of each casualty..... 332
TABLE 17.—Abstract of returns of disasters (excludiug collisions) to vessels on the Pacific coast during the year ending June 30, 1885, distinguishing the cause of each disaster..... 332
TABLE 18.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1885, showing the number of vessels collided, and distinguishing the cause of each disaster..... 333
TABLE 19.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1885, showing the number of vessels and distinguishing their description.. 333
TABLE 20.—Abstract of returns of disasters to foreign vessels on the Pacific coast during the year ending June 30, 1885, showing nationality and description, and distinguishing those totally lost and those partially damaged..... 333
TABLE 21.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1885, showing the tonnage and distinguishing the number of those totally lost and those partially damaged..... 334
TABLE 22.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1885, showing the number of vessels and distinguishing age..... 335
TABLE 23.—Abstract of returns of disasters to vessels on the Pacific coast during the year ending June 30, 1885, showing the number of vessels and distinguishing their cargoes..... 335
TABLE 24.—Summary—Pacific coast..... 335

Digitized by Google

Page.

GREAT LAKES.

TABLE 25.—Abstract of returns of disasters to vessels on the great lakes during the year ending June 30, 1885, showing the number and value of vessels and cargoes, and amount of loss to same where known 336
TABLE 26.—Abstract of returns of disasters to vessels on the great lakes during the year ending June 30, 1885, showing the number of vessels totally lost, the number damaged and their tonnage, the number of persons on board, and number of lives lost 337
TABLE 27.—Abstract of returns of disasters to vessels on the great lakes during the year ending June 30, 1885, showing the number of vessels and cargoes insured and uninsured and the amount of insurance where known 337
TABLE 28.—Abstract of returns of disasters to vessels on the great lakes during the year ending June 30, 1885, distinguishing the nature of each casualty 338
TABLE 29.—Abstract of returns of disasters (excluding collisions) to vessels on the great lakes during the year ending June 30, 1885, distinguishing the cause of each disaster 338
TABLE 30.—Abstract of returns of disasters to vessels on the great lakes during the year ending June 30, 1885, showing the number of vessels collided and distinguishing the cause of each disaster 339
TABLE 31.—Abstract of returns of disasters to vessels on the great lakes during the year ending June 30, 1885, showing the number of vessels and distinguishing their description 339
TABLE 32.—Abstract of returns of disasters to foreign vessels on the great lakes during the year ending June 30, 1885, showing nationality and description, and distinguishing those totally lost and those partially damaged 339
TABLE 33.—Abstract of returns of disasters to vessels on the great lakes during the year ending June 30, 1885, showing the tonnage and distinguishing the number of those totally lost and those partially damaged 340
TABLE 34.—Abstract of returns of disasters to vessels on the great lakes during the year ending June 30, 1885, showing the number of vessels and distinguishing age 341
TABLE 35.—Abstract of returns of disasters to vessels on the great lakes during the year ending June 30, 1885, showing the number of vessels and distinguishing their cargoes 341
TABLE 36.—Abstract of returns of disasters to vessels on the great lakes during the year ending June 30, 1885, showing the number of vessels and distinguishing the lakes and connecting rivers on which they occurred 342
TABLE 37.—Summary—Great lakes 342

RIVERS.

TABLE 38.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1885, showing the number and value of vessels and cargoes, and amount of loss to same where known 343
TABLE 39.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1885, 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 344
TABLE 40.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1885, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance where known 344
TABLE 41.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1885, distinguishing the nature of each casualty 345
TABLE 42.—Abstract of returns of disasters (excluding collisions) to vessels on the rivers of the United States during the year ending June 30, 1885, distinguishing the cause of each disaster 345
TABLE 43.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1885, showing the number of vessels collided and distinguishing the cause of each disaster 346
TABLE 44.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1885, showing the number of vessels and distinguishing their description 346

Digitized by Google

Page.

TABLE 45.—Abstract of returns of disasters to foreign vessels on the rivers of the United States during the year ending June 30, 1885, showing nationality and description, and distinguishing those totally lost and those partially damaged 346
TABLE 46.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1885, showing the tonnage and distinguishing the number of those totally lost and those partially damaged 347
TABLE 47.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1885, showing the number of vessels and distinguishing age 348
TABLE 48.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1885, showing the number of vessels and distinguishing their cargoes 348
TABLE 49.—Abstract of returns of disasters to vessels on the rivers of the United States during the year ending June 30, 1885, distinguishing the rivers on which they occurred ... 349
TABLE 50.—Summary—Rivers 349

AT SEA OR IN FOREIGN WATERS.

TABLE 51.—Abstract of returns of disasters to American vessels at sea or in foreign waters during the year ending June 30, 1885, showing the number and value of vessels and cargoes and amount of loss to same where known 350
TABLE 52.—Abstract of returns of disasters to American vessels at sea or in foreign waters during the year ending June 30, 1885, 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 351
TABLE 53.—Abstract of returns of disasters to American vessels at sea or in foreign waters during the year ending June 30, 1885, showing the number of vessels and cargoes insured and uninsured, and the amount of insurance where known 351
TABLE 54.—Abstract of returns of disasters to American vessels at sea or in foreign waters during the year ending June 30, 1885, distinguishing the nature of each casualty 352
TABLE 55.—Abstract of returns of disasters (excluding collisions) to American vessels at sea or in foreign waters during the year ending June 30, 1885, distinguishing the cause of each disaster 352
TABLE 56.—Abstract of returns of disasters to American vessels at sea or in foreign waters during the year ending June 30, 1885, showing the number of vessels collided and distinguishing the cause of each disaster 353
TABLE 57.—Abstract of returns of disasters to American vessels at sea or in foreign waters during the year ending June 30, 1885, showing the number of vessels and distinguishing their description 353
TABLE 58.—Abstract of returns of disasters to American vessels at sea or in foreign waters during the year ending June 30, 1885, showing the tonnage and distinguishing the number of those totally lost and those partially damaged 354
TABLE 59.—Abstract of returns of disasters to American vessels at sea or in foreign waters during the year ending June 30, 1885, showing the number of vessels and distinguishing age 355
TABLE 60.—Abstract of returns of disasters to American vessels at sea or in foreign waters during the year ending June 30, 1885, showing the number of vessels and distinguishing their cargoes 355
TABLE 61.—Summary—At sea or in foreign waters 356

MISCELLANEOUS.

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 fiscal year ending June 30, 1885.. 356
TABLE 63.—General summary 357, 358
TABLE 64.—Wrecks and casualties on and near the coasts and on the rivers of the United States and to American vessels at sea or in foreign waters, involving loss of life, during the year ending June 30, 1885, in four divisions, viz: (1) Founderings; (2) Strandings;

Digitized by Google

Page.
(3) Collisions; and (4) Casualties from other causes; showing in each case, when known, the description of the vessel and her cargo, the number of lives lost, and the date and place of disaster, &c 359–373
TABLE 65.—Summary of wrecks and casualties on or near the coasts and on the rivers of the United States, &c., during the year ending June 30, 1885, involving loss of life 374
TABLE 66.—List of places on the coasts of the United States where vessels have stranded during the last ten years 375–397
TABLE 67.—List of places where American vessels have stranded in foreign waters during the last ten years 398–405

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google

Digitized by Google

SEP 17 1880

CANCELLED

JUN 18 1973 H

3987661

2536510

JUL 11 '89 H

CANCELLED

Digitized by Google



3 2044 089 356 026

Digitized by Google