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VIII. 476

ANNUAL REPORT



OF THE

OPERATIONS

OF THE

UNITED STATES LIFE-SAVING SERVICE

FOR THE

FISCAL YEAR ENDING JUNE 30, 1887.

WASHINGTON:
GOVERNMENT PRINTING OFFICE.
1888.

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TREASURY DEPARTMENT,
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Life-Saving.

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ERRATA.

Page 73, read "steamer *Charles Butler* of Frankfort, Michigan," in case of service at Ludington Station, July 23.

Page 88, read "schooner *T. Y. Avery*" for "*T. G. Avery*," Kenosha Station, August 15.

Page 89, read "schooner *Josephine B. Knowles*" for "*Josephine Knowles*," Watch Hill Station, August 17.

Page 111, read "schooner *Sarah E. Sheldon*" for "*T. E. Sheldon*," Cleveland Station, September 16.

Page 127, omit the words "see record under date of October 21," Sand Beach Station, October 14. Error in text.

Page 277, read "schooner *James E. Kelsey*" for "*James E. Kilsey*," Wallop's Beach Station, June 3.

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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. JAMES H. MERRYMAN, United States Revenue Marine,
Capt. GEORGE W. MOORE, United States Revenue Marine,
} Superintendents of Construction of Life-Saving Stations, Atlantic and Lake Coasts.

Capt. JAMES H. MERRYMAN, United States Revenue Marine,
Capt. JOHN W. WHITE, United States Revenue Marine,
} Superintendents of Construction of Life-Saving Stations, Pacific Coast.

ASSISTANT INSPECTORS.

First District.—Capt. FRANK BARR, United States Revenue Marine, Portland, Maine.

Second District.—Capt. CHARLES A. ABBEY, United States Revenue Marine, Boston, Massachusetts.

Third District.—Lieut. CHARLES F. SHOEMAKER, United States Revenue Marine, Centre Moriches, New York.

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

Fifth District.—Lieut. JOHN F. WILD, United States Revenue Marine, Onancock, Virginia.

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

Seventh District.—Capt. JOHN C. MITCHELL, United States Revenue Marine, Charleston, South Carolina.

Eighth District.—Capt. HENRY T. BLAKE, 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.

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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.

ORGANIZATION OF THE LIFE-SAVING SERVICE.

DISTRICT SUPERINTENDENTS.

First District.—JOHN M. RICHARDSON, Portland, Maine.
Second District.—BENJAMIN C. SPARROW, East Orleans, Massachusetts.
Third District.—ARTHUR DOMINY, Bay Shore, Long Island, New York.
Fourth District.—JOHN G. W. HAVENS, Point Pleasant, New Jersey.
Fifth District.—BENJAMIN S. RICH, Onancock, Virginia.
Sixth District.—THOMAS J. POYNER, Poplar Branch, North Carolina.
Seventh District.—FRANK W. SAMS, New Smyrna, 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 WATERS, Esq., Assistant Superintendent Third District, Life-Saving Service.

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LETTER OF TRANSMITTAL.

TREASURY DEPARTMENT,
UNITED STATES LIFE-SAVING SERVICE,
Washington, D. C., November 28, 1887.

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, 1887, 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. CHARLES S. FAIRCHILD,
Secretary of the Treasury.

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OPERATIONS

OF THE

UNITED STATES LIFE-SAVING SERVICE.

1887.

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REPORT

OF THE

UNITED STATES LIFE-SAVING SERVICE.

OPERATIONS.

At the close of the last fiscal year the Life-Saving Establishment embraced two hundred and eighteen stations, distributed upon the sea and lake coasts as follows:

First District, (coast of Maine and New Hampshire)	8
Second District, (coast of Massachusetts)	19
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)	12
Eighth District, (Gulf coast)	6
Ninth District, (Lakes Erie and Ontario)	10
Tenth District, (Lakes Huron and Superior)	13
Eleventh District, (Lake Michigan)	22
Twelfth District, (Pacific coast)	7
Total	218

Of these stations one hundred and sixty-six were on the Atlantic, forty-four on the Lakes, seven on the Pacific, and one was 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:

Employment of surfmen, season of 1886–'87.

District.	Station.	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, 1886, to November 30, 1886, inclusive, and 7 at each from December 1, 1886, to April 30, 1887, inclusive.
2	Plum Island, Davis Neck, Fourth Cliff, Gurnet, Manomet Point, Race Point, Peaked Hill Bars, High Head, Highland, Parmet River, Cahoon's Hollow, Nausett, Orleans, Chatham, Coskata, Surfside, and Muskeget.	6 surfmen at each station from September 1, 1886, to November 30, 1886, inclusive, and 7 at each from December 1, 1886, to April 30, 1887, inclusive.

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Employment of surfmen, season of 1886–'87—Continued.

District.	Station.	Period of employment.
	Monomoy	7 surfmen from September 1, 1886, to November 30, 1886, inclusive, and 8 from December 1, 1886, to April 30, 1887, inclusive.
	North Scituate	7 surfmen from March 1, 1887, to April 30, 1887, inclusive.
3	Brenton's Point, 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, 1886, to November 30, 1886, inclusive, and 7 at each from December 1, 1886, to April 30, 1887, 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, 1886, to November 30, 1886, inclusive, and 7 at each from December 1, 1886, to April 30, 1887, 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, Cobb's Island, and Smith's Island.	6 surfmen at each station from September 1, 1886, to November 30, 1886, inclusive, and 7 at each from December 1, 1886, to April 30, 1887, inclusive.
	Hog Island	7 surfmen from September 1, 1886, to April 30, 1887, 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, Creed's Hill, Durant's, Ocracoke, and Cape Fear.	6 surfmen at each station from September 1, 1886, to November 30, 1886, inclusive, and 7 at each from December 1, 1886, to April 30, 1887, inclusive.
7	Morris Island, and Jupiter Inlet	6 surfmen at each station from September 1, 1886, to April 30, 1887, inclusive.
8	Santa Rosa, San Luis, Saluria, Aransas, and Brazos.	6 surfmen at each station from September 1, 1886, to April 30, 1887, inclusive.
9	Big Sandy, Oswego, Erie, Fairport, Cleveland, and Point Marblehead.	7 surfmen at each station from July 1, 1886, to December 15, 1886, inclusive, and 7 at each from April 15, 1887, to June 30, 1887, inclusive.
	Charlotte	2 surfmen from July 1, 1886, to December 15, 1886, inclusive, and 2 from April 15, 1887, to June 30, 1887, inclusive.
	Buffalo	7 surfmen from July 1, 1886, to December 15, 1886, inclusive, and 7 from April 18, 1887, to June 30, 1887, inclusive.
	Louisville	6 surfmen from July 1, 1886, to June 30, 1887, inclusive.
10	Sand Beach, and Thunder Bay Island	8 surfmen at each station from July 1, 1886, to December 8, 1886, inclusive, and 8 at each from April 16, 1887, to June 30, 1887, inclusive.
	Point aux Barques, Ottawa Point, and Sturgeon Point.	7 surfmen at each station from July 1, 1886, to December 8, 1886, inclusive, and 7 at each from April 16, 1887, to June 30, 1887, inclusive.
	Grindstone City	7 surfmen from July 1, 1886, to December 9, 1886, inclusive, and 7 from April 16, 1887, to June 30, 1887, inclusive.
	Middle Island	8 surfmen from July 1, 1886, to December 9, 1886, inclusive, and 8 from April 16, 1887, to June 30, 1887, inclusive.
	Hammond's Bay	7 surfmen from July 1, 1886, to December 9, 1886, inclusive, and 7 from April 23, 1887, to June 30, 1887, inclusive.

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Employment of surfmen, season of 1886–'87—Continued.

District.	Station.	Period of employment.
	Vermillion Point, Two-Heart River, and Muskallonge Lake.	7 surfmen at each station from July 1, 1886, to November 30, 1886, inclusive, and 7 at each from May 3, 1887, to June 30, 1887, inclusive.
	Crisp's	7 surfmen from July 1, 1886, to November 30, 1886, inclusive, and 7 from May 4, 1887, to June 30, 1887, inclusive.
	Ship Canal	8 surfmen from July 1, 1886, to November 30, 1886, inclusive, and 8 from May 6, 1887, to June 30, 1887, inclusive.
11	North Manitou Island	7 surfmen from July 1, 1886, to November 30, 1886, inclusive, and 7 from April 25, 1887, to June 30, 1887, inclusive.
	Point Betsy, Manistee, Grand Point au Sable, Muskegon, Saint Joseph, Kenosha, Racine, Sheboygan, and Two Rivers.	7 surfmen at each station from July 1, 1886, to November 30, 1886, inclusive, and 7 at each from April 1, 1887, to June 30, 1887, inclusive.
	Frankfort, Pent Water, White River, and South Haven.	1 surfman at each station from April 1 to 20, 1887, inclusive, and 7 at each from April 21, 1887, to June 30, 1887, inclusive.
	Ludington, Grand Haven, Chicago, and Milwaukee.	7 surfmen at each station from July 1, 1886, to December 15, 1886, inclusive, and 7 at each from April 1, 1887, to June 30, 1887, inclusive.
	Holland	1 surfman from July 30, 1886, to September 14, 1886, inclusive; 7 from September 15, 1886, to November 30, 1886, inclusive, and 7 from April 1, 1887, to June 30, 1887, inclusive.
	Evanston	6 surfmen from July 1, 1886, to November 30, 1886, inclusive, and 6 from April 1, 1887, to June 30, 1887, inclusive.
	Sturgeon Bay Canal	1 surfman from July 28, 1886, to September 14, 1886, inclusive; 7 from September 15, 1886, to November 30, 1886, inclusive, and 7 from April 1, 1887, to June 30, 1887, inclusive.
12	Shoalwater Bay, Humboldt Bay, and Golden Gate Park.	6 surfmen at each station from July 1, 1886, to June 30, 1887, inclusive.
	Cape Disappointment	8 surfmen from August 2, 1886, to June 30, 1887, inclusive.

But two stations in District No 7 are included in the foregoing statement, no crews having been employed in the remaining ten, which are simply well-provisioned houses of refuge for the shipwrecked, under the charge of keepers only, as has been explained in former reports.

STATISTICS.

The reports of the district officers show that during the year there were three hundred and thirty-two disasters to documented vessels within the field of station operations. There were on board these vessels six thousand three hundred and twenty-seven, of whom only fifty-five were lost. The estimated value of the vessels was $4,786,925, and that of their cargoes $2,288,775, making the total value of property involved $7,075,700. Of this amount $5,788,820 was saved and $1,286,880 lost. The number of disasters involving the total loss of the vessels was seventy-two. Besides the foregoing there were one hundred and thirty-five casualties to smaller craft, such as sail-boats, row-boats, etc., on which there were two hundred and seventy-four persons, only three of whom were lost. The value of the property involved in these instances is estimated at $96,830, of which $92,915 was saved and $3,915 lost.

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The results of all the disasters within the scope of the service aggregate, therefore, as follows:

Total number of disasters	467
Total value of property involved	$7,172,530
Total value of property saved	$5,881,735
Total value of property lost	$1,290,795
Total number of persons involved	6,601
Total number of persons lost	58
Total number of shipwrecked persons succored at stations	*737
Total number of days' succor afforded	†1,894
Number of vessels totally lost	72

The apportionment to 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 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..	263	3,542,470	1,751,790	5,294,260	4,380,730	913,530	5,512	27	622	1,743	56
Lake coasts*....	186	1,268,570	456,675	1,725,245	1,494,280	230,965	998	3	84	117	11
Pacific coast....	18	65,425	87,600	153,025	6,725	146,300	91	28	31	34	5
Total.....	467	4,876,465	2,296,065	7,172,530	5,881,735	1,290,795	6,601	58	737	1,894	72

*Including the river station at Louisville, Kentucky.

The apportionment to the several districts is as follows:

First District.

Number of disasters	41
Value of vessels	$102,025
Value of cargoes	$28,060
Total value of property	$130,085
Number of persons on board vessels	191
Number of persons lost	None.
Number of shipwrecked persons succored at stations	52
Number of days' succor afforded	190
Value of property saved	$107,165
Value of property lost	$22,920
Number of disasters involving total loss of vessels	10

Second District.

Number of disasters	40
Value of vessels	$696,250
Value of cargoes	$217,420
Total value of property	$913,670

* Including 108 persons not on vessels in tables.

† Including 215 days' succor to persons not on vessels in tables.

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Number of persons on board vessels	766
Number of persons lost	3
Number of shipwrecked persons succored at stations	77
Number of days' succor afforded	144
Value of property saved	$854,070
Value of property lost	$59,600
Number of disasters involving total loss of vessels	10

Third District.

Number of disasters	41
Value of vessels	$1,121,160
Value of cargoes	$545,660
Total value of property	$1,666,820
Number of persons on board vessels	2,040
Number of persons lost	None.
Number of shipwrecked persons succored at stations	179
Number of days' succor afforded	490
Value of property saved	$1,410,850
Value of property lost	$255,970
Number of disasters involving total loss of vessels	7

Fourth District.

Number of disasters	64
Value of vessels	$422,585
Value of cargoes	$268,710
Total value of property	$691,295
Number of persons on board vessels	894
Number of persons lost	2
Number of shipwrecked persons succored at stations	105
Number of days' succor afforded	323
Value of property saved	$559,265
Value of property lost	$132,030
Number of disasters involving total loss of vessels	12

Fifth District.

Number of disasters	41
Value of vessels	$506,800
Value of cargoes	$205,840
Total value of property	$712,640
Number of persons on board vessels	1,304
Number of persons lost	None.
Number of shipwrecked persons succored at stations	88
Number of days' succor afforded	266
Value of property saved	$528,180
Value of property lost	$184,460
Number of disasters involving total loss of vessels	9

Sixth District.

Number of disasters	18
Value of vessels	$269,275
Value of cargoes	$187,510
Total value of property	$456,785
Number of persons on board vessels	141
Number of persons lost	22
Number of shipwrecked persons succored at stations	19
Number of days' succor afforded	111

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Value of property saved	$301,535
Value of property lost	$155,250
Number of disasters involving total loss of vessels	3

Seventh District.

Number of disasters	5
Value of vessels	$112,800
Value of cargoes	$100,590
Total value of property	$213,390
Number of persons on board vessels	38
Number of persons lost	None.
Number of shipwrecked persons succored at stations	2
Number of days' succor afforded	4
Value of property saved	$175,690
Value of property lost	$37,700
Number of disasters involving total loss of vessels	2

Eighth District.

Number of disasters	13
Value of vessels	$311,575
Value of cargoes	$198,000
Total value of property	$509,575
Number of persons on board vessels	138
Number of persons lost	None.
Number of shipwrecked persons succored at stations	9
Number of days' succor afforded	18
Value of property saved	$443,975
Value of property lost	$65,600
Number of disasters involving total loss of vessels	3

Ninth District.

Number of disasters	53
Value of vessels	$172,565
Value of cargoes	$48,265
Total value of property	$220,830
Number of persons on board vessels	271
Number of persons lost	3
Number of shipwrecked persons succored at stations	10
Number of days' succor afforded	10
Value of property saved	$190,060
Value of property lost	$30,770
Number of disasters involving total loss of vessels	2

Tenth District.

Number of disasters	39
Value of vessels	$581,650
Value of cargoes	$235,240
Total value of property	$816,890
Number of persons on board vessels	255
Number of persons lost	None.
Number of shipwrecked persons succored at stations	26
Number of days' succor afforded	46
Value of property saved	$664,315
Value of property lost	$152,575
Number of disasters involving total loss of vessels	1

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Eleventh District.

Number of disasters	94
Value of vessels	$514,355
Value of cargoes	$173,170
Total value of property	$687,525
Number of persons on board vessels	472
Number of persons lost	None.
Number of shipwrecked persons succored at stations	32
Number of days' succor afforded	45
Value of property saved	$639,905
Value of property lost	$47,620
Number of disasters involving total loss of vessels	8

Twelfth District.

Number of disasters	18
Value of vessels	$65,425
Value of cargoes	$87,600
Total value of property	$153,025
Number of persons on board vessels	91
Number of persons lost	28
Number of shipwrecked persons succored at stations	30
Number of days' succor afforded	32
Value of property saved	$6,725
Value of property lost	$146,300
Number of disasters involving total loss of vessels	5

In addition to persons saved from vessels there were twenty-three others rescued, who had fallen from wharves, piers, etc., and who would have perished without the aid of the life-saving crews.

In rendering assistance in saving vessels and cargoes, more work was accomplished than in any previous year, except the one immediately preceding; three hundred and ninety-three vessels having been floated off when stranded, repaired when damaged, piloted out of dangerous places, and similarly assisted by the station crews. There were besides two hundred and ten instances where vessels running into danger of stranding were warned off by the signals of the patrols, most of them thus being probably saved from partial or total destruction.

In every case of loss of life investigations were made which showed that there was in no instance any lack of courageous endeavor on the part of the station force engaged. The sorrowful sacrifice during the year of eight members of life-saving crews at scenes of shipwreck, told in detail hereafter, expresses the habitual devotion which the men bring to efforts at rescue.

Of the fifty-eight persons lost during the year, twenty-two perished by the capsizing of the ship's boat and the surf-boat together while the people were being transferred from one to the other; twenty-one by the breaking up of the vessel while efforts for rescue were in progress; eight in attempting to land in their own boats; one died from exposure and one was washed overboard during operations for rescue; one was swept overboard and two were frozen to death before assistance could reach them; one was drowned while being helped into the rigging by

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his shipmates; and one was thrown from a capsized boat and drowned before help could arrive. Specific accounts of all the circumstances connected with the loss of these persons are given hereinafter.

In the year's operations the surf-boat was used four hundred and seventeen times, making seven hundred and twenty-two trips. The self-righting and self-bailing life-boat was used thirty-seven times, making fifty-one trips. Smaller boats were used one hundred and fifty-one times, making one hundred and ninety-three trips. The river life-skiffs at the Louisville Station (Ninth District), were used twenty-five times, making thirty-two trips. The breeches-buoy was used nineteen times, making three hundred and thirty-five passages. The wreck-gun was employed twenty-four times, firing one hundred shots. The heaving-stick was used thirty-two times. The rubber life-saving dress was used upon two occasions. There were landed by the surf-boat one thousand two hundred and forty-nine persons; by the life-boat, fifty-seven; by the smaller boats, one hundred and twenty-one; by the river life-skiffs, eighty-one; and by the breeches-buoy, three hundred and seventy-four. A boatswain's chair was used in landing seven persons. Seven were rescued by the surfmen jumping into the surf and undertow and assisting them ashore; one was rescued by means of the shot-line, which was thrown within reach by the wreck-gun, the surfmen on shore drawing the person through the surf to land; three were landed by means of a heaving-line, which was thrown on board; two were brought ashore from a stranded vessel on the backs of surfmen, and one was rescued from a capsized boat by the surfmen clasping hands and rushing into the surf after him.

An unusual number of snow-storms and the prevalence of fogs made the operations of the Service more than commonly difficult and dangerous, but nevertheless the station crews succeeded in saving a much greater number of lives and a larger amount of property than ever before, in some instances performing feats of unparalleled enterprise and daring. On one occasion a life-boat crew went one hundred and ten miles to a rescue and brought ashore twenty-four persons, the crews of two wrecked vessels. On several occasions the station men went distances of from ten to twenty miles and wrought similar deliverances.

The following table gives a summary of the statistics of the Service from the introduction of the present system in 1871 to the close of the fiscal year:

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, 1887.**

Total number of disasters	3,852
Total value of vessels	$44,609,960
Total value of cargoes	$20,939,819

* 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

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Total value of property involved	$65,549,779
Total value of property saved	$47,330,992
Total value of property lost	$18,218,787
Total number of persons involved *	35,427
Total number of lives lost †	544
Total number of persons succored ‡	6,373
Total number of days' succor afforded	17,207

LOSS OF LIFE.

A circumstantial narrative of each case of loss of life from marine disaster during the year, within the field of the Service, is herewith given.

WRECK OF THE CANADIAN SCHOONER ARIADNE.

The first wreck of the year, involving fatality, which came under life-saving operations was that of the schooner *Ariadne*, of New Castle, Ontario, which occurred on the morning of the 2d of December, 1886, in Mexico Bay, Lake Ontario, some five or six miles north of the Big Sandy Station (Ninth District), northern New York. The vessel had a crew of six men, and of these three were lost—the captain being washed overboard and drowned, and two others, the mate and one seaman, perishing of cold. From the report of the officer despatched to the scene to ascertain whether there had been any remissness on the part of the life-saving crew, the facts appear to have been as follows: The *Ariadne* was a craft of one hundred and thirty-eight tons register, owned jointly by the captain, Hugh McKay, and his father, Sutherland McKay, who acted as mate. She was engaged in the Lake Ontario trade, and on this (her last) voyage was from South Bay, on the Canadian shore, with a cargo of ten thousand bushels of barley consigned to parties in Oswego, N. Y. As it was late in the season most of the lake vessels had gone into winter quarters. The McKays, however, comparatively poor men, anxious to make one more trip before laying their craft up, had taken on board the present load and made several attempts to cross the lake, but each time they had been driven back by adverse winds. They finally, on the morning of December 1, got away under the fairest auspices, with a moderate westerly breeze, and clear, pleasant weather. Upon reaching the middle of the lake, at about 2 in the after-

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 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.

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noon, a blinding snow-storm set in quite suddenly and the wind rapidly increased to a gale, which soon raised quite an ugly sea. The schooner kept on, however, and by 6 o'clock in the evening the lights of Oswego Harbor were in sight, a mile or two distant, broad on the weather bow. This was an unfortunate landfall, as the lake was so rough that the harbor tugs could not venture out to tow her in, and it was practically impossible for the schooner to work up to the harbor entrance. The crew made the attempt, however, and got near enough at one time to catch sight of the breakwater and to hear the sound of steam whistles inside. Signal rockets sent up by the crew of the Oswego life-saving station were also plainly seen through the driving snow. But the increasing severity of the storm made all efforts of the deeply laden vessel to reach the haven futile, and while she was thus buffeting about she sprang a leak, split some of her sails, and became almost unmanageable. Under these circumstances there seemed no alternative but to abandon the idea of reaching Oswego, bear up for Stony Island Passage, and thence make for the shelter of Henderson Bay around Stony Point, thirty odd miles distant. The schooner was therefore kept away before the gale. As she wallowed along in the heavy sea, with timbers straining and creaking as though she would go to pieces, the leakage increased so rapidly that it was feared she would go down; and the captain resolved, although Stony Point Light had been raised ahead, to haul in to the eastward, with the intention of beaching her in Mexico Bay. Upon thus changing the course it became necessary to jibe the sails, and in doing this the main boom, as it swung violently to port, snapped in two pieces and split the reefed mainsail so badly that it was of no further use. The broken boom also fell in such a way as to impede the working of the pumps. Had the unfortunate craft reached the beach without further mishap the people would doubtless all have been saved. But this was not to be, as in a short time the schooner struck upon a reef known as Drowned Island, about one-half or three-quarters of a mile from the shore, almost directly opposite the mouth of Little Stony Creek, which is five and a quarter miles north of the Big Sandy life-saving station. This was at 2 o'clock on the morning of December 2. The reef is of small area and has from two to eight feet of water over it in the shoalest places. The snow had not abated in the least and the air was bitter cold, the temperature having fallen to 18 degrees. As soon as the schooner fetched up, the waves burst over her in immense volume and compelled the people to seek refuge below in the cabin, when a fire was lighted and coffee made. The men remained in this situation for about two hours, when, the water rising over the cabin floor, they were glad to rush on deck and clamber into the main-rigging, all hands doing so but the captain, who took up a position on top of the cabin regardless of the remonstrances of his companions. The men had scarcely got aloft when a big wave dashed in over the taffrail and burst off the top of the cabin, which went immediately

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overboard, carrying the captain with it. The latter was observed for a moment or two clinging to a plank and he then disappeared. This was the last seen of him. The schooner continued to grind and pound, with the seas breaching completely over her, until some time between 5 and 6 o'clock, when she worked in over the reef and drifted shoreward, where she finally fetched up about two hundred yards from the beach. The mainmast soon afterwards became unstepped, and the deck having burst open, the head of the mainmast fell over against the foremast, where it hung by the spring-stay. The sailors, however, managed in some way, when they found the mainmast was about to fall, to reach the fore-rigging and there they clung until the foremast also showed signs of jumping out of its step. This new danger compelled them to descend to the deck and seek refuge forward of the windlass; the mid-ship and after-parts of the vessel being entirely submerged. As soon as the day dawned an anxious watch was directed towards the shore, although it could scarcely be seen through the snow. It was, indeed, a terrible situation. The sufferers were clinging to the only portion of the hull out of water, with the surf dashing over them, and all the exposed parts of the vessel as well as their clothing covered with ice. At last, to their great relief, although not until one of their number, Charles Dean, had literally frozen to death in their midst, two persons were descried on the beach. The latter waved their hands as though to reassure the unfortunates and then disappeared, evidently to summon assistance. The two on the shore were boys, one of whom, a bright young fellow named Alberto Hubbard, the son of a farmer, had been the first to discover the vessel from the country road, some distance back from the shore, while on his way to school. He had reached an elevated portion of the road which commands an extensive view of the lake, and the snow happening to thin off somewhat at that moment, he caught a glimpse of the vessel's remaining mast just over a clump of woods. The sight startled him, as well it might, for he knew very well that a vessel so close in must be ashore. Wasting no time in speculation, he quickened his pace and gave the alarm at one or two houses on the road and then, in the company of a young man named Forbes, who joined him, hastened down to the shore to learn the exact situation of the vessel. This was at half past 9. The two young men remained on the beach but a few moments, just long enough to assure themselves that there were people on board and to answer their signals, when they turned back and separated, Hubbard running directly home to notify his father, while Forbes put off to the south, spreading the alarm as he went. One man, a farmer named Southwick, upon learning the news from Forbes, set out for the Lake View Hotel, a summer resort on the northerly border of Wood's Pond, and there telephoned word of the wreck to the Woodville post-office, requesting that a messenger be dispatched to the life-saving station at the mouth of Big Sandy Creek for assistance. As the messenger from the post-office could not reach the station except by a

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very circuitous route on account of the creek and intervening ponds he, in turn, notified William A. Jenkins, the captain of a Lake Ontario trader, who resides on the south shore of the north branch of Big Sandy Creek, a mile and a half in a direct line from the station. Captain Jenkins got the news at about 11 o'clock. The country people by this time were astir with excitement and hastening from all directions to the locality of the wreck, and soon quite a crowd had gathered there. Some of the men went in search of a boat with which to attempt to reach the wreck, but they found nothing suitable for that purpose. In the meantime Captain Jenkins had hoisted a flag to the masthead of his schooner, the *Fiat*, laid up in the creek near his house, and then set out across the marshes toward the station, taking a fog-horn, with which he sounded frequent blasts in hopes of attracting the attention of the lookout. Jenkins being directly to the leeward of the station, the horn could not be heard, and it was therefore of no use. He proceeded as far as Pond Brook, whence he could go no farther without a boat, as the ice near the shore was not strong enough to bear him. His signals, however, were seen by the lookout, and upon the alarm being given, Keeper Fish and Surfman Wheeler set out across the ice in a small skiff, fitted with runners, to learn what was wanted. They broke through several times on the way, but succeeded in reaching Jenkins, who after informing them of his errand volunteered to accompany them and help launch the boat. Reaching the station on his return at about 1 o'clock, the keeper ordered out the Dobbins life-boat. The gale was blowing directly on shore and the lake was exceedingly rough, the waves breaking in surf fully a mile or two out. This, with the low temperature, which had fallen to 16°, and the still blinding snow, made the prospect of getting to the wreck very doubtful indeed. Keeper Fish, with excellent judgment, decided to track the boat alongshore instead of going first out beyond the surf, which would have compelled a pull of at least two miles directly to the windward, with the risk of frequent swamping after the boat was turned broadside to the sea on its way to the northward. Accordingly, he and two others took their places in the boat to guide it, while the rest, with Captain Jenkins, manned the tow-rope, and traveled on foot as far as the Wind Gap, a mile and a half to the north of the station. It was difficult work, as the sea being abeam the boat was frequently thrown broadside in against the shore, and the men as often had a hard struggle to push it afloat again. Arriving at the Wind Gap, an outlet of Wood's Pond, nearly a mile wide, and which on that day was a sheet of angry rushing water, all hands jumped into the boat and rowed to the opposite shore, where they were met by a crowd of fishermen and farmers anxiously awaiting their coming. Among these was a farmer named James Wood, with his team in readiness to aid them in reaching the scene of the wreck. This was in accordance with a previous agreement with the keeper, that, whenever a wreck should occur to the north of the Wind Gap, he should meet the crew with his

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horses to haul the boat or the beach apparatus; the understanding being that one flag on the station flag-staff signified a call for him to meet the crew on the beach north of the Wind Gap, and two flags a call to hasten with his team to Jenkins's landing, on the north branch, to haul the apparatus by the country road. On this occasion, the weather being too thick for any signal to be seen from his farm, Mr. Wood, as soon as he heard of the wreck, took it for granted, as the creek was frozen over, that he would be needed at the gap, and he therefore repaired thither. The long tow-line, which by the way was a piece of an old breeches-buoy whip, was at once hitched to the rear axle of the farm wagon, and the horses were urged to their best speed over the icy beach; the keeper with two of his men and Captain Jenkins remaining in the beat, while the rest of the crew, in concert with the crowd on the shore, aided the horses in places where the hauling was difficult, besides frequently wading out to breast the boat off when it sheered too close in and took the ground. It was fortunate the boat was of the self-bailing type. An ordinary surf-boat would have been repeatedly swamped, and the time lost in bailing would have greatly retarded the progress of the relief party, with the probability that assistance would have arrived too late. As may be imagined, the trip was a very trying one, the men's clothing being coated with ice, and their boat also thickly covered with it. The horses, too, were in such condition upon arrival abreast of the wreck that Mr. Wood had to hurry them home immediately to save them from freezing to death, as they had in many places en route been driven breast-deep through the icy water, which dashed across their path clear to the foot of the sand-hills. Their gallant owner had also a trying experience, his wagon being so incrusted with ice that it was with difficulty he maintained his seat; it being necessary in passing over the rougher portions of the beach for a companion to hold him in his place. It was 3 o'clock in the afternoon when the party arrived, and after a delay of a few minutes to beat off the ice from their clothing, as well as from the oars, the rowlocks, and thwarts, and also to exchange their wet mittens for dry ones proffered by friends in the crowd, the crew took their places, and, with sturdy arms to assist in pushing the boat off, they were soon away to the rescue. The small portion of the vessel out of water was listed shoreward at an angle of about thirty degrees, and resembled a miniature iceberg more than anything else. There was also a quantity of wreckage in the water alongside, which presented quite an element of danger to the approaching boat, but Keeper Fish handled his craft in very handsome style, and succeeded in making fast on the port side of the wreck, just forward of the fore-rigging. He had taken a good survey of the situation as he approached, and saw but the three men who had been observed from the beach. These were crouched under the bulwark on the opposite or starboard side, almost perished, while at their feet, frozen stiff in death, lay the body of a shipmate.

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With the mainmast swaying by the spring-stay above their heads and liable to fall at any moment there was no time to be lost, and at the summons of the keeper the three survivors slid across the deck one by one to the lee-rail, and were helped into the boat. One of them, Edward Mulligan, more helpless than the others, had to be dragged over the rail by sheer force, and narrowly escaped being crushed between the boat and the vessel's side, as he dropped inert into the water with the surfmen holding him by the arms. He was so far gone that ten minutes longer on the wreck would have rendered him insensible. The other two, Thomas Cox and Maurice Young, more thickly clad, were not in so bad a plight. Mulligan's first inquiry upon finding himself safe was for the captain. This was the first intimation the station men had of the latter's fate. It led to inquiry, and they then learned that there was another man dead upon the wreck beside the one they had seen. These two were the elder McKay and Dean. The latter had succumbed to the cold at about 8 o'clock, and the mate two hours later, or shortly after the discovery of the wreck, and before any attempt at rescue could be made. As soon as the survivors were safely in the boat it was headed for the shore, and the instant its keel grated on the sand the waiting crowd took hold and ran it up on the beach. This done, the poor castaways were lifted out and carried to a fire of drift-wood not far away, just back of the beach hills. They were then, after a brief attempt to restore warmth, wrapped in horse blankets, placed in a box-sleigh belonging to a farmer named Whitney, and driven rapidly to the latter's house, a mile or so back from the shore, Dr. Chapman, of Belleville, who was fortunately present, accompanying them, and with the aid of the Whitney family ministering to their comfort.

As the position of the two bodies left on the wreck and the lateness of the hour rendered their recovery that day impossible, the keeper and his men, after seeing the survivors in such good hands, turned their faces homeward; the boat being tracked back along the beach with the assistance of some of the crowd who lingered for that purpose. The men were all suffering more or less from frost-bite, and, as darkness had set in by the time they reached the Wind Gap, the keeper had the boat beached on the opposite or south shore inside, under the lee of the bluff, and all hands journeyed the remainder of the distance on foot, arriving at the station at half past 7. The lake on the two following days was too rough for them to work on the ice-covered wreck for the recovery of the two bodies. On Sunday, the 5th, however, the weather and sea having moderated, the bodies, after considerable labor in chopping away the ice under which they were buried, were brought ashore and delivered to relatives in waiting to receive them. The captain's body was not found. The three survivors—Mulligan, Cox, and Young—were hospitably cared for by Mr. Whitney until Monday, December 6, when they felt sufficiently restored to leave for their homes.

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The conclusion reached by the investigating officer, after painstaking inquiry, was that the condition of the weather and the distance of the wreck from the station precluded the possibility of the life-saving crew reaching the spot any earlier than they did. The crew behaved with great gallantry and did all that could be done under the circumstances. They were in nowise to blame, as the captain's death occurred at a time and place and under conditions that put its prevention beyond human control, while the young man Dean also died before the wreck was discovered. The mate succumbed very soon after the discovery of the vessel and some hours before the news could reach the station. Much praise is due to Captain Jenkins, Mr. James Wood, and others for the noble manner in which they seconded the efforts of the life-saving crew.

The survivors before their departure addressed the following letter to the crew of the station:

"*To the captain of the life-boat and the gallant crew at Big Sandy:*

"We can not help paying a little tribute to the great bravery and courage which you showed in your gallant behavior when saving us from the terrible wreck of the *Ariadne* of New Castle. We can not express our feelings of gratitude to you and your gallant crew. To you alone, next to Almighty God, we three owe our lives. If ever courage and bravery were exercised, it were on the 2d of December, 1886, when you and your gallant crew saved us from a dreadful state on the schooner *Ariadne*, running the greatest risk of your own lives, and forever setting all brave men an example which can never be surpassed. The life-saving crews of the United States of America have often showed great bravery, and depend on it, if a life-long gratitude could repay a part of the debt we owe to you and your crew we will think ourselves very fortunate. May God never fail to shower blessings on your heads is the sincere wish of—

"MAURICE YOUNG,
"EDWARD MULLIGAN.
"THOMAS COX."

WRECK OF THE WHALING BARK ATLANTIC.

One of the most melancholy and disastrous wrecks of the year was that of the whaling bark *Atlantic*, of New Bedford, Massachusetts, which occurred on the 17th of December, 1886, just outside the harbor of San Francisco, California. The vessel was totally destroyed, and out of a crew of thirty-eight men twenty-seven were lost. The following account is compiled from the report of the district superintendent, who was directed by telegraph to inquire into the facts as soon as tidings of the wreck were received.

The *Atlantic* was a staunch, well-built craft of two hundred and ninety-two tons register, engaged in the whale fishery. She left San Francisco under the command of Capt. T. H. Warren, at half-past 2 in the afternoon of the 16th of December, on a voyage to the whaling-grounds of the Pacific, the harbor tug *Sea Witch* towing her beyond the heads, and leaving her at 4 o'clock near the nine-fathom buoy, two and three-quar-

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ter miles beyond Point Lobos, and about the same distance inside the bar, which extends in crescent shape across the mouth of the harbor from Point Bonita on the north to a point some miles below Point Lobos on the south. When the bark made sail the tide was at its height, and Captain Warren expected, although the breeze was light from the west-north-west, that the ebb tide just beginning to set out of the bay would aid him in making a good offing before dark. This expectation was, alas, not realized, and in less than twelve hours from the time the cheery good-byes were exchanged with the people on the receding tug as the latter turned back towards the harbor, the bark was broken into fragments and her twisted and shattered timbers lay scattered along the shore a mile or two below Point Lobos. Upon casting off from the tug she had filled away to the southwest on the starboard tack. All would have gone well if the breeze had lasted, but it unfortunately died out to a dead calm and a heavy groundswell soon afterwards began rolling in from seaward. This swell increased so rapidly that its heave shoreward more than counteracted the strength of the ebb-tide, and the bark was unable to even reach the bar. To make matters worse, a fog shut in soon after dark, so dense and impenetrable that it was impossible to discern objects half the ship's length away. The vessel drifted steadily shoreward, and toward 8 o'clock, as the soundings admonished the captain that he was shoaling the waters very rapidly, he dropped an anchor in seven fathoms. This was scarcely done when the danger of the situation became alarmingly apparent, for as soon as the bark was held in check by her ground tackle the seas began tumbling in over the bow and flooded her deck. At about 10 o'clock, therefore, when a light breeze sprang up, the captain lifted his anchor in hopes of clawing off into deeper water. This however proved futile, as there was not wind enough to give the bark steerageway, and at midnight, when the wind again died out, the anchor was again let go in six and a half fathoms, and the chain veered to a scope of sixty fathoms. The swell had become so irresistible, that the anchor would not hold, and towards 1 o'clock a second anchor was dropped. This, however, had no effect, and at quarter past 1 on the morning of the 17th the *Atlantic* grounded, stern first, in the breakers, and the terrible work of destruction began. She had stranded off Golden Gate Park, about a mile and a quarter below Point Lobos, and not more than a quarter of a mile south of the Golden Gate Park Life-Saving Station, (Twelfth District.) Every sea poured in immense volume over her, and the crew, seeing no certain means of escape became badly demoralized. Strange as it may seem, no signals were made, not even the firing of a gun to alarm the people on shore. In fact the watch below was not at that time called on deck, nor does there appear to have been any organized effort on the part of the crew to escape the dangers which environed them. The bark lay hard and fast in her sandy bed two hundred yards from the shore, from which

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she was completely hidden by the misty darkness. The evidence of the survivors shows that very soon after she struck an unusually heavy sea swept overboard several of the watch on deck, stove the starboard bulwarks, smashed all but two of the boats, and wrought such havoc generally that the vessel immediately began bursting open. This is not to be wondered at, as she lay directly in the outer or heaviest line of breakers. Then and not until then were the men below summoned on deck and an effort made to clear away and lower the two remaining boats, one of these hanging from the quarter and one at the waist, or amidships. It is learned that even under these circumstances some of the watch off duty refused to obey the summons and persisted in remaining below. The quarter-boat, the instant it was lowered with six of the crew in it, was swamped and stove under the bark's counter, and four of the men were lost, the other two—Antonio Margarita, acting fifth mate, and a boat-steerer named Joseph Anton Santos—succeeding in swimming ashore. Captain Warren then ordered the remaining boat cleared away, and with the second mate, James R. Ring, a boat-steerer named John Lombo, the blacksmith, L. H. Walling, and two foremast hands, he shoved off. It was then found, when too late, that in the excitement they had neglected to equip the boat with oars. As they instantly drifted away from the ship, there was no opportunity to rectify this mistake, and a moment later the boat was struck by a sea and upset. The boat equipments, it appears, had been, as is customary, stowed away while the vessel lay in port, and all of the boats had not been put in trim for use the previous evening upon leaving the harbor. The captain, the second mate, the blacksmith, and the boat-steerer, Lombo, managed to reach the shore safely, but the two sailors were drowned. To those still on board, surrounded by the impenetrable fog and darkness, with the spars and rigging tumbling about their heads, the stout timbers crunching and splitting like matchwood, and the ceaseless roar and turmoil of the surf as it swept the wreck from one end to the other, the situation was appallingly dreadful, and many of the poor fellows were doubtless killed outright, while others gave up in despair and became an easy prey to the remorseless waves. The six men, including the captain, who had so miraculously escaped these terrors, and were drenched, shivering, and almost exhausted, as soon as they recovered strength enough set out in quest of aid for their fellows on the wreck. By following the beach northward they found the life-saving station a few minutes after 2 o'clock and there reported what until that moment was unknown to the inmates—the wreck of the vessel. This is explained by the fact which is fully proven by the evidence, that the patrolman, William Last, who set out from the station at midnight, had passed the locality of the wreck at least one hour before the vessel struck and was then approaching the end of his beat, three and a quarter miles beyond, that point being reached by him at about five minutes after 2, or almost at the same moment that the captain's party reached the station. The

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fog was still so dense that it was impossible to see objects more than forty or fifty feet away, and it is therefore not surprising that the patrol, in the absence of any signals, failed to see the vessel. He could not have done so had he been abreast of her when she struck, instead of a couple of miles distant, as was actually the case. He was, in fact, on his way back, with a mile and a quarter yet to travel before reaching the fatal spot, when he saw for a moment the faint gleam of a light though the fog. He thought but little of this, but a few minutes later, when the sharp boom of the station signal gun sounded on his ears, he knew there must be a wreck near the station, and quickening his pace to a run he arrived on the scene soon after 3 o'clock, in time to assist some of the people out of the surf and to places of shelter.

As soon as the men at the station were aroused they set out with the beach apparatus, and, with Captain Warren and Boat-steerer Lombo as guides, they soon got abreast of the wreck. This was twenty minutes to 3 o'clock. The vessel could not be seen, the only indication of her proximity being the fragments of the boats, casks, and other wreckage strewn along the shore. Two Coston signals were burned by Keeper Kroger and these were evidently seen through the gloom, as the responsive shouts of the remnant of the crew yet on board were faintly heard above the din of the surf. Twenty minutes later there was a slight rift in the fog, just sufficient for the beach party to catch sight of the bark, as a dark object out in the breakers. The gun, which in the mean time had been loaded and placed in readiness, was immediately trained and fired. There being no wind, the line reached its goal with unerring precision, and the people began hauling it towards them in order to obtain possession of the whip. Some twenty-five or thirty fathoms of the latter had thus been drawn out from the shore when its progress suddenly ceased. It had fouled between the shore and the ship. Efforts were promptly made to clear it, with the result of breaking the shot-line in the hands of the bark's people, and the whip was cast back upon the shore. The line had been cut in twain by the floating wreckage, and communication was thus severed. Before another line could be fired the vessel, with a loud crash, broke completely in pieces, and the few men left were swept into the boiling surf. Just before this, however, while the life-savers were trying to extricate the entangled line, one man, Manuel de la Rose, reached the shore by clinging to a box. He was fortunately uninjured, and in the company of Captain Warren and Boat-steerer Lombo was sent by the keeper to the Seal Rock House, a short distance north of the station, where Mr. Hochguertel, the proprietor, gave them hospitable shelter and attended to their wants. Another boat-steerer, Andrew W. Look, was also washed ashore while the men were endeavoring to free the line. He was badly hurt, and, being unable to help himself, would have drowned in the swash of the surf but for Surfman Timmerman, who ran to his aid, and with the assistance of a by-

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stander, one of a party of two ladies and two gentlemen who had arrived upon the scene in a carriage, dragged him to a place of safety beyond reach of the surf. While thus engaged Timmerman heard cries for help a little further south, and, leaving Look in the care of the carriage party, hastened to the assistance of the second man, who proved to be a Kanaka or Sandwich Islander, named Louis Tahiti. This man, in reply to Timmerman's hasty inquiry, said he was all right, and with a little help he soon gained his feet. These two men were carried to the house of Mr. Danehy, near the station, by Surfmen Dorow and Last, the two patrolmen who had but recently arrived from their respective beats. Mr. Danehy and his good wife ministered faithfully to their necessities, especially to Look's, who suffered great agony and was for a time thought to be dying. He rallied, however, under proper treatment and in a few hours was in a fair way towards recovery. Shortly after the rescue of the Kanaka, a portion of the bark's stern washed ashore with a seaman named Edward Kuhn clinging to it. He was almost nude and was conducted to the station at once by Timmerman. Another rescue was that of one of the green hands named Carroll. He was released from entanglement beneath some wreckage in an insensible condition by Keeper Kroger and Surfman Smith at great personal risk, and carried on the backs of the men to the station, where all possible attention was bestowed until an ambulance could be telephoned for to convey him to the Marine Hospital for treatment. This man was the last to reach the shore alive. The lifeless body of Joseph Siedely was recovered at about the same time. Efforts at resuscitation were made both on the beach and at the station for two or three hours, but without success. The residents of the locality acted with the greatest humanity and vied with each other in extending to the rescued men all the aid and comfort in their power, Mr. and Mrs. Danehy bestowing personal attention upon Look and Tahiti and furnishing them with everything needful for their recovery, while Mr. Hochguertel, of the Seal Rock House, was equally kind to such of the survivors as sought shelter under his roof. Mr. Adolph Sutro, of Sutro Heights, a gentleman of great wealth, hastened down to the shore as soon as he learned of the wreck, while it was yet dark, and generously distributed dry clothing to the needy as well as donations of money. The men of the station also contributed from their scanty wardrobes and did everything that lay in their power. None of the bodies of the lost men, excepting that of Siedely, had at last accounts been recovered, although the beach was patrolled by wagon for days after the wreck. They were doubtless carried seaward by the ebb tide. The following are the names of the men lost: Zenas H. Doty, first mate; Antonio Perry, third mate; Charles Stember, Peter Nelson, Antonio Gonsalves, and John Anthony, boat-steerers; J. M. Kelanos, steward; James Henderson, cook; Alfred E. McCracken, cooper; John J. Nye, engineer; W. Langfield, assistant engineer; Thomas Forsberg, carpenter; William J. Colbert, assistant blacksmith; Edgar Lea, cabin

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boy; Charles Indies, and Charles Chasterton, steerage boys; William Thomas, Joseph Antone, Thomas Ryan, Charles Berden, Thomas Brown, William Hanegan, and J. Moore, seamen; and Patrick Larelle, Edward Tracy, Joseph Siedely, and E. J. Brown, green hands; making twenty-seven in all.

The earliest accounts of the wreck published by some of the San Francisco papers were highly sensational, and the life-saving crew were roundly blamed for inefficiency, but when all the facts were known public sentiment underwent a marked change, and the men were accorded the highest praise for their intelligent and active efforts in the cause of humanity; the thorough and impartial investigation of the affair demonstrating very clearly that the keeper and crew did all that could possibly have been done under the peculiar circumstances of the case, and that they acted throughout with credit to themselves and to the Service. The bark was firmly held by her anchors far out from the beach where the waves were heaviest and where she was entirely hidden by the fog. Few vessels could have withstood the onslaught of such a surf, and strong and stout as the *Atlantic* was, she was literally battered to pieces, while the people on shore were powerless to do anything. When the lines were severed by the floating wreckage all hope of saving the people by means of the breeches-buoy was lost, and to have launched a boat was utterly impracticable. Had the bark slipped her cables when it was seen that she was doomed, she would without doubt have driven well up on the beach, and all or nearly all of her crew would have escaped.

WRECK OF THE GERMAN SHIP ELISABETH.

The saddest disaster of the year is, without doubt, that of the German ship *Elisabeth*. This wreck occurred on the 8th day of January, 1887, at a point on the coast of Virginia about twelve miles below Cape Henry, and involved the loss of twenty-seven lives, including the entire personnel of the ship and five men of the Life-Saving Service. The *Elisabeth* was a fine craft of twelve hundred and thirty-nine tons register, built in Boston in 1855, as the *Empress*, and subsequently sold to parties in Bremen who put her under the German flag. She had sailed from Hamburg the latter part of the preceding November with a cargo of several hundred tons of kainit, or manure salt, and five thousand empty petroleum barrels consigned to parties in Baltimore; her commander being Frederick G. Halberstadt, an experienced and able shipmaster, who had celebrated his fiftieth round voyage across the Atlantic the previous summer, in Baltimore. The ship arrived on the coast in the vicinity of Cape Henry just as a blinding snow-storm set in at about dusk in the evening of Friday, January 7. The wind had freshened to a twenty-eight mile gale from the northeast and this raised a turbulent and dangerous sea. The time at which she struck can only be conjectured; but from the fact that she sunk on the outer edge of the bar fully three hundred and forty yards out from the high-water mark and that her starboard anchor was

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down, it is thought that she grounded at low-water just before or about midnight and that the anchor was dropped to prevent her from driving nearer the shore, with the hope that she would float when the tide rose. It is possible that finding herself in shoal water she had cast anchor, and then owing to the violence of the gale and the sea had dragged into the breakers. Whichever of these theories is correct, one thing is certain, the ship soon bilged and then settled rapidly in the sand; for at daylight on the morning of the 8th, she was decks-to, and the sea was breaking over almost her entire length. She lay parallel to the beach with her head to the north, the anchor which was down trending to the northeast, or off shore, on the starboard bow. Discovery of her was made at about 1 o'clock in the morning by the mid-watch patrols of the Dam Neck Mills and Little Island Stations, (Sixth District,) Surfman George W. Stone, of Little Island, reaching his station two and a half miles to the southward at 2 o'clock, while Surfman James E. Belanga arrived and gave the alarm at the Dam Neck Mills Station, four miles to the northward of the vessel at about twenty minutes to 3. The ship was about half a mile south of the place where the patrols of the two stations usually meet, and therefore, within the Little Island patrol limits. The respective crews sprang from their beds as soon as they heard the alarm, and set out upon the mission from which some of them were destined never to return alive. The ship being within Keeper Abel Belanga's precinct, he proceeded to the scene with his beach-apparatus, while Keeper Barco, of Dam Neck Mills took simply a spare shot-line. The latter and his men thus comparatively free-footed, and having the wind at their backs, reached the neighborhood of the wreck shortly after 4 o'clock, finding that Belanga's men had not yet come up pushed on south to meet them and give them a helping hand. This aided the latter materially, as they were nearly exhausted from drawing the heavily laden cart against the wind, and through the snow-drifts, in some places almost waist deep. The ship meanwhile had been making signals by torch or Coston lights every ten or fifteen minutes from the time of her discovery by the patrol. It lacked but twenty minutes of 5 o'clock, when the party arrived and commenced operations for an attempt to establish communication by means of the wreck-gun. Although the moon was nearly at its full, it was deeply hidden by the snow-clouds and the morning was dark; so dark that only a dim outline of the vessel could be seen, not plainly enough, in fact, to distinguish the rig. The gun being placed in what was judged to be the most advantageous position, abreast of the vessel's bow, and just clear of the swash of the surf, four attempts were made while it was yet dark to throw a line on board. These were all unsuccessful. The first shot was with a No. 9 line, the largest used by the Service, the elevation being twenty-five degrees. The line dropped into the water short of the object, and quickly drifted off to the southward with the strong current setting in that direction. This was quickly hauled back and another shot made

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with no better result, although a smaller line, a No. 7, was substituted. The elevation of the gun for this shot was twenty degrees. At the third shot, the No. 9 line was again used, but being wet and stiff with ice, it broke in the bend, close to the shot. The same line was now re-faked, not in the box, but on a tarpaulin spread upon the sand, and a fourth shot fired. This failed, as before. There being now but two charges left in the haversack it was agreed to suspend operations until daylight. While thus waiting, a fire was built and the men busied themselves re-arranging the lines for the renewal of operations. At break of day the vessel was made out to be a large ship. Shortly after this as the life-savers were about to fire the gun again they discovered a dark object in the water alongside the ship, under the port quarter. This was at first taken for a piece of wreckage, but closer observation showed that it was a large boat, crowded with men. The crew had abandoned their ship. How long they had been in the boat will never be known, but as no signals were made after the firing of the second shot it is believed that the boat was lowered towards 5 o'clock when, with the rising of the tide, the sea began breaking over the deck. As the sequel proved, it is a pity they had not rather taken to the rigging. At the fifth and sixth shots the gun was given greater elevation. The first fire dropped the line short, as before, but the next time the line ranged well to the windward and lodged over the head-stays. But it was only for a moment, as the line quickly slipped off into the sea. The powder being now exhausted, Keeper Belanga, who directed the operations, decided to return to his station for a fresh supply and also for his surf-boat, taking Surfmen Stone and Ayers to assist him. The three men reached the station on foot soon after 8 o'clock. Belanga gave instructions about the boat, and after seeing to his powder he ran over to his house, but a stone's throw distant, and hurriedly asked for something to eat. Breakfast not being ready his wife set out some cold coffee and a piece of pie, which he hastily swallowed, and he then left for the wreck again, in his own beach-cart, with a couple of dry shot lines, a canister of powder, and the medicine-chest, leaving the boat to follow on its carriage. This was the last time his wife saw him alive. Mrs. Belanga relates a pathetic incident of this visit. With some anxiety she had asked her husband, as he stood at the table eating, what he proposed doing with the boat, as she well knew the sea was so rough. He replied that he intended boarding the ship at low water in case the lines failed; then, as he kissed her and passed out at the door, he added, "The worst has not come yet! I would give fifty dollars if the men were out of that boat." Notwithstanding his forebodings the brave fellow little thought that in a few short hours he would be borne back to that home a corpse. In the meantime, while the rest of the life-savers were awaiting his return, a miller named Oglesby had joined the party, and learning that the powder had given out offered them some sporting powder that he had purchased the day before. Surfman Barnes was therefore dispatched to the mill for it. Before the latter could

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return, however, or rather before a boy who overtook him on his way to the wreck on horseback, and to whom he gave the powder, could gallop down with it, Belanga arrived with his, and operations were resumed. An eight-ounce charge and one of the fresh dry lines were used, but the line failed to stand the too heavy charge and snapped close to the shot. The situation was now desperate. For the eighth shot a line from the Dam Neck Mills Station was taken, and this also fell short; the projectile splashing into the water a few yards inshore of the ship. Thus out of eight shots the line had reached the vessel but once, when it lodged for a moment on the stays and slipped off. That the ship was within range of the gun was demonstrated by subsequent measurement, and the successive failures to establish communication is attributed to the improper elevation of the piece and the omission of the keeper to use the smaller or No. 4 line, as he had been instructed to do in such emergencies. Surfmen Ayers and Stone had now come up with the boat and preparations were made to go off. This was at 11 o'clock in the day. Belanga picked the following men from the two crews as oarsmen, viz: George W. Stone, John H. Land, John T. Etheridge, and Frank Tedford, of his own station, and Joseph Spratley and James E. Belanga, of the Dam Neck Mills Station. The latter was his own brother, while Spratley and Tedford were related to him by marriage (brothers-in-law). Although the tide had fallen off the sea was still bad; yet for all this there seemed an excellent prospect of a successful outcome to the hazardous undertaking. The boat got away from the beach in handsome style and was headed well to the windward in order to stem the current alongshore, and the crew responding with a will to the keeper's cheery "Drive her, boys! drive her!" the ship was soon reached. The German boat with its human freight still lay in the position in which it was first seen at early dawn, the rope which held it being attached to the ship's quarter. Scarcely a word was spoken as the two crews met. Belanga was the first to break the silence by hailing Captain Halberstadt with the inquiry, "How many men have you?" The captain replied, "Twenty-two." The keeper then called for seven sailors to jump into the surf-boat, intending, doubtless, to land them all in three trips. It is said that the Germans were disposed to spring into the surf boat pell-mell, but a few words of restraint from the officers were sufficient, so excellent was the discipline, and but seven men, as called for, including the captain, were transferred to the station boat. These were immediately supplied with life-preservers carried for that purpose, and Belanga was on the point of turning his craft shoreward when suddenly an immense wave swept around the rear of the ship, combed over the two boats which had tailed somewhat astern without the notice of the surfmen, swamped them and turned them completely over and over. Thus in a moment every man was thrown into the sea. The long-boat remained attached by its painter to the ship while the surf-boat drifted away,

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bottom up, to the southward along the surf. The scene at this time was appalling. Twenty-nine men were struggling for life in the storm-lashed icy waters and the people on shore unable to do aught for their deliverance. Those with life-preservers on had no difficulty in keeping afloat, and quite a number succeeded in gaining the bottom of the drifting boat. A few managed to reach the long-boat; others were carried seaward beyond the breakers and quickly drowned. A like fate ere long befell those who had clung to the ship's boat, as they one by one succumbed to the intense cold and were washed off. With the temperature below the freezing point the struggle for life was an unequal one for the strongest, and before many minutes had elapsed more than half the men had disappeared. A few of the Germans, the two Belanga brothers, and one or two others of the life-saving crew maintained their positions upon the drifting boat until it was nearly half a mile from the ship and well inside the heaviest line of breakers, when they also began dropping off from exposure and exhaustion, some to sink out of sight, the others with what little strength they had left feebly striking out for the shore. Surfman Tedford, one of the survivors, says that he clung to the boat as long as possible, when feeling that he must soon perish he loosened his grip and swam for the beach. It will be wondered what the party on shore were doing while this was happening. It was not much, it is true, but they appear to have done their best under the circumstances. Unfortunately there was no other boat at hand; but no such accident as this had been anticipated. Barco and his men were standing in readiness to aid the surf-boat in landing its first load when they were horrified at beholding the two boats capsize. In the excitement of the moment three of the party were dispatched in Belanga's cart to the Dam Neck Mills Station for the boat of that station. There could have been little hope of bringing it so great a distance in time to be of any service. There was, however, the bare possibility of doing so, and that seems to have justified the course taken. This left but six men, five of them members of the Service, and Oglesby, the miller. Under Barco's direction they followed down the shore, anxiously watching the people in the water, but powerless to render aid. They had thus gone nearly a mile to the south before any of the unfortunates were within reach. The first was John T. Etheridge, of the Little Island Station. He was probably the youngest man in either of the boats. As soon as he came near enough some of the party joined hands, and wading out waist deep grasped him and dragged him ashore. Surfman Land was the second to approach, but before they could reach him he was seen to relax his efforts; his head fell forward upon his breast, and when drawn from the water he was quite dead. Surfman Tedford was the next man landed. He was unable to speak, although conscious and having the use of his limbs. His life-belt was removed, and with men rubbing his limbs he was supported in walking a short distance to quicken circula-

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tion, until he gave those assisting him to understand by signs that he could reach the station without further help. He got to within a few yards of the house and there fell prone upon the snow from exhaustion. Fortunately, his wife, who lives near the station, was on her way to the shore, having just learned of the dreadful accident. Her coming at that moment seems providential. Seeing her husband fall she hastened to his assistance and, with the help of another woman, dragged him in-doors to the station fire, where he soon revived. After leaving Tedford, Keeper Barco turned his attention to Etheridge. Two of the party were endeavoring to bring him to, but it seemed a hopeless case; he was unconscious and appeared to be dying. The medicine-chest was at hand, but Keeper Belanga had taken the key in his pocket. It took but a moment, however, to burst it open with a boat-hook that had washed ashore, and an effort was made to administer a stimulant. This did not succeed, as the sufferer could not swallow, so after doing all that was possible by rubbing his limbs and using other means to induce warmth and start the blood into circulation, he was put on the boat-carriage and hurried to the station, where the women took him in charge. Under their care he slowly recovered, and in a few hours could sit up. Keeper Belanga by this time had also been dragged from the water, some distance farther south. He was unconscious, his eyes were fixed and bloodshot and his breathing short and labored, indicating congestion. The life-belt was torn from his body and brandy sent for, but before it could be brought from the medicine-chest, a short distance away, the brave keeper's life had ebbed away. He lived not more than three or four minutes after leaving the water. In fact, life was nearly gone when aid reached him. Surfman Etheridge declares that he owes his safety in a great measure to the dead keeper's assistance; the latter, as they swam in company towards the shore, encouraging him to hold out and helping him to remove his cumbersome long rubber boots, expressing his regret while doing so that he could not remove his own, which were held by straps or suspenders passed over his shoulders inside his oil-skin coat and life-preserver, which he could not disengage. Could he have shaken the boots off he would have reached the shore sooner and doubtless been saved. He was an excellent swimmer. The bodies of two of the German sailors were recovered shortly after Belanga's death, farther south; also the bodies of Surfmen Stone, Spratley, and James Belanga, all with belts on. The body of Captain Halberstadt, also wearing a life-belt, was washed ashore an hour or so later, just south of the Little Island Station, or three miles from the wreck. By that time the boat of the Dam Neck Mills Station had arrived, but it was too late; the sad affair was over. The bodies of the rest of the ships' company, save five, all without life-preservers, were recovered on the two following days several miles farther south, the last one being found thirteen miles from the wreck. Thus, out of twenty-nine men, but two escaped—Etheridge and Tedford. With the exception of the

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captain's and that of one passenger (Hollmann), the names of the Germans who perished were not ascertained, as the ship's papers were lost.

The names added by this melancholy disaster to the roll of heroes of the Service who have given up their lives that others might by their efforts be saved, are as follows: Keeper Abel Belanga and Surfmen George W. Stone and John H. Land, of the Little Island Station, and Surfmen James E. Belanga and Joseph Spratley, of Dam Neck Mills. Each man left a family. The Imperial Government at Berlin has since, with great generosity, forwarded through the German minister at Washington a sum of money for distribution to these poor families; the two surviving surfmen also receiving substantial recognition from the same source. Under the beneficent provision of the act of Congress approved May 4, 1882, the widows and orphans of these men are the recipients for a period of two years of the amounts that would have been paid quarterly to each man respectively, had he lived and remained in the service. The body of Captain Halberstadt was interred in Baltimore, while the rest of the crew were given Christian burial in Norfolk, under the direction of Colonel William Lamb, ex-mayor of that city and at present acting as German vice-consul. Of the ship and cargo but little beyond a few hundred empty barrels was saved, the ship herself becoming a complete wreck.

CAPSIZING OF THE PILOT-BOAT FRANCIS PERKINS' YAWL.

A sad accident by which a pilot and one of the crew of the New York and Sandy Hook pilot-boat, Francis Perkins, lost their lives, occurred on the coast of New Jersey, (Fourth District,) on the 24th day of January, 1887. The Francis Perkins, while cruising off the coast on the lookout for inward-bound vessels during a fresh southerly gale with thick fog, struck on the outer part of Barnegat Shoals and sprung a leak at an early hour in the morning, and, after floating off and drifting several miles off shore, sank in deep water; the eight persons on board, including Pilots Robert Vineer and Walter A. Reddin, having barely time to escape in their two yawls, the vessel going down so suddenly. There were four men in each yawl, Vineer being in charge of one and Reddin the other. They at once pulled in towards the land, but on account of the dense fog and the heavy sea their progress was necessarily slow, and the boats were not discovered by the life-saving patrol until they were within four or five hundred yards of the beach at a point a little north of Seaside Park, or about three-quarters of a mile south of the Tom's River Station. They were thus first seen some eight or nine miles north of the shoals upon which the vessel had struck, before daylight, and probably nearly the same distance from where she sank. The patrolman who discovered her was John W. Petit, of the Tom's River Station. He had been south the length of his beat since 8 o'clock, and was returning to the house when the fog lifted for a few moments and dis-

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closed the two boats just beyond the breakers. Petit at once hurried forward to give the alarm, reaching the station ten minutes later. This was at twenty minutes to 11 o'clock. The surf was too high and dangerous to launch a boat from the beach. The men therefore ran down the shore with heaving lines, and although no time was lost they found upon arrival that one of the boats, the one in charge of Reddin, had attempted to cross the bar and been capsized; the boat, when the men came up, being half way between the outer breakers and the shore, bottom up. So quickly had the whole thing been done that one of the occupants of the boat, a seaman named Antonius Cannavale, was even then almost ashore, a party of citizens, namely, Robert Smires, William Penn, Edmund Penn, and Frank Harris, of Seaside Park, and Miller Wilbert, of Berkeley, settlements on the beach, being just in the act of drawing him from the water. These men had seen the boats from Seaside Park at almost the same moment as Petit, and arrived on the scene soon after the latter started for the station to call the crew. Another man was clinging to the bottom of the yawl, and the other two had disappeared beneath the waves. William Penn, one of the party who rescued Cannavale, had also brought a coil of line, and this he offered to Surfman Howard Webb to throw to the man on the boat. Webb promptly took it, and wading out into the surf to his waist, cast the end of the line over the boat directly beside the man. The latter, however, paid no attention to this effort for his rescue, although the men shouted to him to grab the line so he could be hauled ashore. When the line soon afterwards was swept clear of the boat by the current, Surfman Petit gathered it back and threw the end again over the boat in precisely the same place where it had been lodged by Webb, but still the man took no notice of the repeated calls and shortly afterwards he loosened his hold of the boat and struck out feebly for the beach. The poor fellow was heavily clothed and could not do much. Fortunately the waves were pushing him shoreward all the time, and the beachmen, seeing that his strength was giving out, joined hands, with Surfman James Applegate in the lead, and waded into the surf to meet him, and as soon as he came within reach he was quickly drawn from the water. This man was Edward Braun. The rescuing party at once conducted him to the nearest house, Miller Wilbert's, where he received proper attention—dry clothes and restoratives being brought from the station—and in a brief time he was all right. In the meanwhile, keeper Miller had hoisted a red flag on the station flag-staff, as a signal to the other boat not to attempt to land. The warning was happily heeded by Pilot Vineer, who at once headed his boat to the northward, up the coast; one of the surfmen, Jacob Truex, at the same time starting along the beach to notify the crew of the adjacent station, at Chadwick's, of its approach. By the time the yawl reached that locality, shortly after noon, the wind had veered to the westward, and this with the ebbing tide had cut the sea down so considerably that the Chadwick's crew,

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with the aid of two men, Charles Fleming and Tyler Reynolds, of the Mantoloking Station, the next station to the north, were able to go out in the surf-boat and bring Vineer and his companions safely ashore. The men thus rescued besides Vineer were Alexander Norris, Walter Berry, and Nils Amundsen; these, with Braun and Cannavale, making six saved out of the pilot-boat's company of eight men; the two drowned being Pilot Reddin and the steward William Dalton. Dalton's body was cast up by the surf at about noon a mile north from where the boat upset. An attempt was made at resuscitation, but the body had been too long in the water and life was extinct. At the latest accounts the body of Reddin had not been recovered. An investigation was ordered immediately to ascertain whether any blame rested upon the men of the Service. From the report of the officer who conducted the inquiry, and upon which the foregoing statement is based, there can be but one conclusion; and that is that the fatality was due entirely to the rashness of those in the yawl in attempting to land through such a high and dangerous surf. Had they remained outside the breakers until assistance could reach them from the shore not a life need have been lost. The report, besides commending the crews of the Chadwick's and Tom's River Stations for their zeal and activity, bestows unstinted praise upon the civilians Frank Harris, Robert Smires, Miller Wilbert, and Edmund and William Penn for their humanity in hastening so promptly to the aid of the men struggling in the surf.

WRECK OF THE BRITISH SCHOONER JAMES WATSON.

The next fatality within the scope of the operations of the Service was that attending the total wreck of the schooner *James Watson*, of Saint John, New Brunswick, on the morning of March 12, 1887, near Great Point, Nantucket Island, Massachusetts, in the vicinity of the Coskata Station, Second District. One man, George J. Holder, of Portland, New Brunswick, the mate of the vessel, was washed overboard and drowned before assistance could arrive. The schooner, it appears, had a crew of four men and was on a voyage from Saint John to New York with a cargo of laths and lime. She was overtaken when off Cape Cod, on the 11th, by a violent northerly gale and snow-storm, and while laboring in the heavy sea sprang a leak, which compelled the crew to anchor under the lee of Pollock Rip, Nantucket Shoals, in order to work the pumps. As the sea rose higher and higher, and there was danger of the vessel foundering where she lay, the captain concluded later on to slip the anchors and run, if possible, for smoother water. He failed, however, from sheer stress of weather to reach Vineyard Sound, as he had hoped, and at quarter past 2 on the morning of the 12th, after a drift of ten or fifteen miles to leeward, the schooner struck on the northerly point of Nantucket Island, between the Coskata Station and Great Point light-house. The station patrol, who had set out at midnight towards the point, had passed the locality and was at the

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northern end of his beat nearly two miles beyond at the time she struck, and on account of the storm did not see her until he got abreast of her an hour later, at a quarter past 3, on his way back. He immediately ignited a red Coston light to let the people know that their situation was understood, and a moment later, before the signal had died out, he was approached by a man who had just struggled ashore through the surf in quest of assistance. Upon learning that there were two more yet on board, in the rigging, the patrolman shouted to them to stay where they were until he could bring aid from the station, and then dashed forward to alarm the crew, it being half-past 3 when he reached the house. Keeper Chase and his men at once turned out with the beach apparatus, but before they had got half-way to the vessel they came upon all three of the sailors staggering along the beach in a dazed condition and almost perished. The schooner had been driven so far up on the beach that the two men left in the rigging had also succeeded in wading ashore. The captain reported that the mate, who was his brother, had been washed overboard and drowned very soon after the vessel struck. He had become utterly exhausted from hardship and exposure by the time the vessel entered the breakers, and his shipmates were in the act of helping him into the rigging, intending to lash him there, when a huge wave broke on board and knocked them all off their feet. When the others recovered themselves the mate was nowhere to be seen. He had been swept into the surf. The three survivors were drenched to the skin, almost frozen, and scarcely able to walk; it being reported that one of them, just before the life-savers came up, had expressed a wish to lie down on the snow and die. Keeper Chase hurried them to the station, after first despatching two men to the locality of the wreck to search for the mate's body. The castaways were given all the attention they needed, dry clothing being furnished from the supply donated by the Women's National Relief Association, as well as from the surfmen's own wardrobes. It was fortunate they were fallen in with so quickly and taken to a place of shelter, as in a short time they must have perished and not a soul been left to tell the story of the wreck. The two surfmen sent in search of the body of the mate returned at daylight, unsuccessful. They had, however, boarded the vessel at low water and found that she had bilged and that her cargo of lime was on fire. The three survivors, with careful nursing, were sufficiently restored in a couple of days to depart for their homes. The mate's body was recovered on the 13th, the day after the wreck, at Quidnet, four and a half miles south of the station, by Horace Norcross, a citizen, and by him conveyed direct to the town of Nantucket for burial.

WRECK OF THE SCHOONER J. H. EELS.

Following next in the record of fatal casualties is the wreck of the schooner *J. H. Eells*, of Camden, Maine, which occurred on the 15th of March, 1887, in the vicinity of the Nauset Station, (Second District,) Cape

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Cod, Massachusetts. The vessel had a crew of four men, and of these two lost their lives. She was commanded by Frederick Wallace, of Rockport, Maine, and was on her way from Perth Amboy, New Jersey, to Boston, Massachusetts, with a cargo of railroad and pig iron. When off Cape Cod she encountered a northwesterly gale and snow-storm, with a high and dangerous sea, which compelled her to turn about and run for the nearest shelter down the coast. Skirting the shore too closely and steering wildly, for she had already sprung a leak, she stranded at half-past 9 on the morning of the 15th, on the edge of the outer bar, some three hundred and fifty yards from the beach at low water. She had previously been seen at about 9 o'clock by Keeper Knowles from the window of the Nauset Station as she passed, steering south, under a close-reefed foresail. Going out on the beach for a distance of one-half or three-quarters of a mile, Knowles watched her movements until she was lost sight of in the flying snow, when he returned to the house. He had not been back many minutes when the snow ceased for a brief interval, and, looking through the south window he again saw the schooner, which this time appeared to be in the breakers, with her head towards the shore. The keeper instantly gave the alarm to his crew and ordered the boat out on its carriage. They were just about ready to start when the south patrol came running in with word that the vessel had grounded on the edge of the bar, a mile and a half to the southward. Having the wind at their backs the men made good time down the beach and arrived with the boat shortly after 10 o'clock. There was a very rough sea tumbling in about the vessel, notwithstanding the lowness of the tide, and at times the waves would break over the stern and sweep the deck from one end to the other. This could plainly be seen from the shore. Preparations for the launch were quickly made and the crew got away from the beach in good style at about half-past 10; but when within thirty or forty yards of the schooner's bow the full force of the powerful current alongshore was encountered and the boat was swept away to the southward. To regain the lost ground the boat was headed to windward, which brought it broadside to the surf, where there was momentary danger of swamping, one man being compelled to drop his oar and ply the bailing bucket quite actively to get the water out, so much being shipped. When far enough to windward again, a second dash was made for the vessel, but without result, the boat not getting near enough to even throw the end of a line to the people on the wreck, who by this time had been driven to the rigging for safety. Three fruitless attempts were made by the life-saving crew to reach the schooner, the sea in the mean time steadily increasing in fury with the rising of the tide. Under these discouraging circumstances the keeper resolved to get out the beach-apparatus and attempt the rescue with the breeches-buoy. After beaching the boat, therefore, four men were sent back to the station for the gear. When this arrived at about half-past 11, the Lyle gun was placed in

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position and discharged, but owing to the great distance of the vessel the line fell short. Eleven shots, in all, were fired. Of these, seven failed to reach the mark, and the remaining four broke the lines in twain. Strange to say, in none of these shots did the keeper employ the lighter, or No. 4, line, which would certainly have reached the vessel, as it did when subsequently used with the Hunt gun at an even greater distance. While the firing was in progress one of the sailors left his perch in the rigging and went out on the bowsprit, where he lashed himself to the jib-stay. At about this time the district superintendent, Mr. B. C. Sparrow, arrived from East Orleans, having risen from a sick bed and turned out in face of the storm as soon as he received tidings of the wreck. Quite an assemblage of citizens, mostly fishermen, had also flocked to the scene from the adjacent towns of Orleans and Eastham, and these worked indefatigably all that afternoon until nightfall in aiding the life-savers in their efforts to establish communication. After the repeated failures with the Service gun, it had been proposed to try the Hunt gun, a piece of ordnance recently invented and belonging to the station of the Massachusetts Humane Society in charge of Captain Jabez Snow, of East Orleans, and the latter was on his way to the scene with this gun when Superintendent Sparrow arrived. Between the settling of the vessel in the sand and the rising of the tide the deck of the schooner was now submerged. The beach also was covered to the foot of the bluff, and this compelled a retreat with the beach-apparatus to the higher ground, thus putting the operating party fully if not more than four hundred yards from the wreck. The first shot with the new gun loaded with its regular charge fell short about seventy-five yards. The second likewise failed. Captain Snow then proposed that Keeper Knowles should fire it in his own way. The latter therefore increased the charge from three to six ounces of Service powder, and with that shot laid the line, a No. 4, between the schooner's masts and just above the three men in the starboard fore rigging. Two of the men ascended and got the line and took it up into the cross-trees, where they commenced drawing it towards them, and after a while succeeded in getting hold of a larger line, a No. 7, which the station men had bent to it. To this line the keeper then attached the whip, but as soon as the latter was slacked out from the beach and felt the influence of the current it bowed off to the leeward, rendering the task of the two sailors exceedingly difficult, and presently they were compelled to stop, not gaining an inch. Seeing that the men could not get the whip, the keeper ordered it drawn back and then had it bent to the shot-line single, the whip being overhauled back through the block to the bare end and another No. 7 shot-line attached to it so as to present less resistance to the current and lighten the haul; the purpose being, if the sailors succeeded in getting hold of the tail-block, to haul the off-shore end of the whip-line back to the beach by means of the shot-line and thus reeve the whip in full for the operation of sending

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off the hawser. As thus arranged the connection of the two lines was directly at the block. Upon receiving the signal to haul out again, the sailors renewed their efforts to obtain the whip, but with the same result as before. It was manifestly impossible for the two men to accomplish the task necessary to put the breeches-buoy gear in shape for operation, and after three trials with the lines arranged as above described, the shot-line they were hauling upon parted in consequence of the great strain exerted upon it by the current, and communication was severed with the wreck. The day was now far spent and darkness was coming on. The new gun was quickly brought into service again and fired, the shot carrying the line into nearly the same place as before. The man who had remained in the lower part of the rigging through all the previous operations now joined his shipmates aloft, but the three men were unable to accomplish anything, as their strength was becoming exhausted from long exposure and the current was stronger than ever. Night now put a stop to further effort on the part of the beachmen, it being impossible to rig the apparatus without the co-operation of those on the wreck. The multitude of citizens therefore regretfully dispersed to their homes, while the station men remained on the beach in readiness for any chance that might offer during the night to effect the rescue; the district superintendent also remaining with his men. The close of the day brought no abatement of the storm, however, and nothing could be done beyond re-coiling the lines and making such other disposition of the apparatus as seemed necessary for the renewal of operations at day-break. On the morning of the 16th but two of the three men in the cross-trees were alive, the other having died from exposure. The man who on the day previous had gone out on the bowsprit was lost. He had been washed away during the night. This man, it was afterwards learned, was Captain Wallace. An impassable sea still raged between the wreck and the shore. The chance that the ebb tide would cut the sea down sufficiently for a boat to go off was the only hope left to the anxious crowd who had again gathered on the shore. By 8 o'clock, on account of the unusually high tide, the sea on the outer bar where the schooner lay was inconsiderable and the rescue of the two men could have been accomplished by the station men without doubt, could only a boat have been forced through the terrific surf which now formed an insurmountable barrier on the inner bar, nearer the shore. At this time, fortunately, the Boston tug *Underwriter* hove in sight, steaming to the southward. She quickly ran in as close as possible in answer to a signal from the bluff and lowered a boat, which, watching its chances, was skillfully headed in for the wreck. The movements of the boat were watched with breathless interest from the shore, and when it gallantly reached the bow of the vessel and was seen to take off the two survivors, who managed to slide down the jib-stay to the bowsprit and thence dropped into the boat, a glad shout of approval went up from the assembled multitude. The two men were Swedes, one of them,

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John Olsen, being mate of the schooner. They were almost exhausted from exposure and hunger and badly frost-bitten. As they could not be landed anywhere in that locality the *Underwriter* proceeded with them to Boston. The life-saving crew subsequently launched from the beach in an endeavor to recover the body of the man still in the cross-trees, but they were driven back by the sea, and it was not until the afternoon of the 17th, the second day after the wreck, and on the third attempt that day, that they succeeded in getting it ashore for burial. The name of this man was John Salsbury, a resident of Rockport. No tidings have been received of the body of Captain Wallace. Mr. Olsen, the mate, stated at the investigation that he died and was washed away soon after midnight on the morning of the 16th.

The circumstances of the failure of the life-saving crew to render any important service at this wreck were very thoroughly inquired into. The weight of the testimony taken points very clearly to the fact that the conditions of the wind, the sea, and the current, as well as the great distance of the wreck from the shore, were entirely against the chances for successful operations. Boat service had early been found impracticable, and as the day wore on and the roughness of the sea and the strength of the current were augmented by the gale, there was probably no time during that eventful day, when the establishment of a means of transit with the breeches-buoy or the life-car could have been accomplished. It is true that if the No. 4 line had been employed at the outset, as it was later, connection with the vessel might have been made sooner, but it is very doubtful whether it could have been utilized even then, any more than it was afterward. The current was in fact so strong, according to the statement of one eye-witness, that when the whip-line bowed out to its full scope in the water to the leeward, fifty stout men pulling with all their might were at times unable to gain a step to the windward in their efforts to lighten the task of the two men in the schooner's cross-trees. The people being thus practically cut off for the time being from any prospect of rescue shoreward, it was indeed providential and a matter for profound congratulation that the *Underwriter* arrived so opportunely and released the survivors, who otherwise in a few hours must have perished.

CAPSIZING OF A FISHING-BOAT.

The last case within the limits of the Service which resulted fatally occurred May 13, 1887, two miles southeast of the Cape Disappointment Station, (Twelfth District,) coast of Washington Territory. One life was lost, a fisherman named Chris. Sanders, whose place of residence could not be ascertained. The facts attending the casualty, as gleaned from the report of the district superintendent, are briefly as follows: At about 2 o'clock in the afternoon a fishing boat containing two men turned end over end while passing through the breakers at the mouth of the Columbia River, some six hundred yards from Sand Island,

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on the spit where the wreck of the steamer Great Republic now lies. There was a light breeze from the westward at the time, with clear weather and a moderate sea. The station patrol witnessed the accident and lost not a moment's time in firing the signal-gun calling away the crew. In twenty minutes the latter had reached the scene of the mishap in the surf-boat and succeeded in rescuing one of the fishermen found clinging to the bottom of the capsized craft, which was being tossed about in the breakers. When taken from the water he was chilled through and nearly exhausted, and could not possibly have maintained himself much longer. From the man's statement it is evident that his companion was in some way injured when the boat upset, for it appears that he only rose to the surface once, after which he sank and was never seen again. The life-saving crew persevered in their efforts to find him until they were forced to the conclusion that he had been drowned and his body swept away by the undercurrent, when further search was abandoned. The rescued fisherman was conveyed to the station and furnished with dry clothing. It is obvious that the surfmen acted with great promptitude on this occasion and that from the nature of the circumstances it was not within their power to save the man's life.

LOSS OF THREE OF THE CREW OF THE GRAND POINT AU SABLE STATION.

In addition to the foregoing record of fatality must be chronicled the loss of three members of the Grand Point au Sable life-saving crew, (Eleventh District,) Lake Michigan, which occurred on the 29th of November, 1886, under circumstances peculiarly distressing. An investigation of the causes which led to this melancholy accident and the incidents attending it disclosed the following facts: It appears that about 7 o'clock in the morning of the date mentioned the surfman on watch reported a schooner, under reefed sails, coming around the point of land a mile to the northward of the station. At this time a strong north wind prevailed, with a high sea running, the weather being clear and intensely cold. It had stormed during the whole of the previous night, so that grave and natural apprehension was felt for the safety of exposed shipping. The keeper, on being notified that a vessel was in sight, hastened into the lookout tower and examined her carefully with his glass. When she had gotten abreast of the station and, as near as could be judged, was some two miles off shore, a flag was hoisted as far up as the main-top, making a half-mast signal, the usual sign of distress, whose significance, to the watchful observer, was still farther heightened by the severity of the weather. Orders were thereupon given to man the surf-boat, and in a few moments the life-savers had buckled on their cork jackets and were at the oars. No difficulty was experienced in effecting a launch, although there was considerable surf on the beach. On the way off one of the surfmen glanced over his shoulder and seeing, to his surprise, that the ensign had been run up

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to the truck and that the schooner was uninterruptedly pursuing her course, said to the man next to him, "She is all right; the flag is way up." It is evident that the keeper did not hear this remark, as it passed by unheeded and without comment. Good progress was made until the outer bar was reached, where there is a depth of only nine feet, when a heavy inrushing sea struck the shoal and broke directly across the bow of the boat, stopping its way and causing it to ship a large quantity of water. Before the light craft could be brought head on again another comber struck it amidships and the keeper, who was at the steering-oar, was flung heavily into the bottom of the boat. The latter was now in the trough of the sea and in less than five seconds capsized. All the crew jumped clear, sustaining few or no injuries, and grasped the life-lines, except Surfman John Smith, who somehow got caught under the boat, though, at the time thinking himself in no danger, he called out to his companions, in answer to their anxious inquiry on missing him, that he was safe. An hour later, when a heavy roller partly righted the surf-boat, his lifeless body floated out in the foam, the discoloration of the face showing plainly that he had died from suffocation. The men were now about five hundred yards from the beach, four of them hanging on to the life-lines, another underneath the boat, while the keeper and the remaining surfman were on the bottom. The coast line trends nearly north and south at this point, and the current setting parallel to it with the wind in about the same direction, the only force to carry them towards the shore was the heave of the sea, which was running in from the northwest. They were buffeted about in this manner, with the thermometer at zero, for half an hour, when one of the crew, who had secured an oar and was using it as a paddle, succeeded in impelling the boat into shoal water so that he could touch bottom. Here one of the men swam ashore, and every member of the party now expected, after the terrible experience they had thus far had, to reach the land in safety, but an unforeseen influence exerted itself against them and soon destroyed their hopes. The piers of Hamlin harbor, extending abruptly into the lake, which they were within a hundred yards of, formed, by the combined action of the current and the reflux of the sea, an eddy which swept the boat obliquely off shore, though luckily clear of the north pier—a solid mass of ice six feet high—and for the first time the hearts of these brave men failed them. Their dismay was not without startling cause, for they were drifting rapidly towards the south pier, which projected farther out than the other, where they must be dashed to pieces by the violence of the waves against its side of jagged ice. But again fortune, for the time being, saved them. The swift current of the stream, finding an outlet between the piers, seized the boat and carried it away from the dreaded danger. Hope once more revived. They had now reached comparatively smooth water, and by dexterous efforts paddled the boat to within a short distance of the beach. The keeper, James Flynn, struck out for the shore,

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but after swimming a few yards his strength gave out and he was hauled back with a line to his former position. He never spoke afterwards. As if to add to their trials, the oar stuck in the mud and the men's hands were so benumbed and stiff with cold that they could not recover or hold on to it. At last, after being adrift for an hour and five minutes, they got close enough in so that three of the men, who were capable of motion, reached the beach. The keeper also swam a few strokes in a desperate attempt to save himself, then stood up a moment where the water was just above his knees, swayed to and fro, and was knocked over by the incoming surf, being too much exhausted to rise again. A comrade rushed to his aid, but could do nothing more than hold his head up until, a few minutes later, his inanimate form was dragged up on the sands. There was still one man, Oren Hatch, left on the boat, who, when two of the surfmen went back for him, was found unconscious, and the life-lines had to be cut to get him ashore. The three who had landed unassisted, their frozen clothing inflexible as boards, and their vitality almost spent, now staggered along through the deep snow as best they could, in search of shelter. They were shortly met by a party of four persons who, after helping them to a neighboring dwelling, where they were furnished with warmth and stimulants, returned as quickly as possible for the keeper and Surfman Hatch. But both were so far gone that they died soon after they were carried to the house. Smith's body was subsequently found half a mile to the southward of where the boat fetched up. It is almost useless now to say what might have been done towards saving the lives of the keeper and Surfman Hatch, had more knowing and skillful measures been adopted immediately following their removal from the beach. Had the people who took charge of the chilled and apparently lifeless bodies quickly carried them into an atmosphere of warmth, instead of to a room where the temperature was not far from the freezing point, and intelligently applied the ordinary methods of resuscitation, it is barely possible that in these two cases death might have been averted. Their three comrades, who were scarcely able to care for themselves, nobly did all in their power to succor them, and too much praise can not be bestowed on the manly action of Surfman Van B. Ludwig, to whose devotion, energy, and unselfish heroism were due in great part the rescue of the two men who survived with him. He seemed to think nothing of his own hardship while there were other lives in peril.

It was ascertained that the schooner sighted in the morning was the A. J. Dewey, of Bear Lake, Michigan. She had started the previous night from Pierport for Manistee, in tow of a tug, but, when within three miles of that harbor the towing hawser parted, and the tug, getting the line into her propeller wheel, was blown ashore, the crew being rescued in the breeches-buoy by the life-savers of the Manistee Station. (See record of November 29, Services of Crews.) The schooner, adopting the only safe course left her, hoisted some head sail and ran before the

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gale. At daybreak, after rounding Big Point Sable, the mate, in obedience to the captain's instructions, attempted to set a signal for a tug, but when the flag was part way up, the halliards became fouled in the truck, suspending the ensign at half-mast—an indication of distress—and, notwithstanding the exertions of the crew, it was some time, almost half an hour, before the ropes could be sufficiently cleared of snow and ice to admit of the signal being hoisted to the mast-head. By this time the vessel was off the port of Hamlin and the life-savers were valiantly fighting their way to her.

It will thus be seen that an unfortunate combination of circumstances caused the death of these brave men, who perished in the performance of duty after suffering agonies beyond description. Two women were thereby made widows, two little children became fatherless, and an aged mother disconsolate and destitute. It is something for these poor and afflicted people that provision will be made for their temporal wants under the operation of the act of Congress of May 4, 1882. This law entitles the widows, and children under sixteen years of age, for a period of two years from the date of the death of their husbands or fathers, to the same pay that the latter would have received had they remained alive in the service. This distressing accident cost the lives of two competent and trustworthy surfmen and a faithful and gallant keeper, and their untimely end was lamented as a great loss by all connected with the Service.

AWARDS OF MEDALS.

During the past year there have been several awards of medals for signal instances of bravery in saving persons from drowning.

The first case was that of Joseph S. Devine, of Cranston, Rhode Island. It was shown that in April, 1884, he saved from drowning two small boys who fell from a boat into a pond at Coventry Center, Rhode Island. They were some twenty feet from shore, and, being in deep water, would probably have been lost had not Mr. Devine plunged in after them and brought them ashore. He also saved from drowning, on July 27, 1885, a young man named Charles H. Barney. Mr. Barney had gone out swimming in Narragansett Bay, Rhode Island, and in returning, when within about one hundred feet from shore, at a place known as Silver Springs, was suddenly seized with cramps and could go no farther. He cried out for help, and Devine, who was on the dock, threw off his coat, and, in shirt, pants, and shoes, vigorously swam to him. As he reached him Barney became unconscious, and his saviour had considerable difficulty in getting the inert body to the shore. He is said to have rescued in all, at various times, five persons from drowning, and had been presented by the Town Council of Cranston with a handsome gold badge, in the form of a Maltese cross, in recognition of his character as a life-saver. A silver medal was awarded him by the Service for the rescues herein described.

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The annual report for 1879 contains a detailed statement of the circumstances attending the wreck, on the 18th of August of that year, of the schooner *Flora Curtis*, at Atlantic City, New Jersey. It was upon this occasion that Michael J. Bradford, keeper of a private life-saving station at that place for the protection of summer bathers, distinguished himself, pending the action of the regular life-saving crews, by going out with two volunteers, Jesse B. Bean and E. Owens, in a small surf-boat and carrying a line to the stranded vessel. It was after midnight, a heavy storm was raging, the surf and sea were terrible, and although the little boat was swamped and badly smashed in the perilous enterprise, her gallant crew succeeded in getting alongside the schooner with the line and hauling their damaged boat on board. A larger line was then attached to that brought, hauled in at a signal to those upon the beach, and a line connection thus established with the shore sufficient to have enabled those on board to escape, though with difficulty. A little while after, before the attempt could be made, the regular surf-boat arrived, and took the captain and crew, four in number, together with their three visitors, safely to the beach, where an immense concourse had gathered. It had been the intention of the captain and cook to have risked swimming to the land; an intention which would probably have resulted in the loss of their lives, and which the arrival of Bradford and his comrades happily frustrated. The testimony in the case shows the uniform manly gallantry of Bradford's life and conduct, the instances of his rescues being numerous. It is said that the station established by him and his brother at Atlantic City has been the means of saving many lives. A gold medal was awarded him and silver medals to his two two comrades at the wreck of the *Flora Curtis*.

On the 6th of December, 1885, five men were bravely rescued from the schooner *Grecian*, a vessel bound from Calais, Maine, to New York, with a cargo of coal. She had anchored the day before, with a considerable fleet of vessels, off Chatham, Massachusetts, about four miles south of the Life-Saving Station at that place, and, getting under way again toward morning, encountered a heavy gale with rain, lost some of her sails, became unmanageable, and finally, about 5 o'clock in the morning, struck on a bar, drifted off, and partially sunk about four hundred yards from shore, where she lay full of water, with a wild sea breaking over her. Before sinking, her captain and crew lighted a fire on deck, known as a flare, and this light was seen at the distant station, although the thick weather prevented the keeper from seeing the vessel and finding out definitely what was the matter. He and his men, however, put out in the surf-boat with the apparatus through a difficult sea, and arrived in the vicinity of the wreck about 7 o'clock, but only to find that the crew had already been taken off by boats from the neighboring town. It appears that the sailors had brought succor by firing shot-guns when the schooner struck, the reports of which caused

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two boats to be manned by seven stout hearted men, under the command of George W. Bloomer and Benjamin Patterson, and to undertake the hazardous labor of rescue. The boats' crews found the schooner sunk deeply in a confusion of angry waters, with a circle of perilous and seemingly insurmountable breakers around her, but by the exercise of great judgment and courage they succeeded in getting sufficiently near her to enable the men huddled together on top of the deck-house to jump for them, which they did in safety, and were then under great risks securely landed. Silver medals were awarded to the participants in this fine exploit, namely: George W. Bloomer, Benjamin Patterson, Andrew H. Bearse, Zenas W. Hawes, Otis C. Eldredge, Zenas H. Gould, Francisco Bloomer, Willis I. Bearse, and Wilber H. Patterson.

A silver medal was awarded to a young man named Hiram Dudley Buck, of Crown Point Center, New York, in token of his courageous conduct upon several occasions of danger. The first instance was of a young lady, his sister, thirteen years old, Miss Effie R. Buck, who, in company with her sister and two little boys, her nephews, was bathing in Putnam's Creek, near Crown Point, one summer day in August, 1878. Miss Buck had on a rubber life-preserver, which accidentally slipped down from under her arms and buoyed up her feet so that her head sank beneath the water. Her companions all screamed, and young Buck, then between ten and eleven years old, ran from a wood near by, plunged in, set her upright, and brought her ashore almost inanimate with suffocation and fright, but otherwise uninjured. The next year, 1879, the boy again showed his ready pluck by saving from the same stream a lad of eighteen named Frederick L. Bamber, with whom and five or six other youths he was fishing from the wing of a dam which divided the creek from a pond above. A boy rowing a boat in this pond oared it up so carelessly as to let the bow strike young Bamber in the back, and he pitched off, and fell fifteen feet down into the deep and boisterous water below, made doubly dangerous by a number of ragged submarine rocks three or four feet below the surface. All the lads present and even some adults standing on the opposite side of the stream seemed paralyzed by the accident, and no one stirred to the rescue except young Buck, who at once flung off his coat, jumped down the side of the dam, and as Bamber, who had sunk, came up again, seized him from the shallower water of the margin and dragged him ashore. Undoubtedly this prompt action saved the young man's life. Another rescue, more hazardous than the preceding, took place August 20, 1883, at Schroon Lake, Essex County, New York. About a dozen girls and young ladies and four lads, of whom Dudley Buck was one, had been frolicking in the water for some time, and he at length, a little fatigued by his exertions, had withdrawn and was sitting on the beach. It is a peculiarity of the lake that the bottom is level and spreads out in shallows for a considerable distance, when it abruptly drops

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off into deep water. One of the lads, Samuel Russell, aged twelve, was swimming just beyond this declivity, and his sister, Miss Kate Russell, aged thirteen, waded out toward him, though warned back, thinking that he was walking on the bottom, and suddenly found herself beyond her depth. A frightful scene followed. The brother made for her, and she, suddenly crazed with terror, tried to clamber onto him, lacerating his flesh in the effort with her nails, and instantly dragging him with her to the bottom. A chorus of screams from all the others made young Buck come rushing through the shallow water to the declivity, where he dived, seized the struggling pair and tore them apart, the girl trying in turn to clamber onto him, and tearing his flesh badly with her nails in the effort. The young hero did not flinch, but used all his strength to hold her away from her brother, and force them both into shallow water, in which after desperate endeavors he finally succeeded, and waded with them both to the shore, well nigh drowned as they were. But for his energy and sturdy courage the affair would probably have ended fatally.

The next case was that of Thomas Reynolds, quartermaster on board the Coast Survey steamer *McArthur*, commanded by Lieutenant J. W. Helm, of the Navy. It appears from the evidence that on the 19th of September, 1886, while the vessel was steaming down Haro Straits, in the waters of Washington Territory, a seaman who could not swim fell overboard, and would undoubtedly have been drowned but for the daring gallantry of Mr. Reynolds, who ran aft from the pilot-house, threw overboard a cork life-buoy, with which he swam to the struggling man and placed it in his hands, thus aiding him to gain the ship. A silver medal was awarded to the brave rescuer.

The sixth award was in recognition of the rescue by a boat's crew from the light-house tender *Shubrick*, of a man named Eli Christopherson, who about 7 o'clock in the morning of October 7, 1884, was capsized in his skiff off Clatsop Spit, in the south channel entrance to the Columbia River, Oregon. He had previously lost his oars, and clung almost helpless to the keel, benumbed with cold, and repeatedly thrown from the bottom of the boat by the violence of the waves. A strong southeast gale, with rain, was prevailing, and the surf was pouring heavily over the spit. In this wretched plight the man remained for two hours, constantly regaining his despairing hold upon the keel of the boat when torn from it, but gradually becoming weaker and weaker, and at last nearly insensible. Fortunately, at about 9 o'clock the tender *Shubrick* drew near on her way to Astoria, and from her deck the almost dying man was seen tumbling about with the boat inside of the line of breakers on the spit, where the sea had washed him. The *Shubrick* was at once run as near to the spit as the heavy breakers permitted and a whale-boat was manned and launched, with a force consisting of Charles Richardson, the mate of the tender, as commander,

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and John Jones, Nicholas Dorie, Peter Nesman, August Ripelz, and Axel Wiklund as crew. The wind, the rain, the heavy sea breaking on the spit, made the task of rescue difficult and dangerous, and one requiring much skill and courage, but finally the man was reached, and brought in an unconscious condition on board the *Shubrick*. A silver medal was given to each of the six heroes of this enterprise.

The annual report of this Service for 1876 told in detail the story of the rescue, on July 27, of three men, A. J. Goubert, A. P. Stanton, and E. J. Halstead, from the yacht *Foam*. It will be seen by recurrence to the report (pp. 72–74) that the yacht lay at anchor, tossing and pitching fearfully, in a northeast gale, half a mile from the shore, and off the village of Key East, about six miles south of Long Branch, New Jersey. The rescue was effected by Captain John C. Patterson, keeper of the Shark River Life-Saving Station, (Fourth District,) aided by his crew, John H. Pearce, John Redmond, John H. Smith, David Kittell, H. A. Bennett, Edward Brand, and William Newman. What these indomitable men did was to go out in the surf-boat through a tremendous sea, at the imminent peril of their lives, and bring back the yachtsmen to the beach, amidst the roaring cheers of about five thousand spectators who had gathered from far and near. A gold medal was awarded to Keeper Patterson and silver medals to the members of his crew, in recognition of their heroic bravery on this occasion.

The succeeding award was of a silver medal to Dixon McQueen, a fireman belonging to the New York Harbor fire-boat *Zopha Mills*, who, it appears from the evidence filed in the case, had saved from drowning a number of persons since 1878. The scene of these adventures was the North River, and the rescues are shown to have been effected in every case by McQueen boldly jumping into the water and grappling with the imperilled person, a course of action which involves both skill and hardihood.

The award following was made in the case of Charles A. Robinson, a resident of the village of Niagara Falls, who, it appears by the evidence, was out rowing on the river above the falls on the evening of October 15, 1886, and as nightfall approached grew tired of his exertions, lay down in his boat, and fell asleep. Singularly enough he seems to have apprehended no danger, and was only awakened by his boat striking a rock with such violence that he was thrown from it into the water. He at once realized that he was in the rapids, not far from the brink of the American cataract. His boat had been lodged against a rock, upon which, after a desperate effort, he succeeded in climbing. It was then about 8 o'clock at night, and very dark. Robinson at once began to call lustily for help, and at length, after nearly shouting himself into exhaustion, succeeded in arousing one Henry Highland, a policeman of the New York State Reservation, who resided on Goat

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Island. A messenger was at once dispatched to Thomas Conroy, the well-known guide at Niagara. With him came John McCloy, another noted guide, and Douglas Perry, an employé of the reservation superintendent. The endangered man had been located by his cries, and found to be on a rock in the rapids above the ruins of some old sunken piers, formerly belonging to the Niagara Paper Manufacturing Company, a short distance above Bath Island. Huge bonfires were lighted on this island and also on Goat Island, and by their light Conroy and his comrades began to make arrangements for the rescue. This was effected by Conroy and McCloy wading out on the sunken piers, waist-deep, in the swift rapids, a life-line tied to both of them, held by Perry in the rear, until they came to within about fifty feet of Robinson, where the increased force of the current made further progress impossible. After many trials, a line was successfully thrown to Robinson, who secured it, and let the loose ends float back to his rescuers, who made them fast. Thus was formed a double line between the two parts of which the man on the rock could drift down to Conroy and McCloy, where they stood in the water. A life-line was also thrown to Robinson, who fastened it around his body, and was then hauled back through the rushing current by the powerful efforts of the two life-savers. The transit was frightful, but was made safely. A large crowd of men, women, and children had assembled on Bath Island, and a spar was laid between the island and the sunken pier, upon which the four men, tied together with ropes, crossed to the shore amidst prolonged cheering. The rescue could not have been effected with more judgment and steady bravery.

Application having been made for recognition in the instance of Conroy only, he was awarded a silver medal. It appears in the evidence submitted in the case that he had also, in 1874, rescued a man named William McCullough from a rock a short distance from the brink of the Horse Shoe Falls at Niagara, under circumstances of great peril.

A silver medal was bestowed on Frederic Kernochan, a lad of ten years, for the rescue from drowning on October 4, 1886, of Louise Vallet, a nurse girl of eighteen. The boy's action, considering his tender age, was remarkable, and certainly showed great coolness and courage. The affidavits in the case establish that on the afternoon of the day named he went down to the dock on his father's place on the Navesink River, Highlands, New Jersey, accompanied by the nurse and his little sister, her charge, a child of seven. They were all about to go out in a flat-bottomed boat which was tied by the bows to the boat-house at the end of the dock. The child had entered first and taken a seat in the stern, and the nurse, in following her, lost her balance and fell into the water, which was eight or nine feet deep at that place. As she could not swim she sank immediately, but without a moment's delay young Frederic plunged in after her. She dragged him under twice in

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succession, and although it is natural that he should have swum away, considering his danger, he did not, but held to her with hardy resolution, swimming himself and encouraging her to paddle with her hands while he did his best to support her. These struggles finally enabled him to get her into shallow water and reach the shore, which was ten or twelve feet distant. He then pulled in the boat and took out his sister. It seems certain that but for his fearless aid the young woman would have perished.

A silver medal was awarded to Miss Edith Clarke, a young lady of sixteen, for noble courage and devotion in saving a companion from drowning on the 31st of August, 1886. Miss Clarke was a pupil at the Convent of Our Lady of the Sacred Heart, at Oakland, California, and on the date named went out with the other pupils and several members of the faculty of the convent to enjoy a holiday at Lake Chabot, a beautiful mountain tarn, constituting the city reservoir, about twelve miles distant from Oakland. Some of the party took passage across the water in a steamer capable of holding ten or twelve persons, which was placed at their disposal by the owner of the property, and four of the pupils, Miss Clarke among them, went by a beaten footpath across the hills toward a small country house at the head of the lake, which seems to have been the common destination. After a while, with a view to shorten the distance, one of the young ladies, Miss Donnelly, proposed to wade along the shore of the lake, and, followed by two of her companions, descended the hill with difficulty, and suddenly found herself in sixty feet depth of water. The margin, of which she knew nothing, was treacherous, and had given way when she waded out upon it. Her two companions also found themselves in a snare of quicksands, but knowing how to swim contrived to get back to the shore. Miss Donnelly meanwhile, crying for help, sank two or three times, and would have been lost but for Miss Clarke, who, seeing the danger from the top of the hill, ran down, plunged into the lake, and swimming strongly managed by vigorous efforts to keep the unconscious girl's head above the surface. The struggle to swim and tread water with only one arm free, and the weight of her drenched garments adding to her difficulties, made Miss Clarke's task a severe one, but though greatly exhausted she never released her hold until the little steamer at length put back and took her and her companion on board.

SERVICES OF CREWS TO SCIENCE IN THE PROVINCE OF MARINE ZOOLOGY.

The report of this Service for 1884 contains an account of an arrangement made at the solicitation of Prof. Spencer F. Baird, the eminent chief at that time of the Commission of Fish and Fisheries, by which the life-saving organization, through the agency of its crews, was enabled to collect for the use and information of the Commission rare speci-

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mens of marine animals liable to capture on the coast, and of great service in the study of ocean zoology. By reference to the report named, it will be seen that several of the life-saving crews had succeeded in securing at that date, for the purposes of science, a number of curious or exotic specimens of the whale, the shark, the porpoise, and other inhabitants of the deep, to the special edification of the ichthyologists immediately concerned. Since that time the officers of the Service have, in common with a wide circle, been called upon to deplore the loss by death of Professor Baird. The work which he conducted with such memorable ability and enthusiasm is now in the able hands of Professor Goode, and it is gratifying to record that the activity of the life-saving crews in the special direction under notice has not slackened, but has gone on with the same results, as will appear by the following letter, received after the close of the present fiscal year, and covering the interval between the last report of the service and the present:

U. S. COMMISSION OF FISH AND FISHERIES,
Washington, D. C., January 31, 1888.

Hon. S. I. KIMBALL,
General Superintendent U. S. Life-Saving Service,
Treasury Department:

SIR: I have the honor to present the following report respecting the specimens contributed to the National Museum through the agency of the employés of the Life-Saving Service:

CETACEANS.

Six specimens of cetaceans have been received from different life-saving stations since November 30, 1885. In addition to these, many others have been reported by station-keepers, but were not acquired by the Museum, either because they were evidently species already well represented in the Museum collection, or were too large to ship entire, having been stranded in places practically inaccessible to the preparators of the Museum.

The specimens received were as follows:

1. Pygmy sperm-whale, *Kogia breviceps*, male, from Dam Neck Mills Station, Virginia. [Bailey T. Barco, keeper.]
2. Common dolphin, *Delphinus delphis*, male, from Dam Neck Mills Station, Virginia.
3. Southern blackfish, *Globiocephalis brachypterus*, male, from Dam Neck Mills Station, Virginia.

Skeletons of all of the above were made by one of the Museum preparators, who was sent to the station for that purpose. The pygmy sperm-whale is one of the few specimens known to have been taken on our Atlantic coast, all of which have been obtained through the agency of the Life-Saving Service. The specimen of the southern blackfish is especially interesting, as confirming previous observations that two distinct species of blackfish occur on the Atlantic coast of the United States. One of these (*G. melas*) ranges northward from New Jersey, while the other, represented by the specimen now under consideration, is distributed along the Southern Atlantic coast from New Jersey to the Gulf of Mexico. The southern species is distinguished from the northern one by the entire absence of white on the belly.

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4. A fœtal pygmy sperm-whale, *Kogia breviceps*, from Sea Isle City Station, New Jersey. [George Sayers, keeper.]

5. A common dolphin, *Delphinus delphis*, from Kitty Hawk Station, North Carolina. [James R. Hobbs, keeper.]

6. The skull of a harbor porpoise, *Phocæna communis*. The name of the station where this specimen was collected is not known.

FISHES.

1. A fine specimen of shark, *Hexanchus griseus*, from D. M. Etheridge, keeper Currituck Inlet Station, North Carolina, March 18, 1886. This is the first specimen of the species recorded from our coast.

2. A specimen of the argentine, *Argentina silus*, from E. H. Bunker, surfman, Fletcher's Neck Station, Biddeford Pool, Maine, March 22, 1886. This species had not been previously known from the coast, though specimens were recorded from the off-shore fishing-banks.

3. A specimen of the lump-fish, *Cyclopterus lumpus*, from Joseph F. Reed, keeper Beach Island Station, Tom's River, New Jersey, April 11, 1887.

4. A very rare species, *Epinephelus niveatus*, from Herbert M. Knowles, keeper Point Judith Station, Rhode Island, September, 1887.

5. A specimen of the orange file-fish, *Alutera schœpffi*, from the same source.

In conclusion, I desire to state that the arrangements which have existed between the Life-Saving Service and the Fish Commission during the past few years have been productive of very important scientific results, and I sincerely hope they may be continued in the same friendly spirit as under the late Commissioner. The prompt announcement of the stranding of large cetaceans and fishes has enabled us to obtain rare and valuable material which might otherwise never be brought to the attention of scientific men.

Yours, very respectfully,

G. BROWN GOODE,
Commissioner.

ESTABLISHMENT OF STATIONS.

The stations mentioned in the last report as being under construction at North Scituate, Massachusetts, and at Frankfort, Pentwater, White River, and South Haven, Michigan, have been completed and put in commission. Two others, one at Cape Elizabeth, Maine, and one at Cape Lookout, North Carolina, have also been completed and will go into operation during the present active season. A station is now in process of construction at Jerry's Point, New Hampshire.

REBUILDING, REPAIR, AND IMPROVEMENT OF STATIONS.

The stations at Shark River and Townsend's Inlet, New Jersey, mentioned in the report preceding as under contract for rebuilding, have been completed. The stations at Narragansett Pier and New Shoreham, Rhode Island, at Far Rockaway, Long Island, and Bond's, New Jersey, are in process of rebuilding.

Repairs have been made to the boat-house at the Fletcher's Neck Station, Maine, and to the stations at Hither Plain, Shinnecock, Tiana,

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Quogue, Petunk, Moriches, Fire Island, Forge River, Smith's Point, Bellport, Blue Point, Lone Hill, and Point of Woods, Long Island; also to the stations at Holly Beach New Jersey; Indian River, Florida (both removed to better sites in the vicinity, as well); Aransas, Saluria, and San Luis, Texas; Fairport, Ohio; Erie, Pennsylvania; and Charlotte, New York. Contracts have been entered into for repairs to the stations at Race Point, Peaked Hill Bars, Highland, Parmet River, Cahoon's, Nauset, Orleans, Chatham, and Monomoy, Massachusetts; Oak Island, Gilgo, Jones's Beach, Zach's Inlet, Point Lookout, Rockaway, and Rockaway Point, Long Island; and the keeper's dwelling at the North Manitou Station, Michigan.

TELEPHONIC COMMUNICATION.

Telephonic communication has been established between the station at Erie, Pennsylvania, and the custom-house at that place, and from thence to the central telephone office. The station is situated on the peninsula, on the north side of the entrance to Erie Harbor, and the telephonic facility (effected by a submarine cable laid through the water intervening between the peninsula and the town) thus enables news of casualties to vessels occurring beyond the view of the station to be promply transmitted to the life-saving crew. Telephonic communication to the same end has likewise been established between the Merchants' Exchange at Cleveland, Ohio, and the life-saving station on the west side entrance of Cleveland Harbor. The chain of telephones on the North Carolina coast has also been completed by its extension from Kitty Hawk to Hatteras Inlet, and it is designed to make the Delaware, Maryland, and Virginia coasts sharers in the same benefit, which experience has proved to be exceedingly great, by placing telephones at all the stations between Cape Henlopen and Chincoteague. It is further designed to connect by telephone all the stations on the coast of Cape Cod, Massachusetts.

BOARD ON LIFE-SAVING APPLIANCES.

No meeting of the Board on Life-Saving Appliances has been held during the year, the business accumulated not having been sufficient to justify a session until the spring of 1888, when one will be convened. In the mean time, however, committees appointed by the board have been engaged in experimenting with and testing inventions and devices which had been previously submitted.

THE WOMEN'S NATIONAL RELIEF ASSOCIATION.

The supplies of clothing, delicate food, etc., furnished annually to the stations since 1880 for the use and benefit of shipwrecked persons have been liberally continued during the past year by the Women's National Relief Association, and have, as usual, done much to relieve the discomfort and distress incident to marine disasters. Those who have

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come drenched and starving from a wreck and experienced the relief and solace such stores afford, can best appreciate the organized beneficence which renders them available. The people of the year who received this succor were those rescued from the scow *Hercules*, at the Sheboygan Station, coast of Lake Michigan, on July 14, 1886; the schooner *John W. Fox*, at the Atlantic City Station, coast of New Jersey, on October 7, 1886; the schooner *Fame*, at the Middle Island Station, coast of Lake Huron, October 25, 1886; the schooner *Margaret A. Amelia*, at the Sandy Hook Station, coast of New Jersey, March 14, 1887; the schooner *Cornelia Soule*, at the South Brigantine Station, coast of New Jersey, March 31, 1887; the schooner *Oceana*, at the Gurnet Station, coast of Massachusetts, April 2, 1887; the steamer *Scotia*, at the Blue Point Station, coast of Long Island, April 14, 1887; a small boat, at the Erie Station, coast of Lake Erie, April 23, 1887; the schooner *Chilion*, at the Rye Beach Station, coast of New Hampshire, May 28, 1887; the sail-boat *Blue Wing*, at the same station, May 30, 1887; and a small boat, at the Racine Station, coast of Lake Michigan, June 8, 1887. Clothing was also furnished four persons who were caught in a squall of wind and rain July 31, 1886, while tenting on the New Jersey coast near the Bay Head Station.

Two new stations have been stocked by the association during the year, and the depleted stores of sixty replenished.

CONCLUSION.

The report may properly close with an expression of deep obligation to the veteran Inspector of the Service and to its Assistant Inspectors and District Superintendents for the unabated zeal and fidelity with which they have discharged their several duties during the year. Without such aid as they have given, the General Superintendent would not have been able to present so full and fair a record of the annual operations of the establishment.

Praise must also extend in no less a measure to the brave and faithful keepers and crews of the life-saving stations. The tasks intrusted to them call for the soberest care and the utmost faithfulness—call often also for the indomitable courage under peril which only gallant men can supply; and their execution of these tasks has continued to be as nearly perfect as is possible to mere humanity. In their maintenance of the incessant and trying night patrols on the desolate beaches; in their always admirable and frequently matchless surf-boat and life-boat service at forlorn wrecks, beset by all the terrors and dangers of unloosed tempest; and in their general wardenship of seafarers, everywhere within the possible scope of station protection on the ocean and lake coasts, they are still, as for years they have been, alive to every requirement and up to the manly stature of true life-savers. Not the least striking feature of the splendid corps they constitute—indeed, its most salient characteristic—is that its sterling ex-

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cellence is apparent, not only in frequent individual instances, but in its entirety as a body, suggesting to the observer, what is manifestly true, that its ranks must be made up of picked men, chosen from all that is choicest in skilled surfmanship and heroic quality on the coast. That they are so must be ascribed, as it has been in former reports, to the proud fact that they have been selected for their posts on professional and moral grounds solely, to the utter exclusion of political or other considerations. This creation of a corps of experts has, it is true, been ordained by law, but it is a further cause for gratification that the law has in no instance suffered the least infraction, but has been zealously and heartfully held in force, not alone by the immediate officers of the Service, but by the higher authorities to whom they are subordinate. At a time when the needs and demands of party politics are peculiarly exigent the fact should not fail of grateful remembrance and acknowledgment.

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SERVICES OF LIFE-SAVING CREWS

DURING THE

FISCAL YEAR ENDING JUNE 30, 1887.

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SERVICES OF LIFE-SAVING CREWS

DURING THE

FISCAL YEAR ENDING JUNE 30, 1887.

July 1, 1886.—The record for the year opens with the assistance rendered the crew of the tug *James Reid*, of Alpena, Michigan, by the surfmen of the Point Marblehead Station, (Ninth District,) Lake Erie, in reconstructing a large raft of logs and getting together and securing a quantity of timber which had broken adrift some three miles to the northeastward of the station. The accident, which occurred shortly past 9 o'clock in the morning, was discovered by the lookout, when the life-saving men put off to the scene in the surf-boat, and after six hours of hard work enabled the tug to start for Cleveland, whither she was bound with her tow. Notwithstanding all their efforts, however, several hundred of the logs washed ashore. The captain was very grateful for the prompt and efficient aid rendered him, as without it he would have suffered much greater loss.

July 1.—While the crew of the Point Marblehead Station, (Ninth District,) Lake Erie, were at work on the raft of logs, as previously described, a sloop was discovered with a signal of distress flying about four miles to the westward, near Kelley's Island. This was at half-past 2 in the afternoon. As soon as possible the surfmen proceeded to her assistance and found that she was the pleasure yacht *Rover*, of and from Cleveland, Ohio, on her way to Detroit, Michigan, with four persons on board. There was a brisk northeast breeze blowing at the time, and the craft had been dismasted by carrying too much sail. The life-saving crew towed her to one of the wharves at the island, where she could lie in safety and undergo repairs.

July 1.—In response to a request received at the Sheboygan Station, (Eleventh District,) Lake Michigan, in the latter part of the afternoon, the life-saving crew pulled a mile up the river in the surf-boat and recovered the body of a small boy, named Willie Leibel, who had been accidentally drowned some time before. The remains were turned over to the coroner.

July 2.—At a quarter of 7 in the evening the tug *Anna P. Dorr* brought information to the Buffalo Station, (Ninth District,) Lake Erie, that a boy had been drowned in the harbor at the foot of Washington street. The keeper had two small fishing skiffs manned by the crew, and, with the necessary gear, proceeded to the scene of the accident. The bottom of the river was carefully dragged, and after nearly an hour's persevering search the body was found underneath one of the docks. It was turned over to the police authorities.

July 2.—Shortly after 10 o'clock in the forenoon the boatmen of the Louisville Station, (Ninth District,) Louisville, Kentucky, prevented what might otherwise have proven a serious accident by promptly going to the rescue of three men in a flat who were in imminent danger of being carried by the strong current of the river over the cross-dam of

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the falls. The station crew reached them in the nick of time, transferred them to their boat, and towed the flat ashore. The men were strangers to the locality, having journeyed all the way from Cincinnati, and were entirely ignorant of the perils which surrounded them.

July 2, 3.—Several fires which were discovered amongst the lumber on Nelson's dock, across the river from the Muskegon Station, (Eleventh District,) Lake Michigan, were put out by the life-saving crew on these dates.

July 2.—At 6 o'clock in the evening word was brought to the Sheboygan Station, (Eleventh District,) Lake Michigan, that a young man had been drowned about a mile up the river. The keeper and two surfmen proceeded to the locality in the dingy, and after a short search recovered the body.

July 3.—In an attempt to work her way out of Absecon Inlet in a light head-wind, the fishing schooner *Sylvan Glen*, of New York, became unmanageable and the strong current swept her on the shoals about a mile east of the Atlantic City Station, (Fourth District,) coast of New Jersey. An attempt was made to check her with the anchors, but they were not let go in time to prevent the accident which occurred at 11 o'clock in the forenoon. As the station was closed for the summer it was not until half-past 12 that a volunteer crew, which had been mustered, succeeded in boarding her in the surf-boat. She was found full of water and keeled over on one side. The work of stripping her was at once commenced, and the surfmen saved the sails, rigging blocks, etc., and then accompanied the yawl-boat containing the crew of four men and their personal effects ashore. The vessel subsequently became a total loss.

July 3.—The fishing schooner *Melody*, of Seabright, New Jersey, also went ashore under almost the same circumstances as those just described, half a mile east-southeast of the Atlantic City Station, (Fourth District.) The life saving crew went to her assistance as soon as they were through with the wreck of the *Sylvan Glen*. She was full of water and the crew of three men had unbent the sails and were making preparations to leave her in their own boat. The station men recovered the vessel's anchor and chain, and then directed the fishermen to a safe landing. During the evening the strong current forced the schooner off the shoal into deep water, where she sank. Some time afterward she was raised by a wrecker, towed to a marine railway, taken out und repaired.

July 4.—While the schooner *Henry A. Jordan*, of Bridgeton, New Jersey, bound to Beach Haven, in that State, from Philadelphia, Pennsylvania, was entering the north inlet she stranded, at 3 o'clock in the afternoon, on a shoal about a mile south of the Little Egg Station, (Fourth District,) coast of New Jersey. The sea was smooth and a moderate breeze blowing from the southeast. As the life-saving crew were off duty at this season the keeper set the usual signal for volunteers, but it being Sunday no fishermen were in the harbor and the call was unobserved. The vessel, however, managed to get clear again and was soon heading in on her course. The keeper thinking that she might possibly be a stranger and the crew unacquainted with the channel, ran down the beach and waved for her to stand closer inshore, but not heeding the warning she struck on the shoal a second time. The sailors then laid out an anchor, but in the wrong direction, and finally came ashore in their boat to obtain the assistance of the keeper. The latter at once proceeded on board, and after an hour's hard work the anchor was hove up, and by dropping the main peak and trimming the foresail

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and jib to windward the craft was successfully floated off the shoal into deep water, and was enabled to continue her voyage up the bay in safety. She was loaded with lumber and had a crew of four men.

July 4.—In the afternoon, shortly after 3 o'clock, the lookout of the Louisville Station, (Ninth District) Louisville, Kentucky, gave the alarm that a skiff containing two men was caught in the dangerous current of the Indiana chute of the falls, about a mile northwest of the station. The life-savers speedily put off to the rescue, and succeeded in overtaking the boat and towing it, with the frightened occupants, safely ashore.

July 4.—About four o'clock in the afternoon surfman Owen Hatch, of the Grand Point Au Sable Station, (Eleventh District,) Michigan, saved from drowning a man named Daniel McDonnell, who had fallen into the Sable River.

July 4.—A sail-boat, containing three men, capsized about half-past 3 o'clock, two miles and a half from the Grand Haven Station, (Eleventh District,) Lake Michigan. The crew of the Grand Haven Station launched the surf-boat with great alacrity, and reached them in twenty minutes. The men could be seen for a long distance struggling to mount upon their boat, which kept going over and over. They were greatly chilled and exhausted when the surf-boat arrived and took them on board, and declared that they would soon have perished but for the prompt aid rendered them.

July 5.—The three-masted schooner *Henry Lippitt*, of Boston, Massachusetts, on a voyage from Bangor, Maine, to Baltimore, Maryland, loaded with ice, and having a crew of nine men, stranded during a thick fog before daylight about three and a half miles south of Highland Light, Cape Cod, Massachusetts. The sea being smooth, the captain landed in his own boat soon after daylight in quest of assistance. The first house he reached, three-quarters of a mile north of the vessel, was the Parmet River Station (Second District), which at the time, in common with all the stations on that coast, was closed for the summer. Acting-Keeper Paine, the only man present, at once procured a conveyance to take the captain to the nearest telegraph office to telegraph for the aid of a tug, and then proceeded to muster his crew. Four men were found, and with these he launched the surf-boat and hastened to the schooner. The fog by this time had lifted, and a wrecking company soon afterwards arrived on the scene. The station men assisted all that day and the following night with their boat in laying out anchors and in heaving on the hawsers, and by 3 o'clock the next morning (the 6th) the schooner was floated without apparent damage and proceeded on her voyage.

July 5.—At 7 o'clock in the evening a small boy about twelve years old, by the name of Charles Warren, was ferrying a party of three apparently-intoxicated men across the Cuyahoga River in a skiff, and when nearing one of the piers the men, in their haste to get out, jumped to one side of the boat and swamped it, throwing the boy into the water. Being unable to swim, he was in great danger of drowning. The alarm was given by the lookout of the Cleveland Station, (Ninth District,) Lake Erie, who witnessed the accident, and two of the crew immediately manned a small boat and put off to the rescue. They arrived on the scene just in time to save the lad, who, failing to get to the pier, was sinking out of sight. The surfmen were obliged to reach for him arm's-length under the water. He was taken to the station in a nearly exhausted condition, where he soon revived, however, and, after

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drying his clothing, proceeded to his home. The three men who were in the boat with him managed to climb upon the pier in safety.

July 5.—At a few minutes before 7 o'clock in the evening a small pleasure skiff, containing a gentleman and lady, was seen from the Louisville Station, (Ninth District,) Louisville, Kentucky, to have gotten into the strong current of the river and was being rapidly carried towards the falls. The life-savers lost no time in reaching the scene, and succeeded in rescuing the occupants of the skiff and towing the latter safely to the station. Through careless management the man had allowed his boat to get into dangerous water.

July 5.—The steamer *Ida M. Torrent*, of Chicago, Illinois, bound to that place from Muskegon, Michigan, with a crew of fourteen men, had loaded up with lumber at a dock in the river opposite to the Muskegon Station, (Eleventh District,) and at 3 o'clock in the afternoon was about to cast off her lines and proceed on her voyage, when she suddenly careened and cast off about fifteen thousand feet of her deck load. The station crew saw the accident, and promptly came over in the surf-boat, equipped with lines and grapnels, lashed the rafts of lumber together, and floated them to the dock, thus preventing them from being swept out into the lake by the strong current. The steamer had sustained no injury, and after leveling up the remainder of her deck-load she went on her way. The station crew then busied themselves in hauling up the lumber from the water and placing it on the dock, to the great gratification of the owners, who had not lost a single board by the casualty. The value of the lumber which went overboard was $3,500.

July 5. In the afternoon the crew of the Chicago Station, (Eleventh District,) Illinois, saw a puff of wind capsize a little sloop which was sailing along toward Lincoln Park, a mile north of the station, and throw into the water two boys who managed her. The surf-boat put out to them in a hurry, but they were picked up by a boat near by. The station crew, however, righted and bailed out their sloop, and towed it to a place of safety.

July 6.—The fishing schooner *Bartie Pierce*, of Gloucester, Massachusetts, at half-past 12 o'clock in the day, during the prevalence of a thick fog, went ashore just south of Grace's Point, Block Island, half a mile north of the Block Island Station, (Third District.) The tides, which were running very strong at the time, set the vessel out of her course, and were the chief cause of the mishap. Going at the rate of six knots an hour, before a fresh southwest breeze, she ran firmly aground, and the rocky nature of the bottom made her position one of extreme danger. The keeper, who discovered her soon after she struck, speedily mustered a volunteer crew (the station being closed for the summer season) and boarded her. They carried out two anchors, made the chains fast to the masts with tackles, and hove the cables well taut, to prevent the schooner from working near the shore. The wind kept freshening all the while, making up a choppy sea, that caused the craft to pound on the rocks and threatened to stave her. When the tide served that night, surfmen and the schooner's crew of sixteen men joined forces, and, after a series of strenuous efforts, succeeded, at 9 o'clock, in heaving her afloat, and subsequently in hauling her to a safe anchorage. The vessel rolled so heavily as she moved from the ground that the seamen found it difficult to stand on her decks. She was somewhat damaged and disabled by the accident, but made sail for Newport, Rhode Island, the following morning. The captain was warm in his praise of the life-saving crew, and said that his vessel was undoubtedly saved

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from wreck by their prompt and decisive action, as she must surely have gone to pieces had she remained much longer on the rocks.

July 6.—In the morning of this date word was received at the Louisville Station, (Ninth District,) Louisville, Kentucky, that a man had been drowned in Goose Island chute, Ohio River, some six miles to the eastward of the station. The keeper caused a boat to be launched and sent two of the crew, with grapnels, to the locality indicated, and they succeeded in recovering the body and brought it to the city, where it was given into the custody of the proper authorities.

July 6.—Two hours were spent fruitlessly by the crew of the Chicago Station, (Eleventh District,) Lake Michigan, in dragging for the body of a colored boy, who had been drowned half a mile north of the harbor. The body was subsequently recovered.

July 7.—About 10 o'clock in the forenoon a small boat, named the *Redbird*, was seen flying a signal of distress a mile to the northwest of the Grand Point au Sable Station, (Eleventh District,) Michigan. The station crew at once rowed out to her, and found her in danger of capsizing, the one man on board not being sufficient to handle her in the fresh north wind and high surf then prevailing. Two of the station men boarded and brought her safe into the harbor of Hamlin. Her master wrote a letter, thanking the keeper and crew for rescuing him from what he termed a "very precarious position," as it undoubtedly was.

July 7.—The keeper and crew of the Chicago Station, (Eleventh District,) Lake Michigan, turned out early in the morning to drag for the body of a lady who was drowned the evening before by the sinking of the yacht *Josie*, which was run into by an excursion boat off the foot of Taylor street. The body was brought to the surface in a short time.

July 7.—During the morning the keeper and one of the crew of the Evanston Station, (Eleventh District,) Lake Michigan, assisted the captain of the schooner *Hattie Earl*, of Chicago, Illinois, in hauling his vessel out to the end of the south pier. The wind was freshening from the north and the craft was lying in a very dangerous position when the keeper arrived on the scene to advise the captain to move. The life-saving men shifted the fasts, and the sailors, after the head-lines were let go, managed to haul the schooner, stern first, to the end of the pier, when she was swung to the wind, enabling them to set sail and get an offing.

July 8.—At half-past 5 o'clock in the evening a lady and gentleman crossed the Genesee River, near its mouth, in a skiff, and, on reaching the east pier, the former, in attempting to get out of the boat, (which slid from under her,) fell into the stream. She grasped an oar that her companion held out to her, but soon lost her hold and was in danger of drowning. Two surfmen of the Charlotte Station, (Ninth District,) Lake Ontario, saw the accident and ran to the scene. One of them, Joseph P. Cramer, sprang into the river, caught the woman as she was sinking to the bottom and swam with her to the pier, where she was safely landed. This timely and heroic action saved her life.

July 8.—The lookout of the Cleveland Station, (Ninth District,) Lake Erie, at about half-past 9 o'clock in the morning, discovered a schooner lying at anchor in the vicinity of Dover Bay, some twelve miles to the westward of the station, with a signal flying from the mast-head. Owing to the distance it was impossible to tell whether the vessel was in distress or simply wanted a tug. The surfmen, however, immediately manned the life-boat and started for the scene. After a hard pull of two and a half hours, in a fresh northeast wind and a heavy sea, they

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arrived alongside and found her to be the *J. F. Card*, of and for Cleveland, Ohio, from Marquette, Michigan, with a cargo of iron ore and a crew of six men. Having been out the previous night in a heavy blow her sails were in very bad condition and she was in need of a tug. The station-men put off for the shore to obtain one for her, but they had not gone far when the steamer *Forest City* was sighted coming to the schooner's relief. They therefore returned and assisted the crew to get under way, after which the vessel was towed safely to her destination.

July 8.—The crew of the Grand Haven Station, (Eleventh District,) Lake Michigan, pulled out about 8 o'clock in the morning to the relief of two men clinging to a fish-boat which had capsized between the harbor piers, five hundred yards from the station. A tug arrived simultaneously with the surf boat, and the men preferred to get on board of her. The life-saving crew righted and bailed out their boat, caught all the floating gear and fish, and delivered the whole to the owners.

July 8.—While the tug *Jennie King*, of Saint Joseph, Michigan, was trying to pull a scow off the beach, she got a line in her propeller-wheel and went ashore high and dry some eight miles north of the Saint Joseph Station, (Eleventh District.) This occurred at about 3 o'clock in the afternoon. One of her crew came to Saint Joseph and secured the services of a tug, but the latter having no suitable hawser the life-saving men put the one belonging to the station in the surf-boat and were towed to the scene of the accident, reaching there at 8 o'clock. They ran the line between the vessels, but, after pulling and hauling on the stranded craft until long past midnight, little or no progress resulting, the effort to dislodge her was for the time being abandoned. The surfmen meanwhile had succeeded in clearing the propeller, working fully two hours in the water before accomplishing the task. It was then decided to obtain the aid of another tug, and the wrecking party went back to the harbor for that purpose. At 7 o'clock in the morning (9th) the station crew were again called upon and accompanied the tugs up the beach. They carried out lines, but the second trial proved as ineffectual as the first, the hawser parting as many as five times in the several attempts to pull the vessel off. She was, however, floated clear that evening, but not until a channel had been made for her by one of the assisting tugs.

July 10.—On this date the keeper of the Two Rivers Station, (Eleventh District,) Lake Michigan, assisted the wrecking steamer *Grace Williams* in recovering the anchors of the lost barge *Milton*.

July 12.—At half-past 2 in the afternoon a little boy, who was fishing with his father from the south pier of Manistee Harbor, Michigan, accidentally fell into the lake, and before assistance could reach him was drowned. The crew of the Manistee Station, (Eleventh District,) succeeded in recovering the body, and endeavored, by the methods in practice in the service, to restore life, but after working fully an hour were unable to accomplish their purpose.

July 13.—The patrol south from the North Manitou Island Station, (Eleventh District,) Lake Michigan, at 2 o'clock in the morning, discovering a large vessel about six hundred yards from the beach and standing directly for it, warned her off by flashing a Coston signal. She quickly changed course and stood out of danger.

July 13.—In the afternoon while the keeper and one of the crew of the Muskegon Station, (Eleventh District,) Lake Michigan, were inspecting the north patrol post, they noticed a man working among a lot of logs which were piled up on the beach near by. As the two were returning to their quarters, soon after, they heard a faint cry of distress, which,

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from the direction whence it emanated, they at once apprehended came from the person they had just before seen. The surfman hastened to the spot, while the keeper hurried on to the station and called away the surf-boat. The former, first reaching the scene, found that the workman had been caught by one of the heavy logs, which had pinioned him in such a manner that he could not extricate himself, and he was suffering the most excruciating pain. The surfman succeeded in relieving him somewhat of the weight of the log until the rest of the life-saving crew arrived, when no time was lost in liberating the man from his perilous situation. He was then taken in the surf-boat to the station, where he was properly cared for. His life was undoubtedly saved, as he could not have borne the strait much longer, and was powerless to free himself without assistance.

July 13.—A boat loaded with chains, in tow of the steam-tug *Nellie*, came into the harbor of Grand Haven, Michigan, capsized, the manner in which the chain was attached to the boat preventing her from righting. The crew of the Grand Haven Station, (Eleventh District,) went out, and by means of a tackle aided the crew of the tug to right her, bailed her out, and recovered all the chain, receiving the thanks of the captain for their assistance. The same day one of the station crew recovered a small boat, valued at $10, which was drifting out into the lake and would have been lost.

July 13, 17.—During a fresh northeast wind, at about 9 o'clock at night of the first-named date, the watchman of the water-works applied for assistance at the Racine Station, (Eleventh District,) Lake Michigan, saying the sea was running in on the beach to such an extent as to endanger a steam engine which was used by the company for sifting sand and gravel. He was afraid that the foundation would be washed away and the machine buried in the sand. The life-saving crew at once proceeded to the scene, and moved the engine to a safe place where the sea could not reach it. The latter part of the week (night of the 17th,) the surfmen were called upon under similar circumstances, and again moved the engine out of harm's way.

July 13.—Between 12 and 1 o'clock in the morning a steamer blew her whistle for a pilot several miles to the northward of the Two Rivers Station, (Eleventh District,) Lake Michigan. The fog was very thick at the time, and the life-saving crew manned their boat and pulled out to her. She was found to be the *Jos. Goldsmith*, of Milwaukee, Wisconsin, having in tow two scows laden with logs. The keeper had stationed two men with lanterns on the harbor piers, and by their aid he succeeded in piloting the vessels safely inside. The captain warmly expressed his thanks to the surfmen for their assistance.

July 14.—The morning of the previous day, during a strong easterly wind, with rainy weather, the steamer *Nashua*, of Cleveland, Ohio, with a tow of four schooners, bound to Buffalo, New York, from Chicago, Illinois, ran in for a harbor under the lee of Middle Island, Lake Huron, and anchored. With the exception of one schooner, which was laden with lumber, all the vessels had valuable cargoes of corn. The crew of the Middle Island Station, (Tenth District,) who were out practicing in their surf-boat at the time, pulled under the steamer's quarter, and the keeper, in reply to various queries of the captain, explained the character of the anchorage, which was considered good so long as the wind held where it was, but in case of a shift there was reason to fear that the tow was too close to the land for safety. The wind blew hard during the night and kept backing to the north. At a quarter of 4 in the morning (14th) the steamer sounded whistles of distress, which

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were heard by the watch at the station, three-quarters of a mile distant, and who at once alarmed his fellow surfmen. The vessel continuing her blasts, a Coston light was burned to indicate that her signals were understood, after which the crew put off in the life-boat to the scene. Although there was a heavy sea running, it took but twenty minutes to reach the group of vessels, which were tossing heavily about and toiling in towards the beach. The steamer was alongside the *Potomac*, the first schooner of the tow, that had only one anchor down, on the firmness of which wholly depended the safety of the other two craft. Had it broke ground all three would have been driven on the reefs and wrecked, as the gale was now on shore and the end schooner was yawing about at the full length of the tow-line, in dangerous proximity to the island. The captain of the steamer was anxious to get his consorts under way, but was unable to do so without assistance, as there were fifty fathoms of chain out and hands could not be spared from the vessels to man the windlass. The surfmen, taking in the situation at a glance, at once boarded the *Potomac* and commenced heaving on the anchor. To weigh it under ordinary circumstances would have been a difficult task, but now, with three vessels straining at the cable and against the force of sea and wind, it was an almost superhuman undertaking; besides, the windlass gear being seldom used, was old and rusty and worked very hard. The *Nashua* attempted to keep the schooner up to windward by steaming ahead on the tow-line, but as she could not preserve steerage-way, drifted to leeward and was obliged to cast off. By subsequently getting out fore-and aft lines she succeeded, however, in easing the vessel up somewhat and lightening the labors of the men. The life-savers hauled the towing hawser—which had been let go as previously described—aboard the schooner, put the end on the steamer, and when it was secured resumed operations at the windlass. As soon as the anchor was tripped the steamer worked her tow to windward, cleared the land, and shaped a course down the lake. The station-men, well-nigh tired out, got back to their quarters at half-past 8 o'clock, having labored assiduously in the hardest kind of a way for more than four hours. The change of weather had exposed the vessels to the full force of the gale and they could not have escaped from the danger that threatened them unassisted. The smallest accident or mistake would have resulted disastrously. The names of the other two schooners were the *Thomas Parsons* and *Annie Vought*, both of Buffalo. The captain of the *Nashua* was very grateful for the aid afforded him and made the following acknowledgment:

DETROIT, MICHIGAN, *July* 24, 1886.

"DEAR SIR: I send you a clipping from the *Courier*, which expresses our appreciation of the kind assistance you and your men rendered the barge *Potomac*.

"Yours, truly,

"CHAS. HAMILTON,
"*Master of the Steam-Barge Nashua.*

"DONALD MCKENZIE,
"*Keeper of Middle Island Life Saving Station.*"

The subjoined is a copy of the inclosure alluded to:

"Capt. Charles Hamilton, of the propeller *Nashua*, reports that on his last down trip his tow was obliged to seek shelter at Middle Island, Lake Huron. Captain Wex, of the *Potomac*, being unable with his men to pick up his anchor, the *Nashua* blew for assistance. Capt. Donald

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McKenzie, keeper of the life-saving station there, at once responded, and with his crew worked bravely from 4 to 9 a. m., helping to get the anchor aboard. Captain Wex and Captain Hamilton wish to publicly thank the life-savers for their prompt and generous assistance."

July 14.—The scow schooner *Curiosity*, of Chicago, bound from Glencoe, Illinois, to that place, with two men on board, broke her rudder and sprung a leak, but managed to get under sail to Chicago, and anchored at about half-past 5 in the morning in the south entrance of the harbor. In this situation she was exposed to the full fury of the sea, which was high, though the weather was clear, and by half past 7 hoisted a signal of distress. The crew of the Chicago Life-Saving Station (Eleventh District) quickly manned the surf-boat and pulled out to her. The two men on board were found greatly exhausted with working at the pumps and were taken to the station. Subsequently they went back in a tug with two of the surfmen, and manned the pumps while the vessel was towed into a place of safety where she could be repaired.

July 14.—The schooner *Hercules*, of Charlevoix, Michigan, bound thence to Milwaukee, Wisconsin, with a cargo of tan-bark, and carrying a crew of five men, became water-logged during a fresh northeast wind, and capsized in a heavy sea at 5 o'clock in the morning a mile and a half off Sheboygan, Wisconsin. Before the life-saving crew of the Sheboygan Station (Eleventh District) could reach her, two tugs, which immediately put off to the scene, succeeded in rescuing the crew by means of lines, the rough water and the condition of the weather making it impossible to render any further assistance. As soon as the sailors arrived in the harbor the surfmen took them to the station and provided them with dry clothing, drawn in part from the supplies donated by the Women's National Relief Association. The abandoned schooner was driven on the beach some four miles to the southward and soon broke up. The life-savers, however, the next day (15th) pulled to the wreck and managed to save some of the sails and rigging, which they temporarily took charge of for the owner. The district superintendent subsequently received the following letter relative to their services:

"SHEBOYGAN, WISCONSIN, *July* 16, 1886.

"I thank your keeper and crew of this station for the kindness and willingness shown me while on the capsized schooner *Hercules*, and in helping me to save what could be got from the wreck.

"Yours, truly,

"G. E. HOAG, *Master.*

"Capt. N. ROBBINS,
"*Superintendent U. S. Life Saving Stations, Eleventh District.*"

July 15.—At 4 o'clock in the afternoon a small cat boat, containing one man, was capsized by a sudden gust of wind in Shinnecock Bay, about half a mile west of the Tiana Station, (Third District,) coast of Long Island, New York. The station being closed for the summer, the life-saving crew were off duty, but three surfmen who happened to be near at hand hastened with the keeper to the scene. They righted the boat, bailed it out, and started the man on his way again. There was quite a heavy sea running at the time.

July 15.—A portion of the day the crew of the Muskegon Station, (Eleventh District,) Lake Michigan, were engaged extinguishing a fire which threatened to destroy a neighboring wharf.

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July 17.—On this date Surfman Alfred Howard, of the Coskata Station, (Nantucket,) and Surfman Judah Nickerson, of the Muskeget Station, (Muskeget Island,) Second District, coast of Massachusetts, saved the life of Mr. Charles H. Manierre, of Chicago, Illinois, who had been thrown into the water by the upsetting of his canoe half a mile outside Nantucket Harbor. The accident occurred in the afternoon, soon after 3 o'clock. The stations on the coast were all closed for the summer and the crews off duty; and Howard had gone down the harbor in his sail-boat to take out a pleasure party from the hotel at Brant Point, when Nickerson ran down the wharf in hot haste with word that a sailing canoe had capsized and that its occupant was in danger of drowning. The two men put off to the spot immediately, and in a few minutes rescued Mr. Manierre and brought him ashore in their boat. They also recovered the canoe. Witnesses of the affair state that but for the timely aid of the two surfmen Mr. Manierre would surely have been drowned, as the canoe, which was a very frail little craft, kept turning over and over with him, and he was consequently much exhausted when picked up.

July 17.—In the afternoon of this date, while two men were running an anchor from a scow on Lake Ontario, about a mile west of the piers at the mouth of the Genesee River, their boat upset, through some carelessness, and they were precipitated into the water. The lookout of the Charlotte Station, (Ninth District,) a mile to the eastward, witnessed the accident and immediately put off in a skiff to the rescue. He found the men in a perilous situation, clinging to the bottom of their craft, and brought them safely ashore, after which he returned and recovered the capsized boat.

July 17.—In the afternoon of this date the crew of the Muskegon Station, (Eleventh District,) Lake Michigan, put out a fire which had gathered headway on the south pier, directly under the light-house.

July 18.—At 4 o'clock in the afternoon the sloop-yacht *Avalon*, of New York, sprang a leak off the Sandy Hook Lightship, but by constant pumping and bailing those on board managed to keep her afloat until she was beached three-quarters of a mile west of the Sandy Hook Station, (Fourth District,) coast of New Jersey. The four men were nearly exhausted from their endeavors to work her inshore. The station being closed for the summer, the keeper boarded the vessel in his canoe and advised the party to move their yacht to a more sheltered position, as in case of a hard westerly blow she would be exposed to great danger where she lay. Accordingly the craft was got afloat again and the keeper took her behind the breakwater at the West Beacon and securely moored her. The yachtsmen were then conducted to the station, provided with dry clothing, and sheltered over night. A bad wound which the cook had received in the foot was dressed by the keeper. During the night the wind blew strong from the westward, and had the yacht not been safely berthed she would undoubtedly have gone to pieces.

July 18.—Shortly after half-past 6 o'clock in the evening the lookout of the Louisville Station, (Ninth District,) Louisville, Kentucky, rang the alarm-gong and reported a flat, containing two boys, in the strong current of the river, above the cross-dam, and in danger of being carried over the falls. One of the station-boats was quickly launched and soon overtook the flat and towed it, with the lads, safely ashore.

July 19.—During a thick fog, while the schooner *Maria Theresa*, of Rockland, Maine, was entering Muscle Ridge Channel, bound home from Boston, Massachusetts, with a general cargo and a crew of three men, she collided with the steamer *Penobscot*, of the Boston and Bangor

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Line, and carried away all her head-gear, besides damaging her windlass. This happened shortly before 8 o'clock at night. The crash of collision was plainly heard at the White Head Station, (First District,) coast of Maine, a half mile to the westward. The station being closed for the summer, the keeper, after first sending for two of the regular crew who lived on the north side of the island, manned a dory, in company with another surfman who was near at hand at the time, and pulled out alongside the vessel. The life-saving men cleared up the wreckage, hoisted the broken spars on board, and anchored the schooner in a safe berth. Finding that she was not leaking, they returned ashore at 11 o'clock. The following morning, the wind proving favorable, she resumed her voyage.

July 19.—On this date, during the prevalence of a thick fog, the crew of the Ship Canal Station, (Tenth District,) Lake Superior, launched the surf-boat and went off to a steamer, which was blowing her whistle for assistance, and piloted her into the canal. She was close to a rocky ledge near the west end of the patrol, and narrowly escaped stranding.

July 20.—At half past 8 o'clock in the evening, while Bettie Carter, a mulatto girl, was standing on the guard of the packet *City of Owensboro* conversing with some friends on the ferry-boat *W. C. Hite*, which was about to start from the foot of Fourth avenue, Louisville, Kentucky, up the Ohio River, with a large party of colored excursionists, she lost her balance and fell through the narrow opening between the vessels into the stream and disappeared from sight. The cries of the people attracted the attention of the life-savers of the Louisville Station, (Ninth District,) a short distance away, who manned a boat and quickly pulled to the scene. On learning that a woman had fallen overboard, they immediately procured grappling-irons and lines and dragged for the body, which was soon recovered, though not, however, without considerable difficulty, as the men were obliged, in the prosecution of the search, to push their boat underneath the guards of the adjoining vessels, where they were greatly hampered for want of room. A froth, tinged with blood, was oozing from the mouth and nostrils. The body was transferred to the deck of the *Hite*, and the boatmen made the most strenuous endeavor, by the methods employed in the Service, to resuscitate the girl, but without success. There being no flannel or ready means at hand to produce warmth, the keeper pulled off his outer shirt, tore it into pieces, and divided them among his crew to rub with. When it became apparent that life was extinct, the remains were given over to the coroner, who was present. At the time of the accident the *Hite* lay outside the packet, the latter being fast to her wharf-boat. The wooden apron of the ferry-boat, which works on hinges, was let down and afforded a passage-way between the steamers. It was evident that the woman struck this apron in her fall and had been badly stunned, rendering all subsequent efforts to save her life unavailing. The colored people were profuse in their expressions of gratitude and regard for the zealous work of the station men, who did not relinquish their labors until the last hope had vanished.

July 20.—At 6 o'clock in the evening the crew of the Grand Haven Station, (Eleventh District,) Lake Michigan, saw a man beach a small yacht about five hundred yards distant. Upon going out to him in the surf-boat, the man said he was going to stay there only a short time and would need no assistance. He shortly after left and went toward Grand Haven, while another yacht, with all sail set, came rapidly toward the station. The keeper thought the man's action suspicious and detailed a surfman to follow him to town and locate him. Shortly after-

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ward the navigator of the second yacht came abreast of the station and inquired for him, stating that he had stolen the boat abandoned on the beach. He was at once set upon his track and soon caught him and had him lodged in jail. The station crew meanwhile pulled off the yacht and brought her to the station, where she was kept until claimed by her owner, Mr. William Davis, of Muskegon.

July 21.—The schooner *Lizzie*, of Somers Point, New Jersey, in a leaking condition, put into Absecon Inlet for a harbor on the morning of this date, and was beached near the meadows about a mile north of the Atlantic City Station, (Fourth District,) coast of New Jersey. She was on her way to New York from a port in Virginia, and had been strained by a heavy deck-load of lumber. The bottom where she lay being uneven caused her to heel over, and as the tide rose she filled. The captain was ashore at the time and a flag was hoisted on board to recall him. The keeper observed the signal at 9 o'clock in the forenoon, and taking it to be one of distress speedily mustered a volunteer crew (the station being closed for the summer), launched the surf-boat, and went alongside. Two of the sailors had gone ashore with their effects in the yawl-boat, and the other was waiting for a boat which had been engaged to take off the provisions and the articles belonging to the captain. The surfmen assisted to load the craft when it arrived, after which they secured the sails. As nothing further could be done they returned to the station. Subsequently the cargo was removed, and the leaks were sufficiently repaired to enable the schooner to resume her voyage.

July 21.—In the latter part of the afternoon the keeper of the Cleveland Station, (Ninth District,) Lake Erie, with the aid of his son, succeeded by means of a pole in pulling a young man out of the river who had slipped off one of the piers. Had assistance not reached him he would certainly have drowned, as he could not swim and was in a very dangerous part of the stream. Fortunately the keeper was near at hand at the time of the accident and was able to promptly go to the man's rescue. The latter was conducted to the station and furnished with clothing until his own could be dried.

July 21.—At 5 o'clock in the afternoon the schooner *Walter Smith*, of Milwaukee, Wisconsin, plying between Chicago, Illinois, and Kenosha, Wisconsin, with seven men on board, got caught in a northeast squall or gale while loading gravel from the beach five hundred yards east of the Kenosha Station, (Eleventh District,) Lake Michigan, and began to pound in a manner which threatened her speedy destruction. The station crew ran down and boarded her, hove her out to her anchor, got her under way and took her inside the harbor in safety. The men on board were not sufficient to the task of saving her in the gale then raging, and her captain was very thankful for the assistance rendered.

July 21.—At the same time that aid was given to the *Walter Smith*, four ladies and three men returning in a row-boat from a picnic were struck by the same storm and drove headlong for the beach in the neighborhood of the schooner. As they reached the breakers, where their gravest danger began, two of the surfmen working on the vessel rushed into the surf, hauled them ashore, wet and scared, but safe and very thankful, and also pulled their boat upon dry land.

July 21.—Early in the morning the schooner *Little May*, of Chicago, Illinois, came to an anchor near the beach just outside the south pier at Two Rivers, Wisconsin. The vessel being in a very unsafe place, the keeper of the Two Rivers Station, (Eleventh District,) caused the surf-boat to be launched, and informed the captain of his dangerous

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position, whereupon orders were given to make sail, and the schooner was soon got under way and headed to the southward. The keeper took charge of the leaky skiff, which was being towed astern, and several days later turned it over to the captain, who called at the station for it.

July 22.—At forty minutes past 7 o'clock in the morning the schooner yacht *Marion Wentworth*, of Boston, Massachusetts, on a pleasure excursion to Bar Harbor, Mount Desert, ran on Burnt Island Ledge, a mile east-northeast of the White Head Station, (First District,) coast of Maine. The weather was clear, with a light southerly breeze blowing. The station being closed for the summer the keeper promptly mustered a volunteer crew and boarded her. She was found in a bad position and pounding on the rocks. The surfmen planted one of her anchors to windward, and by means of tackles swung her stern around so that her bilge cleared the ledge and she lay easier. They then pulled two miles to the nearest telephone station and sent word to Rockland for a tug, but were unable to obtain one. Returning to the stranded vessel they boated out another anchor and hove the chain taut, which prevented her from being driven by the wind and current farther on the rocks. At high water in the afternoon the life-saving men succeeded in heaving her afloat, made sail, and piloted her clear of all dangers, when she proceeded to Rockland for repairs. There was a party of fifteen persons on board.

July 22.—At about half-past 11 o'clock at night four long blasts of a steamer's whistle were heard just to the eastward of the Point aux Barques Station, (Tenth District,) Lake Huron, which were followed by the burning of a torch. A Coston signal was immediately shown in reply, and the surfmen manned the life-boat and put off to the vessel's assistance, but after pulling some three miles were unable to find her. It is evident that the craft was uncertain of her position, but on the burning of the light at the station she was enabled to recover her bearings and proceed in safety.

July 23.—Word was brought to the Ship-Canal Station, (Tenth District,) Lake Superior, in the evening of this date, that the steamer *Fountain City*, of Buffalo, New York, was ashore in Portage Lake. The point indicated was not in sight of the station, being about two and a half miles to the southward and outside the limits of the patrol. The life-saving crew proceeded to the scene with the surf-boat and assisted to run an anchor off in deep water. They then manned the windlass, but the most strenuous efforts failed to move the vessel. About 9 o'clock a passing steamer was hailed and the surfmen ran a hawser to her and she succeeded in pulling the craft clear, no damage, apparently, having been sustained. The latter had a crew of some thirty-two men, besides a number of passengers, and was bound to Duluth, Minnesota, from Buffalo.

July 23.—At half-past 1 o'clock in the morning the lookout of the Ludington Station, (Eleventh District,) Lake Michigan, reported hearing distress whistles to the northward of the harbor. The life saving crew launched the surf-boat, pulled out, and found a steamer with a raft of logs in tow. Her machinery had been disabled by the breaking of the crank-pin. The captain requested the surfmen to procure a tug for him, which they accordingly did, and the craft was towed safely into port shortly afterwards.

July 23.—The bark *William H. Besse*, of Wareham, Massachusetts stranded at 7 o'clock in the evening, on the middle sands of the Columbia River bar, some three miles southwest of the Cape Disappoint-

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ment Station, (Twelfth District,) Washington Territory, and became a total wreck. She got out of the channel in attempting to enter the river without a pilot. Her crew of seventeen men safely reached the shore in their own boat after a somewhat perilous trip through the breakers. The station being closed at this season no one but the keeper was on duty. As soon as he learned of the accident, which was discovered by the light-house keeper a few moments before the sailors landed, he assembled a force of volunteers and launched the surf-boat, but was too late to render any immediate assistance. After consultation with the captain it was thought that the crew's effects and ship's valuables might be saved if nothing more. Accordingly, at half-past 11 o'clock, the life-boat was manned by the officers and part of the vessel's crew, and, in charge of the keeper, proceeded to the wreck. A circuitous row, made necessary to clear the shoals, of nearly two hours brought them to the craft, which they found fast going to pieces. It was too rough and dark to venture alongside, so the boat was anchored and the party waited for daylight. They then succeeded in boarding her, but as she was pounding the spars out of her, with the seas sweeping the decks, it was not considered prudent to risk life by remaining on her any length of time and, therefore, after securing the nautical instruments and as much personal property as was accessible, the men abandoned her. Quarters were provided the sailors during the short time they were in port by the military authorities at Fort Canby, while the captain and two mates were cared for by the keeper. The bark was on her way to Portland, Oregon, with a valuable cargo of steel rails, having made the voyage from New York.

July 25.—At about 1 o'clock in the afternoon the owner of the small cat-rigged yacht *Sea Foam*, of Duxbury, lying off Gurnet Point, applied to the keeper of the Gurnet Station, (Second District,) coast of Massachusetts, for assistance, saying his rudder was broken and that he was anxious to return to Duxbury, a few miles up the bay, with a party of ladies and gentlemen whom he had brought down for a sail. The station being closed for the summer Keeper Holmes called one of his crew (B. B. Manter) to his aid and, rigging an oar to steer with he got the yacht under way and beat it up past Saquish Head, whence the wind and tide being fair, the party could reach their destination without further assistance.

July 25.—In the forenoon an open skiff, containing a party of two ladies and three young men, was discovered by the lookout of the Louisville Station, (Ninth District,) Louisville, Kentucky, in the Indiana Chute, three-quarters of a mile distant, where it was in danger of being carried by the strong current over the falls of the Ohio River. The keeper had a boat immediately launched and the life-savers succeeded in overtaking the skiff and towed it, with the occupants, safely ashore. The latter were entirely unconscious of their peril and made a timely escape.

July 25.—At about dusk a party, consisting of two young men and four ladies, while rowing around the harbor at Sheboygan, Wisconsin, ran on a sunken spile some two hundred yards from the Sheboygan Station, (Eleventh District,) and were in great danger of capsizing or staving their boat. The keeper and two surfmen quickly put off to their assistance and transferred the young ladies to their own boat while they pulled the pleasure skiff afloat. The latter was then examined, and being found uninjured the ladies were put back on board, and cordially thanking the surfmen for their prompt aid, the party proceeded safely on their way.

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July 25.—Shortly after dark, during a light breeze, a small vessel was noticed from the Two Rivers Station, (Eleventh District,) Lake Michigan, trying to make the harbor entrance. Two surfmen were sent out on the piers with lanterns to guide her inside (there being no beacon at this point), and also assisted in making her fast to the breakwater. She was found to be leaking badly and her crew of four men were nearly used up from their exertions at the pumps. The life-saving crew offered their services, which were gladly accepted, and by means of sawdust managed to check the leak somewhat, and towards morning they had her free and in such a condition that very little water entered her. In the forenoon she resumed her journey. She was the *Little Georgy*, of Sheboygan, Wisconsin, bound from Kewaunee to Manitowoc, in that State, without cargo.

July 26.—Early in the forenoon, as the weather cleared in the vicinity of the Rehoboth Beach Station, (Fifth District,) coast of Delaware, a large four-masted steamer, having lost her way in the fog, was seen approaching the shore between the Hen and Chickens Shoal and the main beach. Her wild steering indicated that she was already near the bottom. The life-saving crew quickly hoisted the International Code danger signal, when the craft immediately stopped and reversed her engines. The surfmen then succeeded by the continued use of the flags in piloting her to a safe offing. Had not the fog fortunately lifted and afforded the opportunity of warning her off, the vessel would, in a very few minutes, have gone hard ashore.

July 26.—Word was received at the Louisville Station, (Ninth District,) Louisville, Kentucky, at about 9 o'clock at night, that a man had been drowned near the ferry-boat landing a short distance from the station. Providing themselves with grapples and lines the life saving men launched their boat and pulled to the place indicated. After dragging the stream in the vicinity of the accident for half an hour their search was rewarded by the recovery of the body, which was duly turned over to the city coroner.

July 26.—On this date a surfman of the Sheboygan Station, (Eleventh District,) Lake Michigan, recovered a small skiff that was adrift in the river, and took it to the station, where it was kept safely until the owner called for it.

July 26.—A little girl named Emma Paronto, who was in danger of drowning near the Two Rivers Station, (Eleventh District,) Lake Michigan, was rescued by Surfman Lafond, who was close to the scene of the accident when the alarm was given.

July 27.—Early in the morning of this date the keeper of the Big Sandy Station, (Ninth District,) went out to a yacht that was seen by the lookout standing in towards the land from the northward and found that, through some disarrangement of the compass, the crew had lost their reckoning, and were anxious to know their position. The weather being hazy at the time, the keeper directed them how to steer clear of Stony Point on their way to the entrance of the Saint Lawrence River, whither the vessel was bound, when they proceeded in safety. She was the British sloop *Condor*, of Toronto, Canada, destined for the Thousand Islands, with seven men on board.

July 30.—In the evening of this date the wind, which had been light and easterly during the day in the vicinity of Sandy Hook, came out from the westward and blew a hurricane accompanied by hail and rain. A number of accidents happened to sailing craft, some of which were of a serious nature. During the violence of the storm, at about twenty minutes to 7 o'clock, a surfman, who is a member of the regular crew of the

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Sandy Hook Station, (Fourth District,) coast of New Jersey, saw a sloop almost overwhelmed by the heavy seas driving directly towards an unused portion of the railroad wharf and in imminent danger of being dashed to pieces. He shouted to those on board, and by waving his hands succeeded in making them sheer their craft off so that she struck on the beach. He then assisted her crew of three men ashore and helped also to save their effects. The vessel proved to be the fishing sloop *Veto*, of New York, on a cruise. They sustained some damage, but a serious mishap was averted by the prompt action of the surfman.

July 30.—At about the same time that assistance was rendered in the preceding case the keeper of the Sandy Hook Station, (Fourth District,) coast of New Jersey, swam out to a small yacht that was in a dangerous position, and dragging from her anchorage north of the railroad wharf, at a point about a mile southwest of the station. There was one man on board and the keeper helped him as best he could, but they were unable to prevent the vessel from going on the beach, where she soon filled with sand and water. The man was provided with dry clothing and sheltered at the station over night. The yacht was saved in a somewhat damaged condition.

July 30.—During the storm to which reference is made in the two preceding cases, an accident that was attended with melancholy and fatal results, involving the loss of seven lives, occurred to the schooner *Sarah Craig*, of Patchogue, New York, having on board a pleasure party from Philadelphia, consisting of twelve persons, half of whom were ladies, besides a crew of two men and a boy. She capsized in a violent squall of wind at about twenty minutes to 7 o'clock in the evening, a mile and a half northeast of Sandy Hook Station, (Fourth District,) coast of New Jersey. All the ladies and one of the men were imprisoned in the cabin, while the others, who managed to reach the deck, clung to the weather side of the vessel and were saved. Several tugs attempted to tow her into shoal water inside of the hook, but owing to the strong ebb-tide their efforts were unsuccessful. As soon as the keeper of the station learned of the catastrophe he hastened with a companion to the West Beacon, launched a fishing skiff and pulled to the wreck, which had now drifted about three-quarters of a mile to the southward. The rescued men were on board the tug *B. F. Haviland*, and entreated the keeper to return ashore and telegraph to their relatives the nature of the calamity that so suddenly brought their trip to such a tragic ending. Accordingly he at once put back, but found that the wires had been blown down, cutting off the means of communication. He then engaged a volunteer crew, composed of the fishermen who had landed from the sunken sloop *P. C. Barnum*, a vessel that also capsized in the heavy squall, launched the surf-boat, and returned to the schooner. For two hours the men labored in a vain attempt to shift the towing-hawser from the foremast-head, where it had been made fast, to a more suitable place. After every resource had been exhausted they went on the steamer and waited until daylight. By that time the tide had carried her and the wreck into the bay. The keeper while standing on the tug saw one of the bodies appear on the surface of the water and float away. He immediately caused the surf-boat to be manned, recovered it, and conveyed it to the relief house on the bay shore. The life-saving men then assisted the *Haviland* in trying to raise the schooner, but without avail, although they worked assiduously until noon. The tug *George W. Pride, jr.*, of Philadelphia, now arrived on the scene, and being fitted with heavy masts and a steam windlass, succeeded in partially righting the vessel, and with the help of the other

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tug, got the stern far enough out so that the top of the cabin was visible. The captain of the *Haviland* dived down and brought up the bodies of four of the drowned young women, and also the body of the man who was with them. The search for the remaining one proved fruitless. They were taken to the railway pier and sent to Long Branch. The next morning the schooner was raised, and the missing body of the lady was found, which the keeper assisted to convey to the pier where it was put on board a steam-launch.

July 30.—Two members of the Louisville Boat Club had a narrow escape from drowning, in the evening of this date, while out sailing on the Ohio River. When at a point half a mile northwest of the Louisville Station, (Ninth District,) Louisville, Kentucky, through bad management in trying to go about their boat capsized and commenced to drift towards the dangerous rocks of the Indiana chute. The lookout at the station saw the accident and no time was lost by the life-savers in manning a boat and going to their aid. The young men were overtaken as they were being swept along by the rapid current and were brought with their craft safely to the club's boat-house. While both were good swimmers and could doubtless have reached the shore without assistance, still they would have found it next to impossible to have saved their boat which so encumbered their movements as to make their situation extremely perilous.

July 30.—At 1 o'clock in the morning the captain and a sailor belonging to the schooner *South Haven*, of Chicago, Illinois, landed in a yawl at the Saint Joseph Station, (Eleventh District,) Lake Michigan, and said that their vessel was in a sinking condition, some five miles northeast of the harbor, and that they needed immediate assistance to save her. The surfmen, after first leaving word for a tug to follow, manned their boat, and, taking the two men with them, started for the craft, which they reached at a quarter of 2. They found her leaking badly, and the three seamen who had been working the pumps quite used up. The life-saving crew at once turned to and kept the water from further gaining until the tug arrived and towed the vessel into the harbor. The latter was then, by the direction of the keeper, run into the middle ground to prevent her sinking. The captain warmly appreciated the prompt aid rendered him, which, he averred, saved the schooner from loss. She was loaded with tan-bark and was bound to Milwaukee, Wisconsin.

July 31.—A party consisting of two ladies and two children, who had been camping on the beach in the vicinity of the Bayhead Station, (Fourth District,) coast of New Jersey, had their tent blown away during a wind and rain squall, and were given shelter by the life-saving crew and furnished with dry clothing from the supplies placed at the disposal of the Service by the Women's National Relief Association. The articles provided were afterwards returned to the station in good condition.

August 1.—The keeper of the Gurnet Station, (Second District,) coast of Massachusetts, aided with his boat in landing a party of ladies and gentlemen from a small yacht, the *Abby D.*, of Plymouth, which had struck and remained for a few minutes on a rock outside Plymouth harbor, about a third of a mile northeast of the station. Before shore boats could arrive she floated off and anchored. One of the ladies fainted from excitement upon reaching the beach, but was promptly revived. A gentleman of the party, who had jumped out on the rock as soon as the craft struck and aided in shoving her off, got wet by the operation, and had to be taken to the station, where dry clothing was

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loaned him from the supply furnished to the station by the Women's National Relief Association. While the keeper was attending to him he fainted away and, notwithstanding the prompt application of remedies, remained unconscious for two hours. The yacht having received no damage, the party returned in her to Plymouth later in the day.

August 1.—In the forenoon the keeper of the Manomet Point Station, (Second District,) coast of Massachusetts, discovered a raft, with a boat on it, adrift about two and a half miles to the northeastward of the station. The latter being closed for the summer, a neighbor offered his services, and the two men pulled off in a dory and brought the boat ashore. Several days later the keeper delivered it up to the owner, who was very grateful for the recovery of his property.

August 1.—A party of gentlemen ran their sail-boat into shallow water near Morris Island, South Carolina, and lost their rudder. They landed on the beach and applied to the keeper of the Morris Island Station, (Seventh District,) for assistance. The latter made them a new rudder, after which he helped them to get under way.

August 1.—Shortly before midnight of the previous day word was received at the Buffalo Station, (Ninth District,) that a young man had drowned while bathing in Lake Erie near the light-house pier, about a third of a mile west of the station. The keeper and two of his crew without delay manned a boat and started for the scene. They at first attempted to sweep the bottom in the vicinity of the accident, but, owing to the thick growth of weeds, were unable by this means to make any progress. Hand-grapnels were then brought into use, and after a diligent search the body was found in some eighteen feet of water. The presumption is that the young man was suddenly seized with cramps, as he was known to be a good swimmer. The surfmen delivered the remains to the father, who had them removed for burial.

August 1.—Shortly past noon the crew of the Saint Joseph Station, (Eleventh District,) Lake Michigan, were called upon to go up the river some four miles and a half and try and recover the body of a man who had been drowned that morning. They arrived on the scene just as the remains were being taken from the water by other parties. The keeper took charge of the body and turned it over to the coroner.

August 1.—The crew of the Chicago Station, (Eleventh District,) Lake Michigan, were called upon, in the afternoon, to search for the body of a boy who was drowned at the foot of Twelfth street. They proceeded to the spot with two boats, and in a short time succeeded in recovering the remains.

August 2.—At 11 o'clock in the forenoon, while the keeper of the Middle Island Station, (Tenth District,) Lake Huron, was on the south side of the island, where he had gone to examine the key-post, he discovered a pile-driver, which was used by the fishermen in driving their pound-net stakes, dragging off shore from its anchorage. A gale was blowing from the northwest with rough water. Returning to the station the keeper ordered out the surf-boat and, taking with them two anchors and lines, the life-savers put off. After a hard pull of over two miles the pile-driver was reached, but as it was impossible to tow it against the wind and sea to the lee of the island, it was finally moored with the station anchors. These held during the prevalence of the gale, which lasted two days, when the owners arrived from the mainland and, to their great satisfaction, found the craft safe. They had been much concerned, having seen the trouble from their house on shore, but were unable to help matters on account of the heavy weather. They soon towed the driver to a place of shelter, and the surfmen took the anchors

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and lines back to the station. The loss of the craft would have been keenly felt by the fishermen, as this was the season it was in most demand.

August 3. At half past 4 o'clock in the afternoon a surfman belonging to the Cape May Station, (Fourth District,) coast of New Jersey, reported a small schooner ashore near the steam-boat landing in Delaware Bay, about a mile northwest of the station. The latter being closed for the summer it was not until two hours later that a sufficient crew had been assembled to man the surfboat, which, on account of the prevalence of a strong northwest wind and high sea, was transported to the scene overland. The men boarded the vessel and found her to be the *William E. Hewlett*, of Somers Point, New Jersey, on her way from Cape May to Lewes, Delaware, in ballast and carrying one passenger and a crew of three men. She had misstayed and stranded. The surfmen obtained a line from the Bay Shore Station, where a complete set of life-saving appliances is kept, and then laid out anchors to prevent the schooner from working nearer the beach on the flood tide. A portion of the ballast was thrown over and at high water, after strenuous effort, she was hove afloat, though in a leaking condition. Two of the station-men were left on board to assist at the pumps until additional aid could be procured, while the others returned to their quarters, where they arrived at half past 1 in the morning (4th). The passenger was conveyed to the station and lodged over night. That day the vessel resumed her voyage in safety.

August 3.—A colored man, while intoxicated, staggered off the wharf-boat at the foot of Fourth street, Louisville, Kentucky, shortly before 9 o'clock in the morning of this date, and was drowned. The boatmen from the Louisville Station, (Ninth District,) in response to the alarm of the lookout, promptly put off to the scene, but as the man failed to rise to the surface of the water they were unable to rescue him. After dragging in the vicinity with lines and grapnels for about half an hour, they succeeded in recovering the body and turned it over to the coroner.

August 3.—At about dusk one of the crew of the Louisville Station, (Ninth District,) Louisville, Kentucky, was attracted by the excited manner of a colored man who was running ashore from a coal-flat, and upon questioning him was told that a man had fallen into the river off the wharf-boat of the Cincinnati Mail Line, at the foot of Third street. The boatman hurried to the scene and lying flat down on the deck reached over the guard and caught the man who was holding on, near the water's edge, to the planking of the boat. He then called to a fellow-member of the crew to bring a skiff, and when the latter came the life-savers pulled the man into it and he was taken to the station, where he was given a change of clothing and properly cared for over night. He was intoxicated when the accident occurred, and would certainly have drowned had not the boatman promptly gone to his assistance.

August 3.—At about 3 o'clock in the morning, during a strong northwest blow and heavy sea, a raft of logs in tow of the tug *Crusader*, of Detroit, Michigan, went adrift by the parting of the hawser, and stranded some two and a half miles northwest of the Point aux Barques Station, (Tenth District,) Lake Huron. The life-saving men, discovering the accident at daylight, put off in the surf-boat and offered their services to the captain of the tug. Later in the day the crew of the Grindstone City Station also arrived on the scene, but the condition of the wind and surf prevented the rendering of any immediate assistance. As there were prospects of the weather moderating it was decided to wait until the following morning before commencing operations. By that

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time the sea had gone down and both station crews were promptly on hand with hawsers and lines to aid in floating the raft. Finding, however, that there was still insufficient line to reach from the tug to the shore, the surfmen of the Grindstone City Station went back and procured their spare hawser. The life-saving men worked hard and unremittingly during the day, taking soundings, placing buoys, running lines, and digging and prying the logs out of the sand. At 8 o'clock in the evening the tug, in attempting to pull the raft clear, parted the hawser and got it fouled in the propeller wheel. The surfmen succeeded in partly clearing it and then proceeded with the tug to Sand Beach, where another line was obtained to replace the broken one. Here one of the Point aux Barques crew, while walking around the warehouse on the dock in the darkness, fell into the lake, and being unable to swim, was in great danger of drowning. The keeper, who was fortunately near by, quickly went to his rescue, and with the help of several others got him out unharmed. The next morning, (5th,) work on the raft was resumed and by 9 o'clock in the forenoon it was, with the exception of some ten cribs, successfully floated off the beach. The tug captain and the foreman of the raft were unqualified in their praise of the services performed by the life-saving crews, without which, they asserted, the accomplishment of such prompt results would have been impossible. Subsequently, on the 18th and 19th, the surfmen of the Point aux Barques Station assisted in digging out the cribs which remained imbedded in the sand, and rafting them to the dock at Huron, three-quarters of a mile distant. Thus all but a few scattering logs were saved.

August 4.—The cat-boat *Nimble*, containing three men, after passing in over the bar at Hog Island Inlet, was capsized by a squall of wind at about noon, less than a half mile east of the Far Rockaway Station, (Third District,) coast of Long Island, New York. It was blowing quite hard at the time, and a yacht that was sailing in the bay rescued the party and brought the captain to the station. The latter being closed for the summer, the life-saving crew were off duty. The keeper with the captain manned a small boat and pulled off to the craft, which had drifted to the east of the inlet, and found her bottom-up fast to the beach. The mast, which had broken off, and the sail were recovered. After returning to the station the captain went to Far Rockaway and obtained a number of men to assist him. When they arrived, the keeper rowed them across to where the boat lay and helped to right her, and on the flood tide she was floated off and taken to the station. The keeper, the two following days, assisted in making repairs and putting her in trim again.

August 4.—At a quarter to 3 o'clock in the afternoon the bark *Codorus*, of Baltimore, Maryland, bound thence from Rio Janeiro, Brazil, with a valuable cargo of coffee, misstayed and stranded on the outer shoals off Cape Hatteras, North Carolina, about eight miles to the southward of the Cape Hatteras Station, (Sixth District.) There was a light southeast breeze at the time and the accident was, in great part, attributed to the strong set of the current. She had on board a crew of twelve men and one passenger. The station being closed at this season the keeper, as soon as possible, assembled a volunteer crew and put off to the vessel in the surf-boat, reaching the scene near dark, but found it out of the question to go alongside on account of the heavy breakers on the shoals. As she appeared to be lying easy and in no immediate danger, the surfmen returned ashore to wait until daylight before attempting to board her. A strict watch was kept during the night and a fire built on the beach to guide the wrecked people to a safe landing

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in case they were obliged to abandon the craft before morning. Rockets were also sent up to reassure them. Shortly after 6 o'clock, (5th,) the captain and three sailors managed to reach the shore in their own boat, to the south of the shoals, where they were met by the keeper and conducted to the station. As the assistance of wrecking tugs was desired, a message was at once sent to Hatteras village for transmission at that point over the Signal Service wires, but subsequent developments proved this step needless for when the surfmen went off again to the vessel, which they immediately did, she had broken in two and was fast going to pieces. Crews from the adjacent stations of Big Kinnakeet, to the north, Creed's Hill and Durant's, to the westward, went to the wreck in their boats and joined in the work of rescuing the people, saving their effects, and conveying ashore provisions and cargo. The castaways were sheltered at the Cape Hatteras Station, all of them remaining a week, and the captain six days longer. Some sixty odd sacks of coffee were stored, which the keeper afterwards delivered on board a schooner authorized to receive them. The bark became a total loss.

August 6.—The schooner *Fair Dealer*, of and from Castine, Maine, bound to Boston with a cargo of bricks and a crew of three men, while trying to make a harbor during thick weather, struck on Negro Island, at half-past 6 o'clock in the morning, a mile northeast of the Fletcher's Neck Station, (First District,) coast of Maine. She subsequently came off and sank in five fathoms of water, about a hundred yards from the shore. The station being closed for the summer, the keeper rendered valuable assistance in saving the sails, rigging, etc, and sheltered the crew for a period of three days. The vessel and cargo became a total loss.

August 6.—At 11 o'clock on the night of the 5th the schooner *Edwin J. Palmer*, of Providence, Rhode Island, bound thence to Philadelphia, Pennsylvania, with a cargo of scrap-iron and empty barrels, stranded on Williams' Shoal, three miles southwest of the Assateague Beach Station, (Fifth District,) coast of Virginia. She had six men on board, including one passenger. The weather was thick and rainy with a fresh south wind and high sea. The life-saving force being disbanded for the summer, and off duty, the vessel was not discovered until daylight the following morning, (6th,) when the keeper mustered a volunteer crew, launched the surf-boat and boarded her. This was at a quarter to 10 in the forenoon. It was found that the crew had abandoned her and that she was lying in a dangerous position deeply imbedded in the sand. The surfmen returned to the shore in search of the missing people and came upon them at a neighboring fish factory, about half a mile away, where they had sought refuge. The captain was making arrangements with wreckers to float the schooner, but after consultation with the keeper, the project was given up as, under the circumstances, such an attempt would have been labor wasted. It was decided instead to try and save what was possible of her gear and cargo before she went to pieces. The station crew materially assisted the wreckers by helping them get their hawsers and tackles ready for use. Early the next day her masts went by the board and she became a complete wreck. The sails, most of the rigging, and several hundred empty barrels were all that was saved.

August 6.—In the afternoon a small boy jumped into the river near the Cleveland Station, (Ninth District,) Lake Erie, and being unable to swim almost immediately sank out of sight. The lookout, witnessing the incident, gave the alarm and two of the crew manned a small boat and put off to the rescue. They succeeded in a few minutes in pulling

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the lad out and took him ashore. He showed no signs of life, and the method employed in the Service for restoring the apparently drowned was at once resorted to. After vigorous efforts, lasting three-quarters of an hour, natural respiration was established and he was conveyed to his home. The surfmen explained to the two physicians who were called in their manner of treatment and the subsequent precautions to be observed. The boy, who had made an extremely narrow escape from death, fully recovered.

August 6.—The boatmen of the Louisville Station, (Ninth District,) Louisville, Kentucky, at half-past 4 o'clock in the afternoon, launched their boat and put off to the rescue of a man in a skiff who had been caught in the strong current of the Indiana chute, about a mile away, and was in danger of being carried over the falls and drowned. By the time the life-savers reached him he was so overcome with fright that he had lost entire control of his boat. They took him safely to the bank.

August 7.—In the morning of this date, during a strong easterly blow, the schooner *Mary Ellen*, of New York, was in great danger of being driven from her anchorage, a half mile northeast of the Bayhead Station, (Fourth District,) coast of New Jersey. She was in ballast and had been engaged carrying excursion parties to the fishing banks. The captain and two men, who had been ashore during the night, came down to the beach, at about 4 o'clock, for the purpose of boarding the vessel in their skiff, but the surf was so high that they were obliged to abandon the attempt and seek assistance of the keeper. Two of the crew, who had been left in charge of the schooner, were in imminent peril, as the wind and sea were momentarily increasing in violence. The station was closed for the summer, and after a volunteer crew had been mustered the surf-boat was launched and the three men, each of whom manned an oar, were put on board. The surfmen helped to get the vessel under way and remained by her until she was a safe distance from the beach. Had prompt action not been taken it is probable that she would have fared badly and the lives of the two sailors been placed in great jeopardy. The keeper subsequently received the following acknowledgment:

"POINT PLEASANT, NEW JERSEY, *August* 9, 1886.

"SIR: I desire to tender you my sincere thanks for your prompt action in conveying me on board of my vessel during the severe storm of Saturday, the 7th day of August. When I landed on the beach, leaving my vessel—the schooner *Mary Ellen*—in charge of the mate, I thought there would be no difficulty in going on board again with my own boat, but the sudden storm rendered it impossible, and I have no doubt that the storm would have driven her ashore during the day. I had a rough passage to Sandy Hook; but thanks to yourself, crew, and the Life-Saving Service for saving my vessel and probably those on board.

"Very respectfully,

"GEORGE W. PEARCE,
"*Master of Schooner Mary Ellen.*

"Capt. THOMPSON B. PEARCE,
"*Keeper of the Bayhead Life Saving Station.*"

August 7.—At 3 o'clock in the afternoon the schooner *Henry Disston*, of Norfolk, Virginia, which had been lying near the wharf at Absecon Inlet, in attempting to change her anchorage with a view of securing a more sheltered berth, misstayed and stranded on the beach three-quarters of a mile north of the Atlantic City Station (Fourth District,) coast

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of New Jersey. A high northeast wind prevailed at the time and a heavy sea was running. The station being closed for the summer the keeper mustered a volunteer crew, and as soon as the weather permitted, the surf-boat was launched and the vessel boarded. She had lost both anchors, but an extra one that had been borrowed for the occasion by the owner was carried out to windward, and by means of a spare hawser brought from the station the craft was hove clear at about midnight, after several hours of hard labor, having sustained no perceptible damage. She was bound to Atlantic City, in ballast, with a crew of four men.

August 7.—A steamer that was running towards the bar about a mile and a half west of the Vermillion Point Station, (Tenth District,) Lake Superior, was warned off during the night by a patrolman who promptly fired a red Coston signal. The weather was very smoky at the time and the vessel had evidently mistaken her bearings.

August 8.—In the afternoon of the previous day a schooner apparently in distress was discovered some four miles southeast of the South Brigantine Station, (Fourth District,) coast of New Jersey. The station being closed for the summer measures were at once taken by the keeper to assemble a volunteer crew. The wind was blowing a gale from the northeast at the time and a high sea running. It was, therefore, found impossible to go to her assistance until the following morning (8th), when the weather had somewhat abated. She proved to be the *Banvard*, of and from New York, without cargo, bound into Chesapeake Bay, and carrying a crew of six men. Her mainmast-head had been carried away in the storm and the foresail and foretopsail blown to pieces. The life-saving crew boarded her, helped to clear up the gear, and, as far as possible, put her in condition to resume her voyage.

August 8.—In the forenoon of this date two young men rowed out and anchored their skiff a few hundred yards from the Louisville Station, (Ninth District,) Louisville, Kentucky, for the purpose of fishing. One of them, M. W. Barkhouse, in casting his line careened the boat and, losing his balance, fell headlong into the river. His companion quickly threw out the oars to him but they were not buoyant enough to keep the man above water. The former then raised his anchor and paddled towards him, as best he could, hoping to be able to afford some assistance until other help arrived. Meanwhile the life-savers, having witnessed the accident, had put off in their boat and reached the scene in season to catch the drowning man, who was going down for the third time, but who had managed, fortunately, to grasp an oar that his comrade in the skiff had succeeded in pushing to him. The station crew pulled him, in an almost insensible condition, into their boat and got him across the thwarts, where they began the work of resuscitation, and, by the time the shore was reached, had him out of danger. He was put to bed at the station, stimulants were applied, and after several hours he was able to be taken home. He narrowly escaped with his life. The young man in the skiff rowed to the bank unaided, the boatmen having recovered his oars for him.

August 9.—In the latter part of the afternoon the schooner *Ruby*, of Milwaukee, Wisconsin, arrived off the Sturgeon Bay Station, (Eleventh District,) Lake Michigan, and the captain being sick one of the surfmen conveyed him in a small boat to Sturgeon Bay where he could obtain medical treatment.

August 11.—At twenty minutes after 9 o'clock in the morning, the keeper of the Salmon Creek Station, (Ninth District,) Lake Ontario, who was in charge of the life-saving apparatus kept at this point, (the

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station having been destroyed by fire,) discovered a steamer acting strangely and rolling heavily in the high sea as though disabled, about a mile to the northward. There was a fresh westerly wind blowing, the weather being clear. Losing no time, he quickly manned a small skiff with a surfman formerly belonging to the regular life-saving crew, who promptly volunteered his services, and together they put off to ascertain the reason of the vessel's singular movements. The men found it very difficult to keep their small boat from filling, as they had to contend with a rough cross sea, which made the trip extremely hazardous. Finally, after a hard pull, they reached the craft and found her to be the steam-yacht *Fredonia*, of and from Dunkirk, New York, bound for the Thousand Islands, Saint Lawrence River, with the captain, his wife, and two men on board. They were unacquainted with the locality, and had got out of their course into Mexico Bay. Besides, the vessel had only a few minutes before caught fire from the overheated grates, caused by the use of hard coal in her furnaces, which were intended for burning soft coal. The flames, however, were fortunately subdued without doing much damage. The steamer, when the surfmen arrived, was drifting rapidly towards the east shore of the bay, the engineer not being able on account of the accident mentioned to get up sufficient steam to drive her against the wind and sea. In fact, several times they were on the point of beaching her. The keeper took charge of the yacht and piloted her to Pleasant Point, some four miles up the lake, where she was safely moored to a pier under the lee of the shore out of harm's way, and further offered to take her to a better harbor as soon as the weather would permit. In the afternoon the station men left her, and during the evening it was learned that the vessel proceeded to Oswego for repairs, the wind having died down. It is probable that she would have been lost had not the life-saving men gone promptly to her assistance.

August 11.—The schooner *Mary Ellen Cook*, of Ludington, Michigan, bound from Hamlin, Michigan, to Chicago, Illinois, with a cargo of lumber and six men on board, stranded at a little past 4 in the morning in coming out of Hamlin Harbor, three-quarters of a mile south of the Grand Point au Sable Station, (Eleventh District,) Michigan. The life-saving crew came out to her in a few minutes and assisted to kedge her bow off, and in other ways, for over an hour, when a tug arrived and towed her into deep water.

August 11.—At half-past 10 o'clock at night, during smoky weather, the north patrol of the Sheboygan Station, (Eleventh District,) Lake Michigan, discovered a vessel standing very close inshore. He quickly burned a Coston signal, when she immediately tacked and stood out into the lake. The timely warning undoubtedly saved the craft from serious accident, as when first seen she was heading directly for a ledge of dangerous rocks.

August 11.—At 8 o'clock in the evening the north patrol of the Golden Gate Park Station, (Twelfth District,) coast of California, reported that two boys were on Fisherman's Rock, near the Cliff House, about half a mile north of the station, and could not get ashore on account of the high tide and rough surf. The life-saving men went to the scene, taking heaving lines and ropes, and one of the crew, tying a line around his waist, after several attempts succeeded in making his way through the breakers near enough to throw a line with the heaving-stick onto the rock. The lads got hold of it and hauled off a larger rope, but could not make the latter properly fast. The surfman, however, was enabled by means of the rope to reach the rock, where he secured with little

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difficulty a tail-block, and the youths were finally hauled by the life-savers to the beach. It was a narrow and timely escape from an extremely dangerous predicament.

August 12.—At about half-past 2 o'clock the small schooner *Rowena*, with a load of wood, ran ashore off the Gull Shoal Station, (Sixth District,) coast of North Carolina. The keeper, who was on his way to pilot her in to the station, where she was to discharge a part of her cargo, found, after getting on board, that it would be necessary to lighten the vessel to float her. Accordingly a large canoe belonging to the schooner was loaded with wood, and the captain, David C. Midgett, a regular surfman of the Chicamicomio Station in the active season, and his brother, a boy about twelve years old, started for the shore. When near the middle of Gull Shoal Channel the latter, in reaching over the side of the boat for the jib-sheet, which was trailing in the water, fell overboard. Captain Midgett at once brought the canoe to the wind, and quickly divesting himself of his shoes and superfluous clothing, sprang to his brother's rescue. The keeper, who was in his own skiff, several hundred yards in advance of the others, seeing the mishap, speedily went about and put back, but before he could reach the scene the boy in his struggles had drawn the surfman under twice, causing him to lose his hold. Just as he was going down the third time the keeper succeeded in grasping him and pulled him, apparently lifeless, into the boat, but the boy being unfortunately out of reach sank and did not rise again. No time was lost in getting the rescued man ashore, where the methods employed in the service to restore vitality were immediately put in practice. The keeper of the Chicamicomico Station had arrived and diligently assisted in the work. The case at first seemed hopeless, but after three hours of most vigorous and persevering effort, the prescribed treatment being carefully adhered to, the patient was completely resuscitated The body of the boy was recovered the following morning and delivered to the parents.

August 12.—At half-past 4 o'clock in the morning the outlook of the Cape Disappointment Station, (Twelfth District,) Washington Territory, reported a pile driver about two miles southwest of the station, drifting out to sea with the strong ebb tide. The life-saving crew immediately put off in the surf-boat and on reaching the craft checked her further progress by throwing over a spare anchor which they found on board. A tug taking in the situation came to the crew's assistance and towed the craft to a point whence they could proceed with her unaided to Baker's Bay. The surfmen pulled and kedged the driver a distance of five miles and left her at Ilwaco, having worked ten hours in saving her.

August 13.—The small schooner *Katie Maria*, of Patchogue, New York, with a barge in tow, at half-past 8 o'clock in the morning, during light, baffling winds, grounded on the shoals about two miles west of the Long Beach Station, (Third District,) coast of Long Island. The station was closed for the summer and the life-saving crew were off duty. The keeper, who observed the accident, pulled to the vessel in his yawl-boat and found her in an easy position, a quarter of a mile from the shore, in no immediate danger. The barge, which had been cast loose, had drifted on the beach. With the assistance of the schooner's crew of two men the keeper moved it to an anchorage in the bay. He then mustered three volunteer surfmen and succeeded, late in the afternoon, in floating the schooner and taking her inside to a safe berth. She was on her way from Woodsbury to Rockaway Beach.

August 13.—At half-past 3 in the afternoon a schooner which was at anchor about one-half a mile from the North Manitou Island Station,

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(Eleventh District,) Lake Michigan, hoisted a signal for assistance and the life-saving crew at once put off to her in the surf boat. She was found to be leaking badly and the surfmen helped to pump her out, weigh the anchor, and make sail. The captain was very thankful for the aid rendered him.

August 13.—About half-past 12 o'clock in the afternoon the crew of the Sheboygan Station, (Eleventh District,) Lake Michigan, launched the surf-boat and went to the assistance of the Canadian schooner *Pride of America*, of Saint Catharine's, Ontario, which was discovered in a sinking condition alongside the pier. She was loaded with red sandstone and had a crew of eight men. Having sprung a leak off Manitowoc, Wisconsin, while on her way from Lake Superior to Chicago, Illinois, she had been obliged to make the nearest port in charge of a tug. The crew of the vessel being unable to keep her free the surfmen manned the pumps and in an hour and a half had the water entirely out of her. They then hauled a bag of shavings under the bottom, pulled open the mouth of the bag at the right time, and the shavings were drawn by the suction into the leak and effectually stopped it. In the evening the schooner was ready to resume her voyage and was taken in tow by a tug for her port of destination. The captain heartily thanked the life-saving men for their services.

August 14.—At a quarter to 7 o'clock in the morning, during a thick fog, the schooner *Benjamin Carver*, of Bucksport, Maine, ran on Condy Ledge, about a mile west of the White Head Station, (First District,) coast of Maine, and was totally wrecked. She was bound to Bangor, Maine, from Boston, Massachusetts, in ballast. At the time of the disaster a strong southerly breeze prevailed and a high sea was running. Two passengers and the crew of four men took to the vessel's boat, and getting in the breakers barely escaped with their lives, but finally succeeded in landing on White Head Island. They were discovered just before reaching the shore and were met by the keeper, who conducted them to the station. The latter being closed for the summer a force of volunteer surfmen were mustered and went out to the schooner, but finding it too rough to go alongside, the boat was anchored clear of the surf and then backed in, stern first, until two men could jump on board. The clothing and other effects belonging to the castaways were saved and conveyed ashore. In the afternoon, when the sea had somewhat abated, the life-saving crew again boarded the vessel, furled the sails, and lashed everything securely. On the two following days (15th and 16th) they stripped her of canvas, rigging, etc., amounting in value to three hundred dollars. The wrecked people were sheltered and cared for until the 17th, when they were taken by boat to the main-land, whence they left for their homes.

August 14.—About dusk the keeper of the Coney Island Station, (Third District,) coast of Long Island, New York, manned a skiff and recovered a small boat which, by the aid of the marine glass, he had discovered from the lookout to be adrift. Two days later the boat was turned over to the owner, who lived in Sheepshead Bay.

August 14.—In the forenoon a party of young men and women drove up near the Grindstone City Station, (Tenth District,) Lake Huron, and after unharnessing the horses from the wagon and tying them, started out in the vicinity to gather berries. Before long one of the horses, which was haltered to the cross-frame of the vehicle close to the hind wheels, became entangled in a grape-vine and was thrown on his back between a couple of saplings, where he would soon have strangled. A small boy, seeing the accident, hurried to the station and informed the surfmen,

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and the latter succeeded in reaching the scene in time to extricate the animal and save his life.

August 14.—The schooner *Lottie Mason*, of Charlevoix, Michigan, bound from that place to Kenosha, Wisconsin, with a cargo of tan bark, and having a crew of three men, ran at noon into the abutment of a bridge in attempting to enter the harbor of Kenosha, and stove a hole in her bows. The crew of the Kenosha Station, (Eleventh District,) some six hundred yards distant, seeing the accident, hurried up in a skiff, procured some blankets, with which some of them stuffed the hole, while others shifted the deck-load and worked at the pumps, until, after two hours' exertion, she was worked alongside of the dock, where there was no danger of sinking.

August 14.—The steamer *Rosie Olsen*, of Astoria, Oregon, passed in over the bar at the entrance to Shoalwater Bay, Washington Territory, in the morning of this date, but those on board, not being acquainted with the locality, ran the vessel out of the channel and, to prevent her stranding, were obliged to anchor. The crew of the Shoalwater Bay Station, (Twelfth District,) hearing her distress whistles, put off in the surf-boat and piloted her safely into the harbor.

August 15.—At 8 o'clock in the morning of the previous day, during the prevalence of a thick fog, the schooner *Inez*, of Millbridge, Maine, stranded on the west side of Great Duck Island, some six miles south-southwest of the Cranberry Isles Station, (First District,) coast of Maine. She was bound home from Boston, Massachusetts, in ballast, with a crew of four men. Early the following morning (15th) the keeper assembled a volunteer crew, the station being closed at this season, and went to the vessel's assistance. The revenue steamer *Levi Woodbury*, cruising in the vicinity, was signalled and towed the surf-boat to the scene of the accident. The schooner was found with part of her stem and keel carried away, her rudder gone, and the hull badly damaged. The captain was absent at the time, but was subsequently found by the life-saving men at South West Harbor, whither he had gone in a fishing vessel. Arrangements were made with the revenue steamer to tow the craft inside if she could be floated off the rocks. At 1 o'clock in the morning (16th) the surfmen again boarded her and at daybreak began work. She was broadside on, with a high ledge outside of her, which made it necessary to move her some distance in order that the bow could be hove into deep water. Cables were accordingly run for the purpose of heaving her ahead. The holes in the bottom were patched and a temporary rudder was improvised. At high water the vessel was floated and towed into South West Harbor, where she was grounded on the flats. The crew got back to the station at half-past 3 o'clock in the afternoon, having been away for twenty-four hours, most of which time they were hard at work.

August 15.—The keeper of the Coney Island Station, (Third District,) New York, in the forenoon directed to a safe landing place a yawl-boat containing six persons, including two ladies and a child. They were a party from the sloop-yacht *Victor*, at anchor a quarter of a mile west of the station, and came ashore on account of some of their number being seasick. When first seen by the keeper they were in danger of swamping in the surf. A couple of hours later he helped them to launch their boat and they boarded the yacht.

August 15.—The schooner *Lookout*, of and from Calais, Maine, stranded on the north bar of Hereford Inlet, coast of New Jersey, at 3 o'clock in the morning. She was bound to Philadelphia, Pennsylvania, with a

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cargo of lumber, and carried a crew of five men all told. The cause of the accident was ascribed to the smoky condition of the atmosphere, which made it difficult to see the land, and also to the strong set of the current. The Hereford Inlet Station (Fourth District) being closed at this season, the keeper, who discovered the vessel, mustered a volunteer crew, launched the surf-boat and reached the scene at 6 o'clock after a pull of two miles to the eastward. The schooner was found leaking badly, and the men tried in various ways to float her off the shoal, but their efforts were not attended with success, although they worked until high tide. The captain not desiring to land they then returned to the station. At 1 o'clock in the afternoon, in response to a signal, the surfmen again boarded her and found the crew anxious to be brought ashore, as the vessel was rapidly filling, and they were powerless to relieve her. Accordingly all hands, with their personal effects, were taken to the station. Meantime a man had been sent to a telegraph office, eight miles distant, to obtain the services of a wrecking steamer, and that night one arrived from Somer's Point. The following day (16th) she tried to pull the schooner off the bar, but as the latter had bilged on a sunken wreck the attempt proved ineffectual. Her sails and rigging and the greater part of the cargo were saved before she finally broke up. The sailors were sheltered and fed at the station during a period of eight days.

August 15.—At 9 o'clock in the morning the watch on the look-out of the Kenosha Station, (Eleventh District,) Wisconsin, reported that a schooner had come to anchor a mile to the eastward. She listed over so badly as she lay that it was thought something was the matter, and the keeper and crew at once manned the surf-boat and went out to her. She proved to be the schooner *T. G. Avery*, of Chicago, Illinois, bound to that place from Charlevoix, Michigan, with a cargo of cord-wood and tan bark, and having a crew of seven men, the captain included. She had sprung a leak twenty-four hours before, and her men were quite exhausted with pumping, some of them being sick beside. The life-saving crew sent them all below to get some rest and fell to at the pumps with a will. They pumped till evening, when they paused to take the captain and one of the sick men ashore, returning afterward to their work on the vessel. The captain meanwhile sent to Chicago for a tug, which arrived the next morning (August 16), and as he feared that the leak might become worse, and he could not rely upon his own exhausted men for service, the life-saving crew, on his solicitation, again took their place at the pumps, and went in tow of the tug to Chicago, where they arrived at 5 o'clock in the afternoon, pretty well used up by their long-continued labor, and got the schooner up the river, where men could be employed to work upon her till she was unloaded. They were taken back free of charge with their boat in the steamer *Sheboygan* the next morning (August 17) by Superintendent Buntlin, of the Goodrich Transportation Company, who said he would do anything for the Life-Saving Service.

August 16.—The wind, which had been freshening from the southwest during the day, blew a gale at about noon in the vicinity of the Cleveland Station, (Ninth District,) Lake Erie, and at half-past 12 the small sloop-yacht *Ripple*, which was anchored in the harbor with no one on board, broke from her moorings and drove up against the west pier, a short distance from the station, where she would soon have pounded to pieces. The surfmen, however, hurried to the scene, got out a line, and towed her around the pier-head, up the river into a slip, where she was safely screened from the storm.

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August 16.—While the schooner *John V. Jones*, of Chicago, with a load of cedar posts, was at the south pier, Evanston, Illinois, a heavy wind and rain squall from the northwest struck her, causing the head-lines to part and the bow to swing around hard aground on the bar. The accident happened at twenty minutes of 4 o'clock in the morning, and was seen by the lookout of the Evanston Station, (Eleventh District,) half a mile distant. He at once called the next watch, also the keeper, and the three men hastened to the vessel's assistance. There was little or no sea on and with the help of the schooner's crew she was, after an hour's work, hove afloat undamaged and hauled safely alongside the pier. The captain cordially thanked the surfmen for their services. The same squall carried a quantity of lumber into the lake, which the life-savers afterwards recovered with a small boat and piled upon the beach.

August 17.—During the prevalence of a southerly gale of wind and rainy weather, while the schooner *Josephine Knowles*, of Addison, Maine, was standing through Block Island Sound, the fore-peak halliards parted, causing the gaff to carry away and the vessel, becoming unmanageable, struck, at 1 o'clock in the morning, on Napatree Point, a mile and a half to the westward of the Watch Hill Station, (Third District,) coast of Rhode Island. She was discovered a few minutes before 5 o'clock by the keeper. While the latter was taking measures to muster a volunteer crew—the regular surfmen being off duty for the summer—the captain of the stranded vessel, who was landed by a fisherman, came to the station. At his request the keeper accompanied him to a telegraph office, where dispatches were sent to the owners of the cargo. By this time a sufficient force had assembled to launch and man the surf-boat, and so there was no further delay in putting off to the schooner. It was found that nothing could be done to relieve her, as a high sea was running and she was already full of water. Accordingly the life-saving crew loaded the schooner's yawl and their own boat with stores and baggage and, first taking three of the sailors, pulled to the station. After discharging the contents of the yawl the keeper returned in it with the captain and three men, and brought off the sailor that was left on board. A wrecking company succeeded, on the 20th, in getting the craft afloat in a damaged condition, and she was subsequently sold at auction for a small sum. When the accident occurred the vessel was on her way from River Hebert, Nova Scotia, to New York, with a cargo of spiles, and carried a crew of five men all told.

August 18.—Towards evening a fire broke out in a shingle-mill not far from the Ludington Station, (Eleventh District,) Lake Michigan. The life-saving crew pulled to the scene in the surf-boat, taking with them the station force-pump and hose. They manned the pump and, assisted by the mill-hands, succeeded in keeping the flames from spreading, thus saving the surrounding buildings. The mill was completely destroyed.

August 18.—The crew of the Evanston Station, (Eleventh District,) Lake Michigan, on this date, dragged for and recovered a lumber-wagon which had been blown into the lake by a heavy squall two days before. They hauled it safely out on the pier.

August 18.—At a quarter past 6 o'clock in the evening the watch of the Racine Station, (Eleventh District,) Lake Michigan, hearing a loud splash in the water not far away, followed by cries for help, ran to the spot and found that a boy had fallen into the river between a small vessel and the wharf, where he was in great danger of drowning. The surfman quickly reached down and pulled him out, and found to his surprise

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that the lad was his twelve-year-old son, who had lost his balance while playing and tumbled overboard.

August 20.—At 4 o'clock in the afternoon a man, by carrying too much sail, capsized his canoe on the Genesee River just opposite the Charlotte Station, (Ninth District,) Lake Ontario. One of the life-saving men seeing the accident and the danger the man was in, hurriedly put off in the dingy to his assistance. He was pulled out of the water and brought safely to the station, after which the surfman recovered his canoe.

August 20.—The day watch of the Ship Canal Station, (Tenth District,) Lake Superior, reported, at half past 12 o'clock, that he had discovered an object adrift in the lake quite a distance from the land, but was unable, even with the aid of his glass, to satisfy himself of its nature, it having the appearance of a capsized boat. A tug which was in the harbor had already put off with one of the surfmen on board. The surf-boat immediately launched and reached the scene, some five miles to the eastward of the station, shortly after the steamer. The object proved to be an overturned and nearly sunken fishing-boat with two men clinging to it. As the tug had been unable to render any assistance to the craft the life-savers stripped off the sails, righted it and bailed it out, after which they towed it into the canal, taking the two men with them. The latter were Finlanders, and while they could not speak English their actions indicated a due appreciation of their rescue. It appears that a sudden squall had capsized their boat in the morning two miles from the land, and they had drifted several hours with the current, there being little or no wind. Later on an offshore breeze sprang up, and had they not been seen they must certainly have been carried far out into the lake and probably lost.

August 20.—A little schooner, the *Blue Wave*, bound from Saint Joseph, Michigan, where she belonged, to Muskegon, Michigan, with a cargo of apples and potatoes, and managed by two men, mistook the harbor-lights in trying to enter at 11 o'clock at night, and ran upon the beach a quarter of a mile south of the entrance and a third of a mile from the Muskegon Station, (Eleventh District.) The keeper and his men at once went to her in the surf-boat, found her well beached, and summoned a tug, the tow line of which they carried to her, and saw her safely pulled off into the harbor.

August 20.—At 11 o'clock in the forenoon the watch of the Milwaukee Station, (Eleventh District,) Lake Michigan, saw a skiff containing a man capsize though mismanagement between the piers near the harbor entrance, about a mile to the eastward of the station. The life-savers quickly put off to the scene in a small boat and rescued the occupant, who, being unable to swim, was clinging to the bottom of the skiff. They towed the latter to the station and bailed it out. Half an hour later the lookout observed a small boy fall into the lake from the north pier. The surfmen speedily pulled to the spot and were in time to save the lad from drowning.

August 21.—At daylight the keeper of the San Luis Station, (Eighth District,) coast of Texas, discovered a three-masted schooner stranded some three miles south-southwest of the station, on what is known as the south shoal off San Luis Pass. He immediately proceeded down the beach and found her about a third of a mile from the shore, with her colors set union down. There was a strong southeast wind prevailing, with a heavy sea running. As the regular life-saving crew were not on duty at this season, the keeper hurried back to the station and dispatched a surfman, who happened to be at hand, to the scene of the accident to maintain a watch while he got his horse and wagon ready

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and drove to a farmer's, twelve miles distant, and sent word to the district superintendent at Galveston for assistance. He then returned and hauled the surf-boat on its carriage to a point opposite the vessel, reaching there at 5 o'clock in the evening. About this time a boat put off from the schooner, which managed to pass the breakers and make a safe landing. It contained the captain and four men, three of the crew who were unwilling to risk the chances of going through the surf still remaining on board. The craft proved to be the *Ella Elliot*, of Thomaston, Maine, from Rockport, in that State, bound to Galveston with a cargo of ice. She had been carried out of her course by the strong current, and struck the shoal during thick weather at 2 o'clock in the morning. As the wind and sea began to moderate, the captain, considering his vessel in no danger of further harm that night, sought shelter with his men at the station. The district superintendent had already arrived with a volunteer crew, and it was decided to commence operations early the next morning. Accordingly at daybreak (22d) all hands were called, the surf-boat was launched, and the schooner boarded. She was leaking badly, and the pumps were kept going in efforts to get the water out, but after an entire day's persistent work very little progress was made. A steamer with extra pumps put in an appearance about noon, but could not get alongside on account of her draught. The following day (23d) the attempt to free the vessel was renewed, and at first with apparent success, but when the flood tide made, the water gained in the hold so that the undertaking had to be given up. A portion of the cargo was previously removed to lighten her and an anchor run out, which, however, under the circumstances, served to little purpose. The captain finally made arrangements with a wrecking company to try and save her, but, the task proving a failure, she was at last abandoned, after being stripped

August 21.—Early in the morning of the 20th a severe hurricane from the southeast swept the coast of Texas, carrying destruction and desolation before it. Many dwellings along the shores were blown down and wrecked, families made homeless, and in several instances lives were lost. The havoc of the storm was particularly felt on Matagorda Island, in the vicinity of the Saluria Station, (Eighth District,) where the seas backed up over the land, destroying life and property. Besides shifting the station from its foundation and doing other considerable damage, some five neighboring houses were completely demolished, while none escaped uninjured. This caused much destitution and suffering, and three persons were known to be drowned. Shortly after daylight of the 21st the keeper discovered from the lookout deck of the station a capsized vessel near Grass Island, in Espiritu Santo Bay, several miles to the westward. The life-saving force being off duty at this season, a volunteer crew was speedily mustered, and, aided by a pair of horses, they hauled the surf-boat to a convenient point, where it was launched. Six persons were found clinging to the wreck, more or less exhausted, the wife of one of the crew being among the number. They were all taken into the boat and were soon revived by means of stimulants. As there was no fresh water to be had at the station, the cisterns having been carried away, and the wells on the island being unfit for use, the surfmen spoke a fishing-sloop in Matagorda Bay and requested the captain to take the rescued people to Indianola, which he cheerfully consented to do. The capsized vessel was the schooner *Flower of France*, of Brashear, Louisiana, from Grand Chemier, in the same State, bound to Indianola, Texas, without cargo, and was dismasted and blown over in the furious gale of the preceding day. Several needy persons, whose

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homes had been destroyed by the ravages of the storm, were sheltered at the station from this time on to the close of the month.

August 21.—During the prevalence of a fresh southerly breeze and high sea, at about 1 o'clock in the afternoon, the keeper of the Aransas Station, (Eighth District,) Texas, discovered a dismasted vessel outside the bar. The station being closed at this season, he immediately took steps to muster a volunteer crew for the purpose of launching the surf-boat, but, after due effort, was unable to obtain sufficient men. Several pilots, however, offered the services of their schooner, which was at anchor in the harbor, and as the wind and the tide were favorable, the keeper was taken on board, and in a short time the disabled craft was reached. She proved to be the schooner *Fannie*, of Galveston, Texas, bound to Corpus Christi, in the same State, from Lake Charles, Louisiana, with a cargo of lumber and a crew of three men. It appears that she had lost both masts in the northeast storm which swept the coast two days before, and had been helplessly adrift in the violent seas for nearly thirty-two hours. On approaching the land her anchor was let go and a signal of distress hoisted on a spar. The crew were taken to the station, where they were cared for and sheltered three days, their vessel being towed inside on the 25th by the schooner *Willie Ann*.

August 21.—At about 7 o'clock in the morning a small skiff containing a man and woman capsized on the Genesee River, at a point some two and a half miles above the Charlotte Station, (Ninth District,) Lake Ontario. It appears that in attempting to change seats they accidentlly upset the boat. Two of the station surfmen who were rowing up the stream at the time, hearing cries for help not far off, quickly proceeded to the spot and found the couple clinging to the overturned skiff. They were speedily rescued from their perilous situation and taken ashore. The life-saving men then recovered their boat.

August 21.—During the night the crew of the Golden Gate Park Station, (Twelfth District,) coast of California, in answer to several signals of distress, launched the surf-boat, and, after rowing out about three-quarters of a mile, came alongside the anchored steamer *Salinas*, of San Francisco, which, having lost her smoke-stack, was unable to get up steam. The captain was anxious to obtain a tug, and the life-saving crew pulled ashore and telephoned for one, which arrived on the scene early the following morning and towed the disabled vessel into port.

August 22.—The lookout of the Cleveland Station, (Ninth District,) Lake Erie, at about 3 o'clock in the afternoon, reported that a cat-boat, with five persons on board, including two ladies, had capsized in the bay, near the Government break-water, a third of a mile distant. A fresh southerly breeze prevailed at the time, with smooth water. The dingey was immediately manned and started out, but before the life-savers could reach the scene the light-house keeper, who was close at hand when the accident happened, had succeeded in rescuing four of the number. The surfmen saved the remaining one, then righted the boat and towed it to the station. The party were also taken thither and provided with stimulants and dry clothing, a part of the latter being drawn from the stock of supplies donated by the Women's National Relief Association, all of which was subsequently returned. Fortunately nothing of a serious nature resulted from the mishap, although a very narrow escape was made.

August 22.—The lookout at Grand Point au Sable Station, (Eleventh District,) Lake Michigan, saw, half an hour after noon, a vessel on the bar at the mouth of Hamlin Harbor. On going out to her in the surf-boat the life-saving crew found her to be the schooner *Z. Y. M. C. A.*, of

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Chicago, bound to that place from Hamlin with a cargo of lumber, and having six men on board and two passengers. The surf-boat crew ran a line from her to the pier, and after an hour's sturdy labor succeeded in heaving her off, greatly to the satisfaction of the captain, who would have been delayed much longer but for the aid he had received.

August 23.—The schooner *George*, of Rockland, Maine, bound thence to New York with a cargo of lime, while beating through Muscle Ridge Channel, misstayed and stranded near the light-house on White Head Island, a quarter of a mile east of the White Head Station, (First District,) coast of Maine. The accident occurred at 10 o'clock in the morning, during clear weather and the prevalence of a moderate southwest breeze. She had four persons on board, including the captain's wife. The station was closed for the summer, and the keeper, with a volunteer surfman, went off to the craft in a dory. She was some eighty yards from the shore and pounding heavily on the rocks. The foresail and jibs were set with a view of forcing her off, but the attempt proved futile, as she was rapidly filling, the water having already fired the cargo. The keeper landed the captain's wife and one of the sailors and then returned to the vessel. She finally worked clear of the ledges, but the after-part was afire, so that no one could reach the wheel to steer her. By this time several additional surfmen arrived on the scene in small boats. They towed the schooner between White Head and Hay Islands, where she sank, her deck being just above water at low tide. The life-saving men worked hard in the heat and blinding vapor and succeeded in saving the sails and rigging. The vessel and her cargo were lost. The wrecked people were sheltered and fed at the station until the following day, when they left for their homes.

August 23.—In the morning of this date the keeper of the Saluria Station, (Eighth District,) coast of Texas, was notified that a dead body was seen floating in Espiritu Santo Bay. He immediately manned a small boat, proceeded to the place indicated, and recovered the body, which was identified as that of a boy named John Henry Meade, who was drowned on the 20th. The remains were buried on the west end of Matagorda Island.

August 23.—Half an hour after midnight the two patrolmen of the Saint Joseph Station, (Eleventh District,) Lake Michigan, caught a scow that broke loose from the pier in time to prevent it drifting out into the lake. They secured it again with extra lines and chains. There was a fresh northwest breeze, with a heavy sea in the river.

August 24.—The prompt and brave action of boatman Farrell of the Louisville Station, (Ninth District,) Louisville, Kentucky, on this date, is deserving of the highest praise. A young lady while attempting to board the steamer *W. C. Hite*, which was about to leave on an excursion from her landing, foot of Third street, slipped and fell into the river, between the vessel and the wharf-boat, and at once sank out of sight. This happened at a quarter of 8 in the evening. Farrell, who was at the station, some twenty yards away, hearing a loud splash in the water, ran to the spot and, quick as thought, jumped into the stream and brought her to the surface where he held her until some men pulled her out. She had been drawn down by the undertow and would have drowned in a few minutes had it not been for the heroic effort of the boatman. The latter, on reaching the shore, telephoned for a carriage and had the lady taken to her home. A local paper, prefatory to its statement of the above facts, under the caption "Famous Life-Savers," had the following: "The efficiency and usefulness of Captain Devan's crew of life-savers are making quite a reputation for them abroad.

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Yesterday the captain received a telegram from William Barr, Nashville, asking him to send one of his men to dive for the body of a man who had been drowned in the Cumberland River. As it was out of his district, the captain was unable to grant the request."

August 25–27. At half-past 12 o'clock in the afternoon of the 23d the lookout of the Point aux Barques Station, (Tenth District,) Lake Huron, discovered that a large raft of logs had broken adrift from two steamers which were towing it, about two and a half miles east-southeast of the station. The mishap was caused, no doubt, by the heavy sea. The raft soon went ashore and the vessels steamed down the lake and left it. They did not return until early in the morning of the 25th, when the life-saving crew manned the surf-boat and pulled out to them. They proved to be the *Manistique*, and *Torrent*, both of Detroit, Michigan. The crew of the Sand Beach Station and a party of raftsmen were on board to assist in recovering the logs. The former had sounded out and buoyed a channel so that the steamers could reach a favorable position near the shore before beginning work. The life-saving men then ran hawsers and lines, carried orders to and fro, and assisted diligently in various ways during the day to further the operations. Finally, after a long time of hard pulling, the steamers succeeded in getting a portion of the raft clear. The hawsers were again overhauled and run by the surfmen to the portion still aground but the tug parted the lines and the labor had to be gone over with. It was not until 9 o'clock at night that all but about ten scattered cribs had been floated, and the vessels proceeded with them to Sand Beach. The life-savers made the logs fast in the harbor and returned the following morning (26th) with the steamers to the scene of the accident, a force of men with necessary implements accompanying them, where they were joined by the Point aux Barques crew, who had spent the night at their station. The Sand Beach surfmen after helping to land the men, with their tools, chains, etc., returned to their quarters, their services being no longer needed. The next day, (27th,) the raftsmen having in the mean time made up the cribs on the beach, the Point aux Barques crew aided them to run lines. When the logs were floated, the surfmen put on board the steamer all the tools and gear. Fourteen of the raftsmen were sheltered one night at the station and provided with meals, which they paid for. The superintendent of the work bestowed much praise on the life-savers, and ascribed to their active efforts in aiding him the complete success of the operations. The whole raft was saved.

August 25.—At about noon a fire broke out at Monaghan's Landing, some three miles southwest of the Middle Island Station, (Tenth District,) Lake Huron, where several cargoes of cedar posts, ties, and telegraph poles were piled up ready for shipment. The life-saving crew at once launched the surf-boat, and loading it with all the spare buckets at hand, pulled to the scene. The flames having gathered considerable headway the only thing that could be done was to keep them from spreading and destroying the adjoining property. A party of stevedores arrived from a neighboring wharf, where they had been engaged loading a vessel, and joined with the surfmen in their efforts to that end. The combined forces worked uninterruptedly, carrying water and moving the loose piles, which were in danger of catching fire, to a place of safety. By these means the flames were kept pretty well under control. At half-past 6 the keeper, who had been absent during the day in Alpena, returned. He immediately dispatched two of his crew to the station for the hose, there being a good force-pump on the wharf to which it could be coupled. The pump was placed as near as possible

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to the fire on a temporary platform made of telegraph poles, and when the station-hose arrived two lengths were attached and a steady stream of water was applied to the burning mass. In an hour's time the fire was completely mastered, after which it was soon suppressed. The life-saving men, however, remained in the vicinity until 9 o'clock to satisfy themselves that there was nothing more to fear. By their active measures they had prevented the destruction of a shingle mill, besides much other valuable property. The company's superintendent was very grateful for the services rendered, and warm in his praise of the crew, who had worked untiringly from the beginning in the heat and stifling smoke.

August 26.—A party of four young people, including two ladies whom the keeper's wife took charge of, were sheltered and cared for over night at the Thunder Bay Island Station, (Tenth District,) Lake Huron. They had been left on the island through some mistake by their companions, and the following morning were conveyed in the surf-boat to their homes on the main land, to the gratification of friends who were very anxious concerning them.

August 26.—The crew of the Cape Disappointment Station, (Twelfth District,) Washington Territory, in the forenoon of this date, recovered a fishing-boat that was discovered by the lookout adrift outside the breakers. After a pull of some four hours against a strong ebb tide they succeeded in towing it safely to the station. It was ascertained that the craft broke loose from a tug bound out of the river to Shoalwater Bay and belonged to one of the fish-packing companies in the vicinity.

August 27.—While the crew of the Cleveland Station, (Ninth District,) Lake Erie, were eating their dinner, at about half-past 12 o'clock, the lookout rang the alarm-gong on discovering a small sail-boat, with a boy in it, capsize abreast of the station on the opposite side of the river. The surfmen quickly got the dingy out and were obliged to drag it across a raft of logs which was being towed up the stream, but succeeded in reaching the lad, who was clinging firmly to the bottom of his boat, in season to rescue him. The craft was then hauled out by the life-savers onto the pier. Through some blunder in managing his boat the youth had caused it to upset, which came very near drowning him.

August 27.—At about a quarter of 2 o'clock the day-watch of the Louisville Station, (Ninth District,) Louisville, Kentucky, sounded the alarm-gong, and the life-savers put off in their boat to the rescue of three boys in a skiff who were being carried by the strong current in the Indiana chute towards the falls. The lads were overtaken in season to prevent accident, and were brought safely to the shore. A little more and they would have been swept beyond reach and onto the rocks.

August 28.—The three-masted schooner *Venus*, of Cleveland, Ohio, bound from East Jordan to Detroit, Michigan, with a cargo of lumber, and carrying a crew of five men, stranded at about 3 o'clock in the morning on the southeast end of Thunder Bay Island, half a mile from the station of that name, (Tenth District,) Lake Huron. The accident was due to an error on the part of the navigator in judging the distance from the shore, the weather at the time being clear and light. The captain landed in his yawl, and meeting the patrol, who was hurrying down the beach towards the scene, was conducted by him to the station.

The keeper caused the life-boat to be manned, and placing it in charge of Surfman No. 1 with instructions to lay by the vessel until his return, started with the master in the supply-boat to Alpena for assistance.

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The wind dying down they were obliged before going far to put back to the station for the surf-boat, since they could not proceed under sail. It was fifteen miles to Alpena, but the men pulled the distance in less than two hours and a half, and succeeded in engaging two tugs. The latter arrived alongside the stranded craft at 11 o'clock in the forenoon. The surfmen ran hawsers for them, repeating the operation several times, as the lines parted under the heavy strain brought to bear during the attempts to float her off. It was not until 3 o'clock that she was finally pulled clear. This result was accomplished just in season, as the wind was beginning to breeze up, and the schooner had commenced to pound on the bottom. Some of the deck load had been thrown overboard, a part of which, however, was afterwards recovered by the life-saving crew. This was about all the loss sustained, the vessel being apparently uninjured. The captain warmly thanked the surfmen, and attributed the saving of the schooner to their prompt aid.

August 28.—Word was received about noon at the Ship Canal Station, (Tenth District,) Lake Superior, that a steam-barge had stranded near Eagle River, some twenty miles northeast of the station. On finishing their dinner the life-saving crew launched the surf-boat and started for the scene. The wind was dead ahead and at times fresh, and after an arduous pull, lasting nearly seven hours, the vessel was finally reached. She proved to be the *Clyde*, of and for Buffalo, New York, from Bayfield, Wisconsin, with a valuable cargo of flour and carrying a crew of seventeen persons all told. She was fast on a reef about a mile from the land, having struck at 4 in the afternoon of the 27th during thick weather. Two tugs, with a gang of men and lighters, were alongside and as soon as the surfmen obtained supper, which they were obliged to go ashore for, they joined in the work of unlading the steamer for the purpose of lightening her. They labored steadily until 1 o'clock, when they tried to get a little needed sleep, but as there was no place to lie down except on deck few of them secured any rest at all. At daylight (29th) they resumed work discharging the cargo and by 7 o'clock the tugs had succeeded in pulling the vessel clear. The remainder of the day the station men assisted to put the flour back on board and by dark there was left only a portion of it to be transferred. The wind then began to freshen from the westward, making up rough water, and the tug captains concluded to take the lighters for shelter to Eagle Harbor, between seven and eight miles northeast of Eagle River. The state of the sea preventing further operations, the life-saving crew manned their boat and lay by until the craft were all well under way, when they accompanied them on their journey. The smoky and foggy weather made the darkness almost impenetrable, and the wind had increased to nearly a gale. The surfmen were unfamiliar with this section of the coast, having only a general idea of the trend of the shore and that it was lined with rocks and ledges with scarcely a rod of sand beach along its whole extent. Going before the wind the surf-boat would at times get in advance of the tow, but whenever the lights of the vessels became indistinct and were liable to be shut out, the men would take in sail and row back. The tugs shaped a course too far off the land and passed the Eagle Harbor light, which was visible through the misty darkness little more than a mile. When this became apparent one of them stood in towards the shore, and after a run of some two miles made out the light and began blowing her whistles for the guidance of the other vessels. The steamers kept up responsive signals at intervals, but through some misapprehension became farther separated. The one which had approached the land then headed in for the harbor,

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the surf-boat following, but in searching for the range lights which mark the channel she got so far to leeward as to lose the main light, and for fear of stranding was unwilling to try and pick it up again. The captain explained the situation to the keeper and asked the latter if he would endeavor to find the way into the harbor for him. This, as events proved, was no easy task. The surfmen rowed as near to the shore as possible and laboriously groped their way, so to speak, along the edge of the breakers, between rocks and reefs that they knew nothing of, on one occasion striking bottom and slightly staving their boat, until, after two hours' exhausting effort, they made the lights and entered the harbor. Speedily taking the necessary bearings they again set forth, and in attempting to make a straight course back, ran on another reef, and were obliged to follow the shore as they had come. Meantime the barge had steamed up alongside the tug, but the whereabouts of the other tug and lighter was not known. When the surf-boat arrived the keeper gave directions to the two vessels which would enable them to reach a position where the channel lights could be plainly seen. It was now half-past 4 in the morning, (30th,) and the surfmen, who had had no rest for two days, having worked nearly every minute of the time, were sorely feeling the effects of the continued strain upon their energies, being well-nigh fagged out and on the verge of sinking with exhaustion at the oars. It was therefore almost imperative, under the circumstances, to return at once to the shore. The vessels, to which every assistance had been rendered, were left for the time being to care for themselves. The surfmen made the harbor at about daybreak, their previous experience aiding them to find their way in with little difficulty. They were so completely overcome with fatigue as to be scarcely able to reach a hotel where something could be obtained to eat. While a meal was being prepared, however, they found a chance to lie down on the floor and partially rest themselves. After breakfast, undeterred, the hardy fellows again manned the surf-boat and put off in search of the vessels, none of which had arrived in port. About eight miles out they ran across the floating cargo belonging to one of the lighters which, it was subsequently ascertained, had sprung a leak and been cast adrift in a water-logged condition. Both tugs were found at Copper Harbor, where they had taken refuge, some fourteen miles up the coast. It appears that soon after the surfmen left the tug and barge, as previously described, the former let go her lighter and started to the assistance of the other tug which began blowing distress signals a short distance to leeward. The latter, being a poor sea boat, was found unable, with the lighter in tow, to turn round in the heavy seas. Both vessels then shaped a course for Copper Harbor, where, as has been seen, they subsequently arrived in safety. The wind holding from the westward the surfmen remained at this place until September 1, establishing a temporary station and regularly patrolling the beach. On that date the *Clyde* came back from Marquette, whither she had gone, having learned by telegraph where the tugs were. The life-saving crew helped to transfer the cargo still remaining in the lighter and in tow of one of the tugs, reached the station at 11 o'clock in the night. Considerable loss was incurred by the breaking up of the lighter that was cast adrift and which had a large quantity of flour on board.

August 28.—At a quarter of 9 o'clock in the morning a telephone message was received at the Racine Station, (Eleventh District,) Lake Michigan, that a small boy had fallen into the river and drowned about three-quarters of a mile from the station, and asking the assistance of the life-

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saving crew in recovering the body. The surfmen started to the scene with two boats, and after a half-hour's search succeeded, by the use of poles and grapnels, in finding the remains. As life was extinct no attempt was made at resuscitation. The child was only four years old.

August 29.—During an impenetrable fog, at about 6 o'clock in the morning, the crew of the Sturgeon Point Station, (Tenth District,) Lake Huron, in answer to the repeated blasts of a steamer's whistle, manned the surf-boat and put off in the direction whence the sounds proceeded. After pulling quite a mile and a half they came upon a steamer, with three barges in tow, heading straight for the shore. As soon as the life-savers appeared on the scene the vessel at once changed her course and hauled out into the lake. Later on the fog lifted and the tow was enabled to proceed in safety. Had the surfmen not opportunely arrived to direct them the vessels would undoubtedly have gone on the beach.

August 29.—At noon a boy brought word to the Saint Joseph Station, (Eleventh District,) Lake Michigan, that a drowned man had washed up on the beach a mile and a half south of the station. The life-saving crew proceeded to the spot in the surf-boat, brought the body to the city, and turned it over to the coroner. The man proved to be M. E. Fry, who had been at work in Benton Harbor.

August 30.—At about 4 o'clock in the morning the sloop-yacht *White Wing*, of Boston, with a crew of two men, bound from Kennebunkport, Maine, to Barnstable, Massachusetts, in attempting to make a harbor at Plymouth, during the prevalence of a dense fog, ran aground on Brown's Bank, at the entrance of the harbor, about two-thirds of a mile south of the Gurnet Station, (Second District,) coast of Massachusetts. As she began pounding pretty hard soon after she struck, the men took to their boat, and by the aid of their compass succeeded in reaching Gurnet Point, where they called at the station for assistance. This was at 5 o'clock. Keeper Holmes gave them breakfast, after which he set out with them to the vessel, taking the necessary ground-tackle and being accompanied by one of his crew, (B. B. Manter.) By planting a kedge in deep water and tipping the sloop by the head, so as to bring her on an even keel, they soon succeeded in hauling her afloat. The yacht was then moved to a safe anchorage in Saquish Cove, whence, with the aid of a pilot, she reached Plymouth the same day.

August 30.—During smoky weather, in the watch from 8 o'clock until midnight, while the patrol of the Vermillion Point Station, (Tenth District,) Lake Superior, was at the west end of his beat, he discovered a steam-barge, with two vessels in tow, very close inshore and steering an unsafe course. He quickly ignited a Coston light, when the barge sheered off somewhat but not enough to escape the danger of stranding. He then flashed another signal which caused her to stand out into the lake all clear.

August 30.—The east patrol of the Crisp's Station, (Tenth District,) Lake Superior, at 10 o'clock at night, fired his Coston light and warned off a steamer that was almost ashore. An hour later the west patrol of the same station, seeing another steamer standing into danger, signaled her off. The weather was smoky and foggy and both vessels were evidently out of their reckoning.

August 30.—The scow *Fannie and Laura*, of Manitowoc, Wisconsin, bound without cargo from Port Washington, Wisconsin, to Ludington, Michigan, and having a crew of three men, in standing off and on in smoky weather, which prevented those on board from seeing the shore, stranded at half-past 1 o'clock at night, about three miles south-southeast from

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the Grand Point au Sable Station, (Eleventh District,) Michigan. News of the disaster was brought to the station, and by half-past 7 in the morning the crews arrived alongside in the surf-boat. They found that the captain had sent to Ludington at daylight for a tug, which arrived at 8 o'clock with the Ludington life-boat and her crew in tow. The crews of both stations then joined in running lines to the vessel from the tug, and she was towed off without damage, the captain expressing much gratitude for the assistance given him.

August 30.—In the afternoon two boys started out on Lake Michigan, from Racine, Wisconsin, in a row-boat. It was blowing half a gale from the northwest at the time and when off shore about a mile they endeavored to pull back, but instead of making any progress the wind kept gradually carrying them farther from the land. The lookout of the Racine Station, (Eleventh District,) who had watched the pair from the beginning, seeing the danger they were in, gave the alarm. The surf-boat was at once launched and the life-savers overtook the boys, who were badly frightened, about two miles off shore. Their skiff, which was rapidly drifting to sea, had begun to ship water and must undoubtedly soon have swamped. The surfmen towed in their boat and conveyed the lads to the station. Both were overjoyed and very thankful for their timely rescue.

August 31.—The lookout of the Oswego Station, (Ninth District,) Lake Ontario, at half-past 3 o'clock in the afternoon, reported that the small sloop *Willie*, containing a man, had capsized about three-quarters of a mile west of the station. There was a stiff westerly breeze and moderate sea. The surf-boat was immediately launched, but before the life-saving men reached the scene the crew from a schooner, which was lying close by, pulled the man out of the water. He received a good wetting, but aside from this no harm was done. The surfmen took charge of him, righted and bailed out his boat, and towed it to the yacht-club house.

August 31.—The lookout of the Point aux Barques Station, (Tenth District,) Lake Huron, reported a small sloop with one man on board, some two and a half miles southeast of the station, trying to beat up to windward. The wind was freshening from the northwest, with an increasing sea, and the craft was making little or no headway. The life-savers manned the surf-boat and pulled off to her assistance. The man was anxious to be towed ashore, as he was afraid of having to square away for a harbor of refuge, (the nearest available point being thirteen miles to the southward,) a proceeding that would be attended by considerable risk, as there was every appearance of an approaching storm. The surfmen took the sloop to the station and hauled it out, and the man was fed and sheltered over night. He left on foot the next morning intending to return for his boat as soon as the weather became more favorable.

August 31.—The morning watch of the Muskallonge Lake Station, (Tenth District,) Lake Superior, reported, at about twenty minutes after 5 o'clock, that a steam pile-driver, belonging to Mr. Charles H. Cook, which was lying alongside a small breakwater, a short distance west of the station, was in danger of going on the beach having parted one of her bow lines. A northwest gale was blowing at the time, with a very heavy sea on. The life-saving crew got the surf-boat out, coiled a hawser in it, and with difficulty effected a launch through the surf which was breaking furiously along shore. The boat half-filled twice and had to be bailed as many times before the outer bar was successfully crossed. Then came a half hour's struggle with the waves before they finally

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reached the craft. The surfmen had just run the end of their hawser to the breakwater when the remaining fast that held the driver gave way and she was driven broadside on the beach. The men then made a landing, ran a line from the vessel to a tree near by and scuttled her to keep her from pounding. Two days later, (September 2,) by means of jack-screws, which were used to raise her from the sand, and a hawser attached to three small anchors planted out abreast, the station crew, after four hours' hard work, hove her afloat, she apparently having sustained little damage while aground.

September 1.—During thick and hazy weather, at about 6 o'clock in the morning, a brig was discovered heading in towards the shore a quarter of a mile south of the Nauset Station, (Second District,) coast of Massachusetts, and in dangerous proximity to the outer bar. The surfmen quickly ran up the International Code signal J. D., ("You are standing into danger,") when the vessel immediately wore round and stood away.

September 1.—The crew of the Shark River Station, (Fourth District,) coast of New Jersey, signalized the opening of the active season by saving a man, named Hoyt, from drowning. He and a companion had gone out in a row-boat for pleasure and were upset in the surf, at about 11 o'clock in the forenoon, near the inlet just south of the station. One of them swam ashore, but the other clung to the skiff, which drifted out to sea. The accident was observed by the lookout, and the surfmen immediately put off and rescued the imperiled man, who was in great danger of losing his life. The boat was afterwards picked up by a party of fishermen.

September 1.—At half-past 7 o'clock in the morning a small sloop was discovered about a mile southwest of the Cold Spring Station, (Fourth District,) coast of New Jersey, with a flag of distress hoisted. The surf-boat was launched and the life-saving crew pulled out to her and found that she was the *Susan Leach*, of Somers Point, New Jersey, on her way from Great Egg Harbor to Philadelphia, Pennsylvania, with a cargo of fish-oil, and carrying a crew of two men. She had sprung a leak and was in danger of sinking, there being already eighteen inches of water in the hold. A party of men who had boarded her were at the pumps when the surfmen arrived, but returned ashore on being relieved. A passing vessel was hailed and the sloop's deck-load transferred to her. The station-men then freed the craft, as far as possible, of water and started her, in charge of a pilot, for Cold Spring Inlet, where she could be hauled out on the beach and necessary repairs made.

September 1.—The sloop *Susan Leach*, of Somers Point, New Jersey, which was assisted in the morning of this date by the crew of the Cold Spring Station, (see foregoing account,) while entering the inlet, at half-past 11 in the forenoon, misstayed and stranded on the Middle Ground, about a mile and a quarter south-southwest of the Turtle Gut Station, (Fourth District,) coast of New Jersey. The life-saving force from the last-named station went to her in the surf-boat, calked a bad leak that was found, and then pumped her out. They assisted to heave her clear of the shoal and took her to a safe anchorage inside.

September 1.—A colored man who was crossing the Ohio River in an open skiff, shortly before 2 o'clock in the afternoon, and who was ignorant of the dangerous current and withal a poor boatman, got caught in the Kentucky chute, about half a mile from the Louisville Station, (Ninth District,) Louisville, Kentucky, and was in imminent danger of being swept over the falls. The life-savers lost no time in putting off to his assistance and took him and his boat to the station.

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September 2.—At about half-past 8 o'clock in the morning of August 31, during the prevalence of a thick fog and fresh southerly breeze, the eleven-hundred-ton ship *Henry*, of Saint John, New Brunswick, was wrecked on Shag Rocks, coast of Maine, some eight miles west-southwest of the Quoddy Head Station, (First District.) She was bound home from Greenock, Scotland, with a cargo of iron. The vessel struck on a desolate part of the coast, several miles from any habitation, and the crew of sixteen men, who did not abandon her until nightfall, when the weather looked threatening, followed the shore until they reached a small settlement on Moose River, where they obtained shelter. Tidings of the disaster were first brought to the station by a fisherman on the night of September 1, and early the following morning the life-saving crew proceeded to the scene in the surf-boat. The captain was anxious to have his crew cared for, and the surfmen accordingly went to the village where the sailors had previously taken up quarters and got them together from the various dwelling-houses, and in the afternoon conveyed them, with their baggage, on board a steamer bound for Saint John. The life-saving force went several times subsequently to the vessel and rendered assistance in getting things ready for public sale. The wreck, together with nearly half the cargo, was sold on the 4th.

September 2.—At about 9 o'clock in the morning of August 31, during thick and foggy weather, the coal-laden barge *Bonanza*, of Perth Amboy, New Jersey, stranded about two and a half miles west-northwest of the Watch Hill Station, (Third District,) coast of Rhode Island. She was bound from South Amboy to Providence. Wreckers lightened her of a portion of the cargo, and on this date she was pulled off the shoal by tugs, the life-saving crew assisting to run a hawser for the purpose.

September 2.—As he was returning over his beat, at about dusk, the south patrol of the Mantoloking Station, (Fourth District,) coast of New Jersey, found the dead body of a small boy on the beach. The life-saving crew removed the remains to the station, and the following morning the coroner took charge of them. The lad was about twelve years old, clad in a blue bathing suit, and had evidently been drowned for some time, the face being almost beyond recognition. The keeper at once took steps to find the parents.

September 2.—At 3 o'clock in the morning, during clear and moderate weather, the schooner *David G. Floyd*, of Newport, Rhode Island, bound from Providence, in that State, to Philadelphia, Pennsylvania, stranded on the north bar, two miles east of the Hereford Inlet Station, (Fourth District,) coast of New Jersey. The accident was due to mistaking the light which marks the inlet. The vessel was loaded with scrap iron and steel, and carried a crew of five men. She was discovered by the patrolmen, who immediately alarmed their fellow-surfmen. The surf-boat was launched with as little delay as possible, and at a quarter to 6 the life-saving crew reached the scene. After a number of ineffectual attempts to float the craft she finally bilged, and the sailors, with their baggage, were landed and taken to the station. At noon the schooner broke in two. The surfmen boarded her a second time and succeeded in saving the cabin furniture and cooking utensils. She was subsequently stripped of sails and rigging by wreckers and, with the cargo, became a total loss. The entire crew were sheltered at the station three days, while the captain and cook remained several days longer.

September 2.—At 6 o'clock in the morning the crew of the North Beach Station, (Fifth District,) coast of Maryland, launched the surf-boat and pulled some four miles to the northeastward of the station,

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against a head wind and sea, to the assistance of a three-masted schooner which was reported by the patrol as ashore on the outer bar. She proved to be the *Meyer and Muller*, of Belfast, Maine, lumber laden, from Union Island, Georgia, bound to New York, with one passenger and a crew of eight men. The latter were not desirous of landing, so the life-saving men ran a line to the beach for them and telegraphed to Lewes, Delaware, for a tug. Early the following morning two wrecking steamers arrived, but nothing could be done, as the weather was bad and the schooner had worked over the bar closer inshore. The sailors left her in the forenoon and came to the station. The wreckers, who were unsuccessful in their efforts to run a hawser, could not get back on board the steamers, and also obtained quarters at the station. On the 4th, the sea still continuing high, no progress in the matter of relieving the vessel was made, and the men were provided with supper and again lodged by the surfmen over night. The schooner's crew were furnished with meals and shelter at the station until the 8th, after which time they commenced living in a tent on the beach abreast of the vessel, where they could be of assistance in the operations attending the task of floating her. On the 13th, after the greater portion of her deck-load had been removed, she was pulled off in a leaky and damaged condition, and towed into port.

September 2.—At about 2 o'clock in the afternoon, while four men with their fishing gear were being rowed out to a favorable position on the Ohio River, opposite Jeffersonville, Indiana, by two boys in a skiff, the latter struck the end of the cross-dam above the falls, and was drawn into the eddying current and upset. Quick as the accident happened the boys jumped on the dam, but the others clung to the bottom of the capsized boat as it whirled along down the chute. Three of them let go their hold and succeeded, by swimming and wading, in getting to the wing-dam, where they climbed to a place of safety. Their companion, however, held on until he got abreast of a rock, jutting from the water, which he struck out for and luckily reached. Meantime, the life-savers had put off from the Louisville Station, (Ninth District,) Louisville, Kentucky, and were speeding towards the scene. In five minutes' time they had rescued the man from his perilous position on the rock, and soon after were returning to the station with the other three men as well, the boys having made tracks for home the moment they set foot on the cross-dam. The party lost their coats and a valuable outfit of fishing tackle. They all narrowly escaped drowning and it is quite surprising how one of the number who had lost an arm, managed to save himself.

September 2.—A party of ladies and gentlemen, numbering seven in all, were sheltered over night, on this date, at the Thunder Bay Island Station, (Tenth District,) Lake Huron. Owing to the bad condition of the weather they could not reach the mainland and were therefore obliged to remain on the island until the next day.

September 2.—On this date a poor woman and her child were left at the Muskallonge Lake Station, (Tenth District,) Lake Superior, by the steamer *Ste. Marie*. They wanted to go some sixty miles up the coast, but were without means to pursue their journey. The life-saving crew provided the woman with money and secured for her and the child free passage in a sail-boat as far as Grand Marais, Michigan.

September 2.—Two young men in a small yacht named the *Freddie Gebhardt* capsized at 3 o'clock in the afternoon in a strong southeast wind, five hundred feet south of the Kenosha Station, (Eleventh District,) Wisconsin, and were rescued by one of the surfmen, who put out in a boat

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to their relief. The keeper and crew afterward brought in the yacht, bailed her, and took her to her moorings.

September 2.—At twenty minutes after 3 o'clock in the afternoon a row-boat, containing a man, capsized in a heavy sea at the mouth of the river a quarter of a mile east of the Racine Station, (Eleventh District,) Lake Michigan. The lookout reported the accident, and the life-savers at once put off in the surf boat to the rescue and pulled the man, who was found clinging to the bottom of the skiff, out of the water. It was a narrow escape, as the strong current would have soon carried him outside the piers. The surfmen also towed his boat to a safe place.

September 3.—Early in the morning, while the lumber-laden schooner *Senator*, of and from Ellsworth, Maine, bound to Boston, Massachusetts, was beating out of Seal Harbor in a light breeze, she misstayed and stranded on Long Ledge, about a mile northeastward of the White Head Station, (First District,) coast of Maine. She carried a crew of three men. The life-savers at once launched the surf-boat and boarded her. She was found hard and fast on the rocks, with no prospect of being moved until the flood tide made. The surfmen took a number of planks from the deck-load and shoved them under her to save the bottom from being stove. The vessel heeled over so far that the action of the rising tide had no effect upon her, and she was in great danger of filling. The station men accordingly ran a hawser and made it fast to a large bowlder, and with tackles from the mast-heads righted her up and then pumped her out. By means of a small anchor she was kedged into deep water, where, finding her but slightly damaged, sail was made and she was worked past the ledges, after which the surfmen left her, proceeding safely on her voyage. They got back to their quarters at about 1 o'clock in the afternoon.

September 3.—Shortly past noon information was received at the Louisville Station, (Ninth District,) Louisville, Kentucky, that a young man, by the name of Frank Marberry, had been drowned in the race of Smyser's Mill, below Jeffersonville, Indiana. The life-savers at once crossed the river in their boat, proceeded to the spot indicated, and attempted by the usual method to drag for the body; but the bottom being rough and covered with snags, it was soon found that nothing could be accomplished in that way. The crew then made several dives, and Boatman Shuck succeeded in recovering the remains, which were turned over to the parents. It appears that the youth had been in bathing with a number of companions, and was seized with the cramp. Being an expert swimmer, little attention was paid at first to his sudden disappearance under the water, as he was thought to be diving, and it was not until it was too late to save his life that the alarm was given.

September 3.—In the evening a fire which was discovered in a scow-load of brush near the Saint Joseph Station, (Eleventh District,) Lake Michigan, was promptly put out by the surfmen before it had gained sufficient headway to do any damage.

September 5.—The Coston signals of the south patrol of the Chicamicomico Station (Sixth District), coast of North Carolina, were the means of warning off a vessel, during the first watch after sunset, which was in danger of running ashore.

September 6.—During the prevalence of a thick fog, at about 10 o'clock in the morning, the brig *Dart*, of Halifax, Nova Scotia, ran on a ledge of rocks, a quarter of a mile southwest of the Crumple Island Station, (First District,) coast of Maine. She was bound from Lisbon, Portugal, to Calais, Maine, in ballast, and had on board four passengers (including two ladies and a child) and a crew of eight men. One of the surf-

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men, hearing the vessel strike, gave the alarm, and in fifteen minutes the life-savers were alongside of her in the surf-boat. The passengers, who were much alarmed, were at once brought off and taken to the station. When the crew returned they found the brig had swung round, by the action of the flood tide, and bilged. She soon filled with water, and as nothing could be done to float her, attention was turned to saving the people's clothing, the nautical instruments, and cabin furniture. After safely landing these articles, the craft was stripped of her sails, rigging, and everything movable of value. Five fishermen with their dories assisted the surfmen in these operations, which involved considerable labor and some sixteen separate trips in the boats. The sailors were conducted to the station, and on the 9th three of them were conveyed to Jonesport by the life-saving crew, the rest of the party receiving shelter and food until the 15th (a period of nine days), while the captain was completing arrangements to dispose of the wreck, On the 14th what remained of the brig and her outfit was sold. The following commendatory letter was given to the keeper:

"CRUMPLE ISLAND, MAINE, *September* 13, 1886.

"DEAR SIRS: We, the undersigned passengers and crew of the British brig *Dart*, which went ashore on Fisherman's Island during a dense fog on Monday, September 6, 1886, and began breaking up at once, do hereby express our sincere and lasting thanks for the noble and gallant manner in which you acted in taking us and our personal effects off, and the kind and generous manner in which the captain and all his crew used us during our stay on the island. We hereby sincerely pray that the captain and his gallant crew may long be spared to follow their perilous calling of saving shipwrecked mariners cast on rocky and dangerous shores.

"We remain, respectfully,

"W. A. BEATTIE, *Late master brig Dart.*
"E. BEATTIE, *Captain's wife.*
"EDWARD DOHERTY, *Passenger,*
"Picton, Nova Scotia.
"LOUISA DOHERTY, *Passenger,*
"Picton, Nova Scotia.
"DUNCAN ROSS, *Mate.*
"P. ALVO, *Boatswain.*
"A. JOHNSEN, *Cook.*
"WILLIAM MURPHY.

"CAPT. WM. MARSHALL AND CREW OF LIFE-SAVING STATION,
"Crumple Island, Maine."

September 6.—While the small schooner *Annie Steele*, of Newport, Rhode Island, was attempting to get under way, at half-past 6 o'clock in the morning, she went ashore about a hundred yards west of the Block Island Station, (Third District,) State of Rhode Island. The life-saving crew went on board, carried out two anchors, and kedged the vessel afloat. The prompt action of the surfmen saved the schooner from being damaged, and the crew of two men were very grateful for the assistance rendered.

September 6.—At half-past 3 in the morning, the watch at the Kenosha Station, (Eleventh District,) Wisconsin, heard some one calling across the river, and going over in a skiff, found that the halloos proceeded from the captain of the tug-boat *Union*, of Chicago, which had sprung

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a bad leak and had already taken in water enough to put the fire out. Ten minutes afterward the station crew came over in a small boat with the pump. There was then three feet of water in the hold, which they reduced after an hour and a half's sturdy work until the tug's siphon pump could be got to operate. The captain declared that but for their prompt aid the vessel would have been at the bottom in fifteen minutes.

September 7.—During the patrol from 8 o'clock until midnight the watch on the eastern beach from the Cold Spring Station, (Fourth District,) coast of New Jersey, sighted a vessel very close to the shoals. He at once flashed a Coston signal, when the craft took warning and sheered off.

September 7.—Between 10 and 11 o'clock at night as the schooner-barge *Dolphin*, of East Saginaw, Michigan, was coming alongside one of the piers at Marblehead, Ohio, the cry of "man overboard!" was heard by the lookout of the Point Marblehead Station, (Ninth District.) He at once gave the alarm, and the life-saving crew proceeded as quickly as possible to the scene, but were not able to find any traces of the man. They recovered his body, however, an hour and a half afterwards, but life was then extinct. He was a deck-hand on the schooner and intoxicated when the accident happened. The coroner was duly notified and took charge of the remains.

September 7.—The east patrol of the Vermillion Point Station, (Tenth District,) Lake Superior, discovered, at half-past 6 o'clock in the evening, about a mile and a half from the station, a small sloop stranded on the bar, containing three men, who were calling for help. She was close to the shore. It was getting dark at the time, the weather was smoky, and there was considerable sea on. The surfman sprang into the water and managed to get a line from the boat to the shore, after which he went back and carried two of the party to the beach to save them from getting wet. The other man remained on board while the sloop was hauled up as far as possible out of harm's way, the patrolman rigging tackles for the purpose. The latter then assisted to unload the cargo of merchandise, and, when the work was done, reported to the station. Help was immediately sent the men to pitch their tent and gather wood to make a fire with. One of their number who was suffering from some head trouble was given an alleviating remedy from the medicine chest. The boat was the *Abbey*, of and from Sault Ste. Marie, Michigan.

September 7.—At 9 o'clock at night the lookout of the Grand Haven Station, (Eleventh District,) Lake Michigan, discovered a scow, which was loaded with pine edgings, break loose from the Government pier and drift off-shore. The keeper had a small boat manned and the surfmen quickly pulled to the craft, brought it back, and secured it again to the pier. The wind at the time was from the east, with a strong current setting out, and no doubt the scow would have been lost had immediate measures not been taken for its safety.

September 8.—Shortly past noon of this date the small sail boat *Lottie*, of Sand Beach, Michigan, while carrying a load of stone out to the breakwater, sprang a leak, and being deeply laden and a fresh wind prevailing at the time, capsized and sank. Her crew of two men took to their boat and saved themselves. The life-savers of the Sand Beach Station, (Tenth District,) Lake Huron, saw the accident and immediately manned their boat and put off to the scene. They brought one of the men ashore, who secured of the Government engineer a diver to go down and take the things out of the cabin. As soon as the halliards were cast off the surfmen stripped the craft of her sails and brought

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ashore her gear and all the articles that the diver recovered. She was subsequently raised at small expense.

September 8.—In the latter part of the afternoon the crew of the Evanston Station, (Eleventh District,) Lake Michigan, went to the assistance of the schooner *Bertie Calkins*, of Chicago, Illinois. The vessel had been unloading lumber at the pier during the day, and a fresh north wind springing up, accompanied by considerable sea, had placed her in a position of extreme danger. She had signaled for a tug, but the latter, on account of rough water, could only get within hailing distance of her. The life-saving crew promptly responded to the captain's request for aid and pulled alongside of her in the surf-boat. They succeeded by energetic work in heaving her out to the end of the pier before any damage was done, and there helped to set her sails. When everything was ready they cast off her lines and she proceeded on her way to Chicago, whither she was bound. Her crew consisted of seven men.

September 8.—Shortly before dark the keeper of the Milwaukee Station, (Eleventh District,) Lake Michigan, saw a cow jump into the river where she was in danger of drowning. He quickly manned a skiff, succeeded in making a line fast to her, and got her to a safe landing place. She was then held until the owner called for her.

September 9.—The crew of the White Head Station, (First District,) coast of Maine, at 8 o'clock in the morning went to the assistance of the schooner *Ripley*, of Camden, Maine, which, in an attempt to beat out of Seal Harbor in a light wind, misstayed and drifted afoul of the schooner *E. H. King*. The life-saving crew cleared the vessels, and as no damage was done, made sail on the former and left her proceeding safely on her voyage. She was from Rockland, Maine, loaded with lime, bound to Boston, Massachusetts, and had a crew of three men.

September 9.—The crew of the Gurnet Station, (Second District,) coast of Massachusetts, gave aid and shelter to a family party of ladies and gentlemen who had been caught in a heavy rain-squall and received a thorough drenching, near Gurnet Point, while on their way from Plymouth to Marshfield in the cat-rigged yacht *Mystery*, of Boston. The squall compelled them to run back into the cove near the station and anchor. The crew landed the entire party, five in all, and took the two ladies to the keeper's house, where dry clothing was furnished to them by his wife, while keeper Holmes busied himself moving the yacht to a safer berth for the night. The ladies remained under Mrs. Holmes's care, and another of the party, a youth, took up his quarters at the station for the night. The two gentlemen, after drying their clothes and partaking of supper, proceeded to their summer cottage some six miles up the beach. The party returned to the yacht the following morning and went their way.

September 9.—During foggy weather, at half past 8 o'clock in the evening, the west patrol of the Rockaway Point Station (Third District), coast of Long Island, reported a steamer blowing distress whistles on Rockaway Bar, two and a half miles west-southwest of the station. The life-saving crew immediately put off to the scene in the surf-boat and found the vessel to be the *Franklin Edson*, of New York, she having gone ashore in the fog with a pleasure party on board who had been out to witness the yacht race. There being no prospect of the steamer getting afloat without assistance, three trips were made in the surf-boat, and all the passengers, numbering some twenty persons, were landed on the point of beach. A surfman then conducted them to where they were able to take an early train for New York. The following morning

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(10th)the life-savers supplied the crew of seven men, who were left on the steamer, with provisions sufficient to last them through the day, and in the afternoon ran a hawser for a tug which succeeded in pulling the vessel off the bar and towing her safely into port.

September 9.—The north and south patrolmen, respectively, of the Spermaceti Cove and Sandy Hook Stations, (Fourth District,) coast of New Jersey, discovered, at about half-past 6 o'clock in the evening, during the prevalence of a thick fog, three steamers heading directly toward the land, and in imminent danger of stranding. The surfmen quickly flashed their red Coston signals, when two of the vessels took warning in time, sheered off, and went clear. The other, however, was less fortunate, and struck the beach at a point midway between the stations. The alarm was immediately given and the crews of both stations launched the surf-boats and proceeded to the scene. The steamer was found to be the *Empire State*, of Taunton, Massachusetts, with an excursion party of five hundred people on board and a ship's crew numbering sixty. When the accident occurred she was returning to New York from the international yacht race. The passengers were more or less frightened, and the life-savers were greeted with cheers as they came alongside. They at once set to work and jointly landed some three hundred and twenty-five persons, who were conducted to the railway station, whence they took their departure homeward. There being no immediate danger the rest decided not to land. During the night the propeller *F. W. Vosburg* and the wrecking-steamer *I. J. Merritt* arrived. The crew of the Sandy Hook Station, which still remained on the scene, ran a hawser to the stranded steamer, and at 4 o'clock in the morning she was floated off in a leaking condition, and afterwards towed to New York. In a letter subsequently received by the general superintendent the following statement was made by one of the passengers:

"NEW YORK, *September* 25, 1886.

"I was one of the company aboard the *Empire State* that grounded on Sandy Hook in the fog, during the second international yacht race. We had a large company on, and though there was no immediate danger yet much uneasiness was manifest. Captain Edwards, (Station No. 2), and his aids soon came to our assistance, and as it was determined to send ashore a number of persons anxious to get home, the captain went to work and landed some two or three hundred passengers. His calmness and kindness were very marked, and the attention of the whole crew was observable. No pains were spared to treat all well. The station itself was thrown open to such as were disposed to avail themselves of its benefits. Inasmuch as so much work is performed by these men that deserves great praise, yet for which they receive none, I felt it due them, and you, that I should speak of them as they were found, and say that their entire action deserved the highest commendation. No complaint, no harsh words—on the contrary, promptness, skill, and courtesy."

September 9.—Towards evening a small boy, who was playing on the dock, about fifty yards from the Racine Station, (Eleventh District,) Lake Michigan, had a pile of wood fall on him in such a way that he could not extricate himself. He was fortunately seen by one of the surfmen, who immediately went to his assistance and liberated him. This timely action was all that saved the lad's life, as he was entirely covered with the wood and could not have escaped without help.

September 10.—At about 3 o'clock, while the regular night patrol was returning over the south beach adjacent to the Hog Island Station,

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(Fifth District,) coast of Virginia, he descried a large vessel heading in for the land and very near to the shoals. He at once ignited his Coston signal, when the craft immediately tacked out of danger. Had it not been for the opportune warning she would soon have fetched up.

September 10.—A patrolman of the San Luis Station, (Eighth District,) coast of Texas, about 11 o'clock at night discovering a schooner standing too close to the shore for safety, fired his Coston signal, and she immediately hauled off.

September 10.—The crew of the Muskallonge Lake Station, (Tenth District,) Lake Superior, a few minutes past 2 o'clock in the afternoon, launched their surf-boat through the heavy breakers, and put off to a steam pile-driver, the property of Mr. Charles H. Cook, which was moored to a clump of piles and in danger of being wrecked. A westerly gale was blowing at the time and the seas were sweeping the craft, threatening to tear the engine out of her. The life-savers ran a hawser ashore, cast off the vessel's bow lines, and let her go on the beach, where she was scuttled to keep her from pounding. A new hawser which was being used to hold the driver parted and an end struck one of the surfmen on the thigh, very nearly breaking his leg and inflicting a painful wound. He was unable to walk for a week. Mr. Cook supplied a competent man to temporarily act in his place. This was the second time this season that the station crew were the means of saving the pile-driver from disaster.

September 10.—The schooner *Penobscot*, of and from Milwaukee, Wisconsin, and bound in ballast to Muskegon, Michigan, with a crew of nine men, stranded at 10 o'clock in the evening, one mile south of the Muskegon Station, (Eleventh District,) Michigan, and about one hundred and fifty yards from the shore. The wind was blowing freshly from the southwest, and there was a heavy surf and sea. A tug which had come out for the purpose of hauling the vessel in, failed to get hold of her tow-line on account of the condition of the sea, and steamed back to the harbor to procure a hawser, leaving her with all her canvas lowered, and dragging her anchors slowly toward the beach. The life-saving crew, realizing the situation, hurried out in the surf-boat, and found the schooner pounding the bottom very hard. To relieve her she was forthwith scuttled, the entering water serving to steady her. Two tugs appearing upon the scene, the surf-boat again put out to them through the breakers, and found that they had been unable to procure a hawser. The work of releasing the vessel was, therefore, abandoned for the night, and her captain was rowed back to the station by 1 o'clock in the morning of September 11.

After midnight the sea moderated, and at 5 o'clock in the morning the surf-boat was again launched, and went out to the schooner with two tugs provided with the requisite hawsers. The life-saving crew boarded her, pumped her free of water, then took to the surf-boat again, and carried a hawser to one of the tugs to facilitate the hauling out of her anchor. They then returned and manned her windlass until noon, when the sea again rose, forcing the tugs to discontinue work, and the vessel was scuttled once more.

Nothing further was done until September 14, when, at 8 o'clock in the morning, the crew went out again to the sunken *Penobscot*, ran a hawser from her to a fresh tug, and pumped her free of water. At 2 o'clock in the afternoon she was pulled off by the tug into the harbor.

The narration can give but little idea of the arduous and often dangerous toils of the station crew during the four days of their service on this occasion. Their boat made three distinct trips from the shore, and

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two for the tugs, most of them through a high and angry surf, by which they were swamped three times. Doubtless the vessel was saved by their agency.

September 11.—Shortly before 1 o'clock in the afternoon, in an attempt to go out over the bar at Hog Island Inlet, while a heavy sea was running, a small cat-boat, containing four men, capsized in the breakers, about an eighth of a mile to the eastward of the Far Rockaway Station, (Third District,) Long Island, New York. The men tried to cling to the overturned boat, but it was driven from their grasp, and they were left standing on the outer bar with the surf washing over them. In this perilous position they were discovered by the life-saving crew, who speedily put off to the scene and managed to bring them safely ashore. It is certain that the party would all have drowned had they not been rescued in the nick of time. Their boat was afterwards recovered, and the men turned homeward, very grateful to the surfmen for saving their lives.

September 11.—At 8 o'clock in the morning, during a fresh northwest breeze, the captain of the pleasure sloop *Andrew J. Marshall*, of Philadelphia, Pennsylvania, came to the Lewes Station, (Fifth District,) coast of Delaware, and requested the assistance of the crew, stating that his vessel, which was anchored about half a mile to the westward, had parted one of her chains and was in danger of going ashore. The keeper and two surfmen started with all haste to the scene, but before they arrived the other chain parted and the sloop was driven on the beach, where she filled. A party of six persons were on board, all of whom jumped ashore. The life-saving men ran out an anchor, which they obtained, and when the leaks had been sufficiently stayed, succeeded on the flood-tide and after the sea had moderated, in heaving her afloat. As she still leaked, however, it was found necessary to take her into the Lewes creek for repairs.

September 11.—At a quarter past 4 o'clock in the afternoon, a tug passing the Cleveland Station, (Ninth District,) Lake Erie, gave the alarm that a boy had fallen from one of the piers into the Cuyahoga River near the railroad bridge. The place where the accident happened could not be seen from the station. The crew hastened to the spot and Surfman Lawrence Distel, arriving first, without waiting a moment, sprang into the stream just as the lad disappeared from sight. Shortly he rose to the surface with two boys clinging to his neck, but soon sank again, as their combined and tightened hold rendered him almost helpless. He succeeded, however, in disengaging himself and managed to bring the boys to the top of the water the second time. The latter were much exhausted from their violent struggles and nearly choked with the amount of water they had swallowed. A bystander by the name of Hayden now jumped in to the assistance of the surfman, and the two men kept the lads afloat until the rest of the life-savers, who had manned a boat, came along and hauled the party out. It seems that one of the boys had slipped from the pier and his companion, in attempting a rescue, had fallen in also. As neither could swim, their deliverance was due entirely to the heroism of Surfman Distel and the man who promptly aided him.

September 12.—At about 2 o'clock in the afternoon the crew of the Gurnet Station, (Second District,) coast of Massachusetts, during the prevalence of a strong southerly breeze, with quite a rough sea, responded to a signal for assistance on board the sloop-yacht *Novelty*, of Boston, lying in Saquish Cove, three-quarters of a mile from the station, and landed three men who were in a rather dangerous situation and

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without the means of getting ashore. The men remained at Gurnet Point until the next day, when, the wind having moderated, they returned on board and set sail for Boston.

September 12, 13, 14.—On these dates the captain of the schooner *Ella Elliot*, (an account of the stranding of which, on August 21, appears in its order,) and three men who had been working on the wreck, were sheltered and, being out of provisions, supplied with food at the San Luis Station, (Eighth District,) coast of Texas.

September 12.—At a quarter past 4 o'clock in the afternoon a fishing smack was seen by the lookout to upset in the bay about a mile southwest of the Cleveland Station, (Ninth District,) Lake Erie. The surfmen were at once called out, and launching the dingy, proceeded with all haste to the scene. They found four men clinging to the capsized boat, who were speedily taken from the water. The life-savers then made a line fast to the craft and hauled her alongside of a raft of logs, where they righted her and helped to bail her out, after which the party reembarked and continued their sail. They had been struck by a sudden squall, and having made the sheets fast in such a way that they could not be easily started—a frequent error and a very dangerous thing to do, as a good boat will seldom capsize in a flaw of wind unless the sails are needlessly confined by the sheets—were blown over before they could clear the gear or luff up.

September 12.—On this date as the tug *Music*, of Bay City, Michigan, was entering the ship-canal from Portage Lake, she touched bottom, causing the three barges which she had in tow to swing round and the two after ones to take the ground. The crew of the Ship-Canal Station, (Tenth District,) Lake Superior, went to their assistance in the surf-boat, and ran a line from one of them to a spile, after which they helped to heave her afloat by means of the capstan. The other barge was pulled off by a tug.

September 12.—While the sloop-yacht *Pilot*, of Racine, Wisconsin, was returning to port with the sailing-master and a pleasure party of seven people on board, the wind, which had been blowing strong through the day from the westward, freshened to half a gale, making up a big sea, and when some two miles from the harbor entrance her mast carried away and she commenced to drift helplessly offshore. This happened at half-past 11 in the forenoon. The lookout of the Racine Station, (Eleventh District,) witnessed the accident and on the alarm being given, the life-saving crew immediately launched the surf-boat. To expedite matters the keeper secured a tug to tow them to the vessel. On reaching the yacht they found her in the trough of the sea, with the mast and sail dragging overboard, and shipping water at every surge. She was also being driven rapidly out into the lake. The surfmen speedily transferred the passengers to the surf-boat, put one of the crew on the sloop to steer her, fastened on a line, and then passing their own painter to the tug, both boats were towed safely into port. The party were landed at the station and expressed their heart-felt gratitude for their timely rescue, realizing that they had narrowly escaped losing their lives. The yacht would undoubtedly have swamped before very long in the heavy seas.

September 13.—A steamer, heading for the beach, was warned off with a Coston signal, at about half-past 9 o'clock at night, by one of the patrolmen of the Cobb's Island Station, (Fifth District,) coast of Virginia, who discovered her danger in time to prevent accident.

September 13.—A small boat, which had broken adrift from the schooner *Dawn* and was being carried out into Lake Erie, was recov-

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ered by the crew of the Point Marblehead Station, (Ninth District,) and restored to the owners. The latter were very grateful for the service rendered them.

September 14.—The steam-barge *Roland*, of Sandusky, Ohio, with a crew of nine men and a cargo of lime-stone, while on her way from Kelley's Island to Erie, Pennsylvania, ran too close to the shore and got aground on the northeast point of Presque Isle, a mile north northeast of the Erie Station, (Ninth District,) Lake Erie. This occurred at about midnight. The accident was observed by the patrol, who at once hurried to the station and reported it. There was a moderate sea running and the wind was fresh from the southeast. No time was lost in launching the surf-boat and not more than twenty minutes elapsed before the life-saving crew were alongside the vessel. The captain sounded the whistle to signal a tug, and the latter reached the scene at 1 o'clock. The surfmen then ran a hawser to her from the barge, and in an hour's time the stranded craft was successfully pulled afloat and taken in tow to the city, where she arrived in safety, having sustained no damage.

September 16.—At about 3 o'clock in the morning the small schooner *Rhoda Ann*, of North Haven, Maine, while entering Winter Harbor, mistook the channel and stranded on Negro Island Bar, a mile to the northward of the Fletcher's Neck Station, (First District,) coast of Maine. The accident occurred during low water, and it being smooth at the time, no doubt was entertained that the vessel would float off without damage on the next flood tide. Being old and weak, however, she did not prove equal to the strain, and the water flowed into her as fast as it rose. The surfmen went to her assistance and saved the sails, rigging, anchors, and chains. The crew of three men were offered shelter at the station, but preferred to remain on Wood Island, where their provisions and gear were landed. The schooner, which was from Portland, Maine, on a fishing cruise, became a total loss.

September 16.—During the patrol from sunset to 8 o'clock the surfman on the beach to the southward of the Brigantine Station, (Fourth District,) coast of New Jersey, fired his Coston signal and warned off a steamer which had approached dangerously near the shore.

September 16.—Between 12 and 1 o'clock the night watch of the Cleveland Station, (Ninth District,) Lake Erie, discovered a vessel on fire about a third of a mile up the Cuyahoga River. The alarm was given and the surfmen at once turned out and put off in their boat to the scene, taking along the fire extinguishing gear belonging to the station. They were the first to reach the craft and quickly had a stream of water playing on the flames, but the latter spread so rapidly as to soon get beyond their control. The city firemen were called out and the life-savers worked with them until 3 o'clock, when the flames were finally quenched. The vessel was the steamer *T. E. Sheldon*, of Cleveland, unladen, with no one on board. She was badly damaged and narrowly escaped burning up.

September 18.—The crew of the Rye Beach Station, (First District,) coast of New Hampshire, delivered to the owner of the fishing schooner *Nettie Adams*, (lost on Foss's Ledges, March 31, 1886,) forty-five fathoms of chain cable that they succeeded in recovering from the wreck.

September 18.—At 3 o'clock in the afternoon two small sloops arrived off Salmon Creek, coast of Lake Ontario, from Stoney Creek, loaded with barrel headings. In attempting to enter the harbor one of them—the *Idle Hour*, of Henderson, New York—missed the channel and grounded on the bar. The keeper of the Salmon Creek Station, (Ninth District,) who had custody of the life-saving apparatus kept at this

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point, the station having been destroyed by fire, rowed off in his skiff to the vessel, ran a line ashore, and assisted to heave her afloat and to get her safely inside. She had only one man on board.

September 18.—The lookout of the Racine Station, (Eleventh District,) Lake Michigan, at twenty minutes of 9 o'clock at night, reported a vessel drifting towards the shore about a mile and a half to the northward. A northeast gale of wind, accompanied by rain, was blowing at the time, with a high sea running, and it was obvious that she would soon be on the beach at the rate she was going. The keeper sent for a team, but without waiting for its arrival, caused the beach apparatus to be manned, and pressed on to the rescue. About a third of the way the horses overtook the crew, which enabled the latter to make more rapid progress the rest of the distance. Reaching the scene they immediately set up their gear and took steps to fire a line over the craft, which had stranded a hundred or more yards from the shore. The first shot was successful, the line falling squarely over her between the masts, but no attempt was made by the sailors to haul it off. It was subsequently learned that the cause of this inaction was due to the captain's want of knowledge regarding the purpose of the line. He said afterward that had he been better acquainted with the methods employed in the service he and his crew would have taken advantage of the opportunity offered and at once landed. When it was seen that no efforts were likely to be made towards getting the gear aboard, the keeper, with part of his men, (the others remaining on the beach with the apparatus,) hurried back to the station to obtain the life-boat, and if possible, to secure the assistance of a tug. It was not until the most urgent representation had been made that one was finally prevailed upon to venture out to the vessel's relief. The surfmen thereupon loaded their boat with spare lines and started back in tow of the tug. The force of the wind and the heavy sea rolling in made the trip a difficult one, but the life-savers reached the scene in safety at about 11 o'clock. Notwithstanding the condition of the weather and the darkness of the night, the station men succeeded in running lines to the schooner—for such she was—and after the latter had slipped her large anchor and weighed a smaller one the tug got her afloat and took her into the harbor, arriving there shortly past midnight. This was a fortunate turn of affairs, as the vessel being old and weak, must soon have pounded to pieces, exposing the crew to the dire uncertainty of reaching the shore through the furious breakers. She was the *Maine*, of Chicago, Illinois, bound thence to Ahnapee, Wisconsin, unladen, and carried six men. The captain warmly appreciated his rescue, and indited the following letter:

"RACINE, WISCONSIN, *September* 20, 1886.

"To the SUPERINTENDENT OF THE U. S. LIFE-SAVING SERVICE,
"*Washington, D. C.:*

"Herewith find letter of thanks to the Racine Life-Saving Crew for prompt and valuable service rendered me and the crew of the schooner *Maine* on the night of September 18, 1886. Without their assistance I would certainly have lost my vessel, and as thanks are all they will accept, I wish to return the same publicly for their services.

"S. CHRISTOPHER,
"*Captain of Schooner Maine.*"

September 18.—At 9 o'clock at night the attention of the watch of the Sturgeon Bay Station, (Eleventh District,) Lake Michigan, was attracted by the burning of a signal torch to the northward of the

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station. It was blowing quite fresh from the northeast, with a moderate though irregular sea. The surf-boat was speedily launched and the life-saving crew pulled out some three miles on the lake alongside of an anchored schooner which proved to be the *Bay Breeze*, of Green Bay, Wisconsin. Having sprung a leak while on her way from Jacksonport to Two Rivers, she soon after became badly water-logged and unmanageable and was finally brought to an anchor. Her cargo consisted of bass-wood bolts, and she had a crew of three men. The latter, deeming the craft unsafe, abandoned her on the arrival of the surfmen and were taken ashore. Before leaving the station the keeper had taken the precaution to dispatch a messenger to telephone for a tug that was known to be at Sturgeon Bay, four miles distant. She did not reach the scene for some time, however, and then was unable to approach the vessel on account of the shallowness of the water. The station men attempted to board the schooner for the purpose of slipping her cable, but she was rolling her deck-load adrift, and the floating wood was so thick around her, that they found it impossible to get near with their boat. As it was evident that nothing could be done to relieve her before morning, efforts were, for the time being, relinquished. The sailors were sheltered over night at the station, and comfortably cared for. At dawn of the 19th the patrolmen recovered a side lantern and screen and the yawl belonging to the schooner which had washed ashore. As soon as it was fully light the boat was launched and the life savers put off, taking with them the captain and his men. On reaching the schooner the master placed her in charge of the keeper, telling the latter to do whatever he could towards saving her. The surfmen immediately set about clearing away the wood around the windlass and shortly began heaving up the anchor. By this time the wind was light and blowing obliquely off the land, and the keeper by raising the foresail part way up, worked the vessel into deep water where the tug took hold and towed her into the canal. She was then run aground to keep her from sinking.

September 19.—The crew of the Gurnet Station, (Second District,) coast of Massachusetts, assisted in floating the fishing-schooner *E. W. Merchant*, of Gloucester, Massachusetts, which, while putting to sea on a cruise for mackerel from the anchorage known as the Cow Yard, in Duxbury Bay, ran aground on Brown's Bank, about a mile southwest of Gurnet Point, on which the station is situated. She had a crew of thirteen men. The accident was caused by the captain's ignorance of the set of the tide, which, on the ebb, sweeps directly over the bank. The schooner struck at about half-past 5 in the morning and the station patrol at once gave the alarm. As nothing could be done for her until the tide turned, the station crew waited until that time, (about 9 o'clock), and then went off to the vessel with a hawser and a kedge. It was found, however, that these were not needed. The keeper, at the captain's request, took charge, and the wind being in the right quarter he had the jib and the foresail hoisted and guyed flat aback so as to force the vessel astern and then by tipping her he succeeded in the course of an hour or so in backing her off the shoal without damage. She was then piloted back to her former anchorage in the bay.

September 19.—At about 9 o'clock at night one of the surfmen of the San Luis Station, (Eighth District,) coast of Texas, doing patrol duty, gave warning to a vessel which was standing in too close to the shore for safety by igniting his Coston signal. The craft at once altered her course.

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September 19.—The lookout of the Erie Station, (Ninth District,) Lake Erie, at about 7 o'clock in the morning discovered a fish-boat in the harbor acting strangely and drifting toward the old breakwater, a half mile to the northwestward of the station. There was a brisk southwest breeze blowing at the time, with rain. Three of the life-saving men manned the dingey and put off to the scene, but before they could reach the craft she drifted on the pier. They found a drunken man in the bottom of the boat, who was entirely helpless and unable to take care of himself. The surfmen managed to float the boat and took her to a place of safety. The man, who was drenched to the skin, was conveyed to the station and provided with dry clothing, after which the crew rowed him to Erie, whence he could get to his home.

September 19.—Late in the afternoon the crew of the Evanston Station, (Eleventh District,) Lake Michigan, were informed that a schooner was ashore at Lakeside, Illinois, some seven miles to the northward of the station. The wind, which had been blowing in heavy squalls from the northeast the previous night, had by now considerably moderated, as had also the sea. The life-saving crew launched the surf-boat without delay, and after two hours' hard pulling arrived at the scene of the wreck. The vessel, which proved to be the *Spray*, of Chicago, Illinois, with a cargo of gravel, was high and dry on the beach, where no assistance whatever could be rendered her, the crew having escaped unharmed. She was subsequently abandoned. Another schooner—the *Sodus*, also of Chicago—was lying several hundred yards off shore, and the surfmen were signaled alongside. It was ascertained that the craft was dragging her anchor, and the crew, consisting of five men, being apprehensive that she would go ashore at a point where the bank was so steep that they would have little chance of saving themselves, were very anxious to be landed. The main rigging had already been carried away, and the mast was liable to go by the board any moment. Anchored between the outer bar and the beach, in the strong set of the current, she was kept rolling heavily in the trough of the sea, and was, therefore, in imminent danger. The life-saving men took the crew into the surf-boat and rowed them to the station, where they were provided with food and sheltered over night. The following morning (20th) they were taken back to the vessel, which was found in about the same position as when they left her, the sea meantime having subsided. During the day she was loaded with gravel and left for Chicago in the evening.

September 19.—The yacht *Mamie*, of Kenosha, Wisconsin, broke from her moorings in the harbor at 2 o'clock in the morning and drifted down the river on a strong tide toward the entrance, when she was discovered by one of the patrolmen of the Kenosha Station (Eleventh District) who started after her in a skiff, and with the help of one of the surfmen towed her back and got word to her owner. She was found to have sprung a leak and two of the station men pumped on her for two hours. If she had drifted out a little further she would have passed the end of the piers and been beaten to pieces upon the breakwater.

September 19.—The patrol of the Racine Station, (Eleventh District,) Lake Michigan, at 5 o'clock in the morning, seeing a pleasure boat partly filled with water drifting down the river, put off in a skiff and towed it to the wharf, where the surfmen, after emptying it, hauled it out. Later in the day the owner came to the station for his boat and expressed his thanks to the life saving crew for saving it.

September 20.—During the forenoon the heavy hoisting-boom of a Government scow, which was lying alongside the wharf about two

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hundred yards west of the Sandy Hook Station, (Fourth District,) coast of New Jersey, got adrift and began swinging violently from side to side, tearing things to pieces, and endangering the safety of the vessel. A northwest gale of wind was blowing at the time and a high sea running. The scow was loaded with apparatus for surveying purposes, and there was no one on board. The life-saving crew immediately proceeded to the scene, and with difficulty and at imminent personal risk lowered the boom and made it fast. They then securely lashed the other gear, some of which was nearly overboard, and afterwards ran out additional lines to hold the scow in place. The following day the officer in charge cordially thanked the men for their prompt action.

September 20.—In the watch after sunset the patrol on the South beach from the Little Island Station, (Sixth District,) coast of Virginia, seeing a large bark too close in for safety, discharged his Coston signal and warned her off.

September 21.—In the evening of this date, while going to the assistance of the stranded steamer *Runaway*, (an account of which follows.) the crew of the Sandy Hook Station, (Fourth District,) coast of New Jersey, discovered the small sloop-yacht *St. John*, of Hoboken, in "the ripraps", a violent commotion of water caused by the swift current near the point of the Hook. She was thumping heavily on the bottom and the sea was breaking over her. The surfmen carried out their anchor, with thirty fathoms of warp, and after considerable difficulty succeeded in heaving her afloat, unquestionably saving the vessel and probably the lives of those on board. The crew of three men were very thankful for the prompt aid rendered.

September 21.—At half-past 6 o'clock in the evening the small steamer *Runaway*, belonging to the U. S. Engineer Department, stranded on the point of Sandy Hook, a quarter of a mile northwest of the Sandy Hook Station, (Fourth District,) coast of New Jersey. Lights had just been placed to mark the surveying stations on the bar and she was returning from the work when the mishap occurred, having on board a crew of seven men. The north patrol discovered her and immediately gave the alarm. When the life-saving men reached the scene in the surf-boat the captain was anxious to get word to the steamer *General A. A. Humphreys*, which was lying at the lower wharf. Another steamer coming in sight about this time, a red Coston light was burned to attract her attention. The signal being observed the vessel stood in, and at the request of the keeper willingly agreed to secure for them the desired aid. In three-quarters of an hour the *Humphreys* put in an appearance and was directed to the scene by means of signals fired by the surfmen. The latter then ran a heavy hawser and otherwise assisted to float the stranded steamer, which was accomplished without damage. The engineer officer in charge was very thankful to the station crew for their valuable services.

September 21.—Shortly after dark, while awaiting the arrival of the steamer *Humphreys*, (see foregoing case,) the crew of the Sandy Hook Station, (Fourth District,) coast of New Jersey, discovered an unknown sloop heading directly for the beach. They shouted to her to stand off and also flashed a Coston signal. She promptly heeded the warning and was thereby saved from going ashore.

September 22.—The schooner *C. C. Trowbridge*, of Chicago, Illinois, bound to that port from Rogers City, Michigan, with a cargo of cedar posts, and a crew of nine men, including the captain, was struck by a squall on the morning of this date; lost some of her sails, and sprung a bad leak. She was seen from the Kenosha Station, (Eleventh District,)

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Wisconsin, at noon the next day, (September 23,) flying a flag of distress, six miles to the northeast. The surf-boat was at once lowered, and after a vigorous row of forty-five minutes the life-saving crew reached her, and found the nine men on board completely used up with pumping and from lack of food. There were no provisions on board, and they had had nothing to eat for twenty-four hours. Their miserable nights had been passed in darkness, there being no oil for lights. The keeper and his crew at once manned the pumps, and as they did so the tug *O. B. Green*, which they had notified to come to the rescue as they left the station, arrived and took the vessel in tow for Kenosha, where they arrived safely at 3 o'clock in the afternoon.

September 23.—The lumber-laden schooner *Vicksburgh*, of and from Bangor, Maine, while on her way to New York through Block Island Sound, was struck by a violent southeast squall, and being unable to carry sail, the latter was taken in and the vessel put before the wind. The spindle on the east side of Lord's Channel was mistaken for the one that marks Watch Hill Reef, and at 7 o'clock in the morning she ran on Meeting House Shoal, about two miles and a quarter west of the Watch Hill Station, (Third District,) coast of Rhode Island. The weather was thick and rainy at the time with a high sea running. The vessel was discovered by the west patrol, who hurried to the station with the tidings. As quickly as possible the surf-boat was launched, and after a hard pull against the wind and tide the life-saving crew arrived alongside. They found the schooner pounding heavily and leaking. The surfmen at once joined the crew of five men, manned the pumps, and assisted to set the foresail. Meanwhile, the wind having shifted to the northwest, her bow swung clear, and the action of the heavy seas floated her off the shoal. She was brought to an anchor with a broken rudder and five feet of water in the hold. Her disabled condition and the fact that she could not be kept free with the pumps made it necessary for the station men to man the surf-boat and hasten to Stonington, a distance of three and a half miles, and engage a tug. On returning to the vessel it was found that she was completely water-logged. The wind having backed to the northwest was blowing in squalls, making up an ugly sea. The tug that came out proved unequal to the task of towing her, and a powerful wrecking-steamer that had arrived on the scene was, therefore, employed to take the schooner inside. The surfmen assisted to get her underway and then pulled back for the station, where they arrived shortly past 3 o'clock in the afternoon.

September 23.—During the night a patrolman of the Cobb's Island Station, (Fifth District,) coast of Virginia, on seeing a steamer approaching the beach fired a Coston light and warned her off.

September 23.—While one of the crew of the Cape Hatteras Station, (Sixth District,) coast of North Carolina, was returning from his north patrol on the first watch after sunset he discovered a steamer running dangerously near the beach and promptly warned her with a Coston signal. She at once sheered off and stood clear.

September 23.—The light-house keeper at Cape Arago, Oregon, being taken seriously sick on this date, the keeper of the Cape Arago Station, (Twelfth District,) conveyed him in a small boat to Empire City, where he could obtain medical treatment.

September 24.—One of the night patrolmen of the Townsend's Inlet Station, (Fourth District,) coast of New Jersey, on seeing a vessel in danger of running on the bar warned her off by promptly burning a Coston signal.

September 24.—The north patrol of the Parramore's Beach Station,

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(Fifth District,) coast of Virginia, warned a vessel off at about 2 in the morning by firing a Coston signal. She was in very shoal water when the surfman first sighted her.

September 24.—At twenty minutes past 11 o'clock in the forenoon a message was received at the Grindstone City Station, (Tenth District,) Lake Huron, from a surfman belonging to the Point aux Barques Station, who was at Port Crescent at the time, that a schooner had stranded on Flat Rock Point, some eight miles to the westward. The surf-boat was immediately launched, and, the wind being fair, the life-savers, by sailing most of the way, reached the scene in about two hours. It was found, however, that the vessel had been floated and was working her way to Port Crescent, her place of destination, and was within half a mile of the harbor. She was the *L. L. Lamb*, of Port Huron, Michigan, from Cleveland, Ohio, loaded with coal, and carrying a crew of six men. At the captain's request the keeper piloted her inside and safely to her wharf, after which the surfmen returned to the station, arriving back at 5 o'clock in the evening. It appears the schooner struck the shoal the previous day at about dusk, while trying to weather the point of land, and remained fast during the night and until the wind canted the following forenoon, when she went clear. A small portion of the cargo had been thrown overboard to lighten her.

September 24.—In the forenoon the lookout of the Grand Point au Sable Station, (Eleventh District,) Lake Michigan, reported a skiff adrift about a mile to the westward. The crew pulled off and brought the boat to the station. It was hauled out to a safe place and kept subject to the call of the owner.

September 24.—Two boys, who were out for a pleasure sail a short distance from the Chicago Station, (Eleventh District,) Lake Michigan, lost their tiller overboard, which rendered their boat unmanageable, and it soon filled with water. Their situation being discovered by the lookout, the alarm was immediately given. The life-saving crew put off to the scene in the surf-boat and brought the skiff, with its occupants, safely ashore.

September 25.—The fishing sloop *Lurline*, of Barnstable, Massachusetts, with a crew of three men, while at anchor in Plymouth Harbor, grounded at low water on Black Point Ledge about three-fourths of a mile to the westward of the Gurnett Station, (Second District,) coast of Massachusetts, and was assisted off into the channel by the station crew. The accident occurred at about half past 1 in the afternoon. It was caused by the vessel anchoring out of the channel, the captain being a stranger in the harbor. As soon as the crew of the station saw what had happened they proceeded to the spot with the necessary appliances, and by erecting a spar alongside as a derrick, from which tackles were led forward, they prevented the sloop from pounding on the ledge as the tide rose and, notwithstanding the fact that the surf grew quite rough as the work progressed, succeeded in a few hours in moving her safely into the channel. The vessel was thus saved from bilging upon the rocks and becoming a wreck.

September 25.—At 11 o'clock in the forenoon a skiff, being carelessly handled by four boys, capsized about two hundred yards northwest of the Quogue Station, (Third District,) coast of Long Island, New York. The keeper and one of the surfmen manned a small row-boat and put off to the rescue of the boys who were in danger of drowning. The life-saving men righted the skiff, towed it ashore, bailed it out, and assisted the youths to get under way again. They were very thankful for the timely succor afforded them.

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September 26.—Half an hour after midnight, during the prevalence of a fresh southwest breeze and heavy sea, a small cat-boat ran ashore a quarter of a mile northwest of the Sandy Hook Station, (Fourth District,) coast of New Jersey. A patrolman discovered the boat lying on the beach abandoned, and search was immediately made for the crew. After an unsuccessful effort in that direction, and while the surfmen were trying to save the mast and spars, they were surprised to see the castaways, three in number, coming down from the beach hills, where it seems they had gone soon after the vessel struck. They were taken to the station and provided with dry clothing, and in the afternoon proceeded to their homes in Brooklyn, New York.

September 26.—A small cat-rigged yacht capsized at half-past 2 o'clock in the afternoon in Barnegat Bay, about three miles north of the Harvey's Cedars Station, (Fourth District,) coast of New Jersey. Two surfmen who witnessed the mishap manned a sail-boat along with another man and started for the scene. The two men, who were precipitated into the water by the accident, were found clinging to the bottom of the overturned boat. They were speedily rescued, and with the assistance of several of the crew belonging to the Loveladies Island Station the craft was righted and bailed out. It appears that the heavy wind and sea caused the boom to dip under and the boat to upset. The men proceeded on their way again and subsequently reached Barnegat Village, whither they were bound, in safety.

September 27.—At half-past 6 o'clock in the morning, as the fog cleared away, one of the surfmen belonging to the White Head Station, (First District,) coast of Maine, discovered a schooner on Channel Rock, some three miles east-northeast of the station. The life-saving crew at once launched the surf-boat and pulled out to her. She proved to be the *Mary A. Rice*, of Bucksport, Maine, bound to Bangor, in the same State, from Boston, Massachusetts, with a crew of five men and no cargo. It appears that in passing through Muscle Ridge Channel the previous night, it being very dark, she ran on the rock, where she remained hard and fast. There was a fresh southwesterly wind at the time and a heavy sea. The fog shortly after shut in thick, which prevented the vessel from being seen. The surfmen laid out a kedge, shifted the cables from forward aft, and took the anchors off the bows to lighten her. At high water they succeeded in heaving her afloat and made sail. Although not much damaged she returned to Bucksport for repairs.

September 27.—At noon, while the schooner *Jacob M. Haskell*, of Boston, Massachusetts, was working out of the Kennebec River she missstayed in a heavy squall of wind near the north point of Pond Island, and before the anchor could fetch her up struck the rocks a quarter of a mile southeast of the Hunniwell's Beach Station, (First District,) coast of Maine. As soon as the vessel's danger became apparent the surf-boat was launched, and fifteen minutes after the accident occurred was alongside of her. Efforts were made to back the schooner off by means of the sails, but the attempt proved fruitless. The surfmen then assisted in getting a hawser ready for a tug and tried the pumps to ascertain if she was leaking. As the tide ebbed she heeled over, and the captain took the precaution to send ashore by the station-boat a number of things that were of value. After landing them the life-saving crew returned and helped to run the hawser. When the tide flowed she was pulled afloat by a tug and subsequently towed to Bath. The vessel escaped with but slight damage and the loss of her anchors. She was on her way from Richmond, Maine, to Baltimore, Maryland, with a

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cargo of ice and a crew of eight men. The surfmen were employed on her nine hours and performed efficient work.

September 27.—The surfman on the first patrol to the westward from the Point of Woods Station, (Third District,) coast of Long Island, New York, at a quarter to 8 in the evening sighted a steamer, both side lights showing, heading directly for the shore and close to the outer bar. He quickly ignited a Coston light, when the vessel stopped and backed clear, shaping a safe course off the land. It was very dark at the time, and but for the patrolman's warning signal the craft would soon have struck the shoal.

September 27.—The schooner *Pilot*, of Chicago, Illinois, bound from that place to Muskegon, Michigan, without cargo, and having a crew of six men, including captain, went ashore about 2 o'clock in the afternoon two miles southeast of the Muskegon Station, (Eleventh District.) The accident took place during a fog of half an hour's duration, which cleared away ten minutes after the vessel grounded, and enabled the station crew to see her. After dispatching a tug to her assistance, they rowed out to her in the surf-boat, and occupied themselves with making soundings, in order that the tug might get as near to her as possible. An effort made by three of the sailors to run a hawser to the tug by means of the ship's yawl having failed, the surf-boat crew took it in hand and established the connection. The tug then hauled the schooner off and got her into harbor. The captain declared that but for the services of the station crew his vessel would have gone to pieces.

September 27.—Shortly before 9 o'clock the watch of the Racine Station, (Eleventh District), Lake Michigan, sighted, through a rift in the fog, a sail very near to the shore and about half a mile north of the piers. One of the crew was immediately dispatched along the beach abreast of the vessel, but on account of the noise of the surf was unable to make himself heard on board. He was satisfied, however, that she was in a very dangerous position, the wind being light and a heavy swell rolling in from the lake, and evidently unaware of her close proximity to the land. Hastening back he informed the keeper, who, without delay, obtained the services of a tug, and the life-saving men were towed in the surf-boat to the vessel, the station compass being used to steer by. She proved to be the schooner *Venture*, which, having become becalmed in the fog and to prevent drifting in the breakers, had just let go her anchor, but the latter had failed to hold in the soft, sandy bottom, and she was dragging slowly towards the beach. She was saved, however, in the nick of time and taken into the harbor, where the surfmen secured her to the wharf.

September 28.—One of the crew of the Absecom Station, (Fourth District,) coast of New Jersey, found the body of a drowned man in the surf a third of a mile northeast of the station. The coroner was immediately notified and took charge of the remains. It was evident that the body had been in the water eight or ten hours at least. A fraction over thirty-four dollars and a few papers were taken from the clothing.

September 29.—In the evening of this date a surfman belonging to the Townsend's Inlet Station, (Fourth District,) coast of New Jersey, went to the relief of a man and boy who had gotten their boat ashore in the inlet about three-quarters of a mile west of the station. They were evidently unacquainted with the management of a boat, and it would have been close on to midnight before the action of the tide would have floated them off the shoal, while otherwise there was danger of the strong current setting them out to sea. The surfman landed them safely in a sail-boat and the following day recovered their skiff.

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September 29.—During the night the north patrol of the Gull Shoal Station, (Sixth District,) coast of North Carolina, discovered a steamer heading for the beach and almost in the breakers. He instantly flashed a Coston signal, which caused her to haul offshore out of sight. The prompt warning was all that saved her from stranding.

September 29.—On this date a pair of horses attached to a wagon backed off the ferry-scow at Ludington, and both were drowned. The crew of the Ludington Station, (Eleventh District,) Lake Michigan, assisted to remove the carcasses and recover the vehicle.

September 30.—At half-past 12 o'clock in the day, during a heavy southeast gale of wind and high sea, the keeper of the Salmon Creek Station, (Ninth District,) Lake Ontario, warned off a schooner that was standing towards the shore and in danger of running on an outlying shoal. He waved his hat and coat, and finally succeeded in attracting the attention of those on board. The vessel was quickly put about and shaped a course off the land, narrowly escaping disaster.

September 30.—During the northwest gale of wind and rain that prevailed on this date, the schooner *Reindeer*, of Detroit, Michigan, while lying alongside the east pier nearly abreast of the Fairport Station, (Ninth District,) Lake Erie, struck on some sunken obstruction and sprang a leak. This was at half-past 11 o'clock at night. Two of her crew were on board at the time and hailed the lookout at the station. The latter at once summoned his fellow life-savers, who quickly launched their boat and pulled over to the vessel. They immediately manned the pumps, but the most diligent effort failed to keep the water from gaining in the hold, and the surfmen were obliged to get out guys to prevent the craft rolling over as she filled and sank to the bottom. She was subsequently raised by the owners and repaired at considerable expense.

September 30.—The schooner *F. B. Gardner*, of and from Buffalo, New York, loaded with coal and carrying a crew of seven men, ran into Sand Beach Harbor, Michigan, at about 2 o'clock in the afternoon, during a fresh northerly wind and threatening weather, and came to an anchor three-quarters of a mile southeast of the Sand Beach Station, (Tenth District,) Lake Huron. She almost immediately commenced to drag and in a few minutes was ashore on a reef near the south end of the breakwater. The life-saving crew at once went to her assistance in the surf-boat and ran a line to a tug that had also put off but was unable to get alongside. They then boarded the schooner and hove up her anchor, there being some thirty fathoms of chain out. The tug succeeded in pulling her afloat and towed her to a sheltered berth, where the surfmen helped to make her fast, and also to pump her free. She had escaped without damage and the captain warmly thanked the station crew for their timely aid. The vessel was bound to Milwaukee, Wisconsin.

September 30.—About 2 o'clock at night the schooner *W. H. Hawkins*, bound from Chicago, Illinois, to Muskegon, Michigan, in ballast, with a crew of six men, became unmanageable in the strong southwest wind and heavy sea then prevailing, and in attempting to enter the harbor, ran upon the end of the north pier, which is submerged, and was seen at once by the watchmen of the Muskegon Station, (Eleventh District,) about two hundred yards away. The violence of the sea soon forced her off from her place of lodgment and beyond the pier, but though her anchors were dropped, she dragged, and soon stranded about seventy yards north of the entrance. Here the surf-boat, which had been promptly launched, came up alongside, and her crew, knowing that the schooner was in danger of again dragging and fetching up against the

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pier, where she would soon have beaten to pieces, ran a hawser from her in the surf-boat, and made the shore end fast to an old hulk.

The life-saving crew was on the point of returning to the wreck, when a crash was heard in the darkness, and on reaching the scene, it was found that the schooner *John Bean, Jr.*, had run into the *W. H. Hawkins* head on, striking her abreast of the cabin, and making a hole through which the sea poured and filled her. Lines were at once run from the *John Bean, Jr.*, and made fast on shore, and by hauling taut on one set of moorings and slackening on the other, the two vessels were finally separated. The captain and crew of the *W. H. Hawkins* were then brought ashore. At daylight (October 1), the surf-boat again put out and fetched back all of the sailors' baggage, bedding, the clock, the compass, etc. The remainder of the day, until 4 o'clock in the afternoon, was spent by the station men in getting off the schooner, manning her pumps and windlass, running out a hawser to the pier, etc., operations which ended in her being pulled by a tug into the harbor. Incidental to this work, the tow-line which lay across the pier suddenly gave way, caught the captain of the schooner *Vega* and jerked him from where he stood about forty feet into the river. The life-saving crew fished him out speedily, but injured so as to be helpless and unconscious. The *John Bean, Jr.*, was so much damaged by the collision that she became a total wreck. The six men belonging to the *W. H. Hawkins* were sheltered at the station for forty-eight hours.

September 30.—On account of the increasing wind and sea two schooners which were alongside the pier, a short distance from the Holland Station, (Eleventh District,) Lake Michigan, were obliged to move to a safe anchorage. The captain requested the assistance of the life-saving crew and the latter at once proceeded on board and helped to work the vessels into Block Lake, where they were moored in a secure berth.

October 1.—At half-past 5 in the morning, during a strong northerly wind and a high sea, the crew of the North Manitou Island Station, (Eleventh District,) Lake Michigan, put off in the supply boat to a vessel with a flag of distress flying, which appeared to be stranded on the south point of the island six miles distant. On reaching the scene, however, it was found that the craft was at anchor a mile beyond the point. She was the barge *B. B. Iceman*, of Sandusky, Ohio, without cargo, bound from Chicago, Illinois, to Drummond's Island, Lake Huron, and had on board four passengers and a crew of seven men. A small boat had been lowered and three of the sailors were trying to reach the shore. The surfmen, after taking them back, learned from the captain that the vessel was leaking and the sails so badly torn that she was unmanageable. Being in need of immediate assistance, the life-saving crew went to South Manitou Island, six miles off, and obtained the services of a steamer, which shortly came and towed the barge into port.

October 2.—During his watch from 8 to midnight the north patrol of the Orleans Station, (Second District,) coast of Massachusetts, observed a steamer in danger of running ashore, and warned her off by burning a Coston light.

October 2.—While one of the surfmen of the Hog Island Station, (Fifth District,) coast of Virginia, was returning over his patrol during the night, he saw the lights of a sailing vessel coming directly for the shore. He at once flashed a red Coston signal, which caused the craft to immediately let go her anchor. She just escaped stranding and did not get under way again until after daylight.

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October 2.—Two sailors from the Pensacola Navy-Yard, whose boat was nearly swamped and who were unable to pull across the bay, were rendered assistance, so that they could reach their quarters, by the surfmen of the Santa Rosa Station, (Eighth District,) coast of Florida.

October 2.—Between 3 and 4 o'clock in the morning, during a hard blow from the northwest with rainy weather, a steamer, with three barges in tow, was discovered coming up Lake Ontario, by the lookout of the Oswego Station, (Ninth District.) There was a heavy sea on, which, with the high wind, was forcing the vessels in toward the land. In trying to make the harbor the stern barge struck the rocks and parted her towline, going ashore about half a mile east of the station. The life-savers quickly manned the apparatus cart and went to her assistance. She was only a little more than eighty yards from the beach, and, in a short time, a line was fired over her. The whip and hawser, were soon hauled out and made fast, and one of the surfmen was sent off in the breeches-buoy to take charge while the crew were being landed. The latter consisted of four men, who were all brought ashore in safety by means of the buoy and taken to the station, where they were furnished with dry clothing and warm food and sheltered during the day and night. The barge was the *London*, of Kingston, Ontario, bound thence to Oswego, New York, without cargo. She proved a total loss. The following letter was subsequently received at the office of the General Superintendent:

"OSWEGO, NEW YORK, *October* 2, 1886.

"I beg to acknowledge the valuable services rendered by Captain Blackburn and the crew of the Oswego Life-Saving Station in rescuing myself and crew from the stranded barge *London*, on the 2d of October, at 4 a. m. We were promptly discovered by the lookout before we struck the beach, and ten minutes later a shot was fired over us in the face of a hard northwester and we were all safely landed in the breeches-buoy and taken to the station and dry clothing furnished, and every possible attention and kind treatment shown that a crew could ask for.

"JAMES CLARKE,
"*Master.*

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

October 3.—In the morning the lookout of the Durant's Station, (Sixth District,) coast of North Carolina, discovered an ensign, union down, displayed in the main rigging of a schooner which was anchored abreast of the station. The life-saving men put off to her in the surf-boat, and found that the crew were all sick with the exception of the captain and mate. The vessel had come to during the night, and they were now unable to get her under way. The surfmen hove up the anchor and made sail, and the captain, after warmly thanking the station men for their prompt assistance, stood away for Hatteras Inlet.

October 3.—Shortly before 4 o'clock in the afternoon two small boys on a flat, who had been caught in the dangerous current of the Indiana chute of the Ohio River and were in danger of being swept over the falls, were rescued by the boatmen of the Louisville Station, (Ninth District,) Louisville, Kentucky, and brought safely to the shore. The lads were saved in the nick of time, as when overtaken they were being carried helplessly along by the swirling waters.

October 3.—The three-masted schooner *Champion*, of Buffalo, New York, bound thence to Chicago, Illinois, with a cargo of coal and a crew

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of eight men, stranded at 3 o'clock in the morning on the Can Buoy reef, some two miles southeast of the Middle Island Station, (Tenth District,) Lake Huron. There was a fresh southeast breeze and clear weather at the time, the accident being due to overestimating the vessel's distance from the shore. The patrolman, while making the circuit of the island, discovered the schooner at about 5 o'clock, but it being yet dark her condition was not definitely ascertained until daylight. The life-saving crew then launched the surf-boat and proceeded to her assistance. Arriving alongside, the mate was found in charge, the captain having gone ashore in the yawl to obtain a tug. It was learned that they were carrying all sail when she struck, which caused her to drive as much as two feet out of water forward. Manifestly a portion of the cargo would have to be removed before the craft could be floated. Thus satisfying themselves regarding the situation, the surfmen first went to the station for breakfast, after which they returned and helped the crew to get coal on deck for the purpose of transferring it to a lighter when one arrived. As she began to leak they were obliged also to operate the pumps at intervals in order to keep her free. The life-savers worked unremittingly until midday, when they left for their dinner. The captain was expected back in the afternoon, but as there was a moderate gale blowing with a considerable sea on, there would be danger in the schooner's yawl undertaking to fetch him aboard, and so the surfmen promised to go for him themselves. Accordingly between 1 and 2 o'clock they put off on their mission, and after a hard pull of four miles reached the mainland at Turnbull's wharf, where the captain was in waiting, and immediately took him to the vessel. Meantime a tug had put in an appearance and was alongside when the surf-boat reached the scene. The captain having been unable to perfect his plans at Alpena, whither he had gone, had telegraphed to Detroit for assistance, but later in the day, two tugs and a steam barge, hearing of the mishap, arrived, and as the weather looked threatening no further delay was occasioned in making arrangements to get the schooner off the shoal. At the first attempt the tugs parted the hawser, after pulling for half an hour without improving matters, and so it was determined to transfer a portion of the cargo. There were about seventy-five tons on deck, a third of which was put on the steam barge, the rest being jettisoned. The life-saving crew took an active part in the work, which was not finished until late in the evening, and then assisted in handling the lines and hawser. Shortly past 8 o'clock the tugs succeeded in floating the schooner, which apparently had sustained little or no damage, and proceeded with her to Alpena. The surfmen received the warm thanks of all for their untiring labors, lasting some fifteen hours, to which in great measure was due the fortunate release of the vessel.

October 4.—At 1 o'clock in the afternoon, during a high northwest wind and rough sea, a man in a fishing sloop tried to reach Manistee Harbor, Michigan, but missed the entrance and ran into the breakers south of the piers. The keeper of the Manistee Station, (Eleventh District), who discovered the mishap, caused the surf-boat to be immediately manned and in a short time the life-saving crew got a line to the imperiled boat and towed it safely into the harbor. It was found that the man was under the influence of liquor and no doubt would have been dashed on the beach and probably drowned had he not received prompt assistance.

October 4.—At half-past 7 o'clock in the evening a vessel was discovered standing in towards the beach near the Humboldt Bay Station,

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(Twelfth District,) coast of California. Had the lookout not promptly flashed his Coston light, she would have stranded. The signal caused her to go about and shape a safe course off the land.

October 5.—During the heavy gale of wind which prevailed along the Texas coast on August 20, the schooner *Josephine*, of Indianola, was blown from her anchorage near the Texas and Mexican Railroad wharf, in Aransas Bay, and went high and dry on Saint Joseph's Island, about five miles north-northeast of the Aransas Station, (Eighth District.) On October 5, at the request of the owner, who came to the station for assistance, the life-saving crew manned the supply-boat and proceeded to the scene. They righted her, improvised ways, and on the 7th succeeded in launching her a distance of two hundred feet to where she floated. This task involved considerable hard work, which the owner gratefully appreciated.

October 7.—On the evening of the 6th the schooner *Whistler*, of and from Barnstable, Massachusetts, for Scituate, in the same State, while attempting to make a harbor in the North River, a few miles south of Scituate, ran aground at the entrance; the accident being caused by the lowness of the tide. She was about three miles south of the Fourth Cliff Station, (Second District,) Scituate. The weather was fine, and as nothing could be done until morning the patrols were instructed to keep a watch on her during the night, and at 4 o'clock the next morning (7th) the station crew went to her assistance. They found but one man on board. An anchor was run out, and after discharging a quantity of ballast to lighten her they succeeded in heaving the schooner afloat by half-past 7, when sail was hoisted and she was taken into Scituate Harbor, her destination.

October 7.—At half-past 3 o'clock in the afternoon, while the schooner *John W. Fox*, of New Castle, Delaware, was trying to work into Absecom Inlet during the prevalence of a fresh northeast breeze and rough sea, she misstayed and was obliged to let go her anchors to keep from drifting ashore. They failed to hold her, however, until she had dragged into shoal water among the breakers, about half a mile to the southward of the Atlantic City Station, (Fourth District,) coast of New Jersey. The life-saving crew observing the dangerous situation of the vessel, launched the surf-boat and went off to her. They assisted to throw over a portion of the deck-load to lighten her, but as the sea was high and darkness coming on nothing more could be done at the time to relieve her. The weather continued threatening and the crew of five men were brought ashore and taken to the station, where they were provided with dry clothing, (having received a drenching in passing through the surf,) given food, and sheltered over night. The next morning, (8th,) the sea having moderated, the life-saving force again boarded the schooner, ran out anchors, and in the afternoon succeeded in getting her clear of all danger and to a safe berth in the harbor. During the operations the vessel touched the shoal several times, but suffered no apparent damage. She was bound from New York to Atlantic City with a cargo of brick. On the 9th, the surfmen swept for and recovered the anchor, which was slipped the preceding day, and restored it to the captain.

October 7.—At about dusk the north patrol of the Absecom Station (Fourth District,) coast of New Jersey, found a deranged woman in great distress on the beach and assisted her to Atlantic City, where he procured a phaeton and sent her to her friends.

October 8.—Between midnight and 4 in the morning the west patrol of the Peaked Hill Bars Station, (Second District,) Cape Cod, Massa-

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chusetts, on seeing a schooner running dangerously near the bar, flashed a red Coston signal and warned her clear.

October 9.—Had it not been for the prompt discharge of a Coston signal by the west patrol of the Peaked Hill Bars Station, (Second District,) coast of Massachusetts, during his night watch, a schooner which was discovered dangerously near the bar would have stranded. The warning caused her to at once shape a course off shore.

October 9.—The lookout of the Wallop's Beach Station, (Fifth District,) coast of Virginia, at about 3 o'clock in the afternoon, reported that a schooner had missed stays and gone ashore on Little Beach, two miles northeast of the station. The surf-boat was at once launched through a heavy sea, and after a half hour's pull the life-saving crew reached the vessel. She lay hard and fast against the beach, and was found to be the *James E. Kelsey*, of Manasquan, New Jersey, bound to New York with a cargo of pine wood. She was from a Virginia port, and carried a crew of five men. Her boat being too small to run an anchor with, the surfmen carried one out in their own, then manned the windlass, and by steady heaving succeeded in getting her afloat without damage. They assisted to hoist her sails, and she proceeded safely on her voyage. Had it not been for the timely aid she would undoubtedly have fared badly.

October 9.—A steam-barge with a scow in tow passed out of the Sturgeon Bay Canal at 11 o'clock at night, and when about a mile east of the Sturgeon Bay Station, (Eleventh District,) Lake Michigan, the scow was discovered by the lookout to be on fire. The keeper, after sending one of the crew down to notify a tug which was alongside the wharf, ordered the surf-boat manned and the life-savers immediately started for the scene. Notwithstanding the efforts of the steam-barge and tugs to extinguish the fire with their pumps, it rapidly gained headway, and as a last resort to prevent the craft burning up, an attempt was made to sink her. A hole was cut with axes near the water-line, but when the surfmen tried to shift the deck-load (cedar ties) so as to list her over that she might fill, they were driven away by the flames and were obliged to abandon her. As it was seen that the fire was beyond control, the station men took steps to save whatever was possible. The scow was kept headed to the wind, which enabled two of the surfmen to reach her bow, where they cut the steamer's tow-line and made ropes fast to the anchor and chain, by which means the latter were afterwards recovered. The next day a tug picked up the bottom of the scow—all that was left of her—three miles north of the canal and towed it into Sturgeon Bay.

October 10.—At about half-past 3 o'clock in the morning the north patrol of the New Shoreham Station, (Third District,) Block Island, discovered a small vessel fast aground inside the breakwater, several hundred yards northeast of the station. The fact was at once reported and the life-saving crew without delay launched a boat and boarded her. She proved to be the sloop-rigged smack *Wild Pigeon*, of Greenport, New York, with a crew of five men, which had mistayed and gone ashore. The surfmen carried out an anchor and succeeded in heaving her afloat with a little or no damage.

October 10.—Early in the afternoon a disabled steamer, in tow of a three-masted schooner, was sighted about six miles to the westward of the Block Island Station, (Third District,) Rhode Island. The life-saving crew pulled off in the surf-boat and found her to be the propeller *George Appold*, of Baltimore, Maryland, bound thither from Providence. She had broken her shaft. While no assistance could be rendered the

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vessel the captain availed himself of the proffer of the life-savers by sending ashore a message to be telegraphed his owners. The surfmen also posted a number of letters for the passengers.

October 10.—An hour or two before daylight the south patrol from the Turtle Gut Station, (Fourth District,) coast of New Jersey, warned off by means of a Coston signal, a vessel which he observed was standing into danger.

October 10.—Towards evening a small boy who was playing near the Racine Station, (Eleventh District,) Lake Michigan, got his hand badly torn by having it caught between a bolt on the dock and a tug's mooring line. The keeper took the lad to the station and carefully bandaged the injured member.

October 11.—Two officers and three men belonging to the Coast Survey schooner *Scoresby* were furnished meals and sheltered over night on this date at the New Inlet Station, (Sixth District,) coast of North Carolina. The party were out in their small steam-launch, and having been prevented from returning to the vessel on account of the thick fog and low tides, had exhausted their fuel. The keeper supplied a sufficient quantity to enable them to get back.

October 12.—A heavy gale of wind from the north and east, which prevailed along the coast of Texas on this date, with accompanying high tides, caused a great deal of destruction to life and property both afloat and on land. The effects of the storm were especially felt in the vicinity of Sabine Pass, where dwellings were destroyed and a number of vessels driven ashore. The Sabine Pass Station, (Eighth District,) was more or less wrecked, and a great part of the equipments swept adrift. The keeper's house, near by, was carried from its foundation, and although he managed to rescue his wife and daughter with a small boat, his twelve-year-old son and a man named Wilson were drowned. The keeper himself was taken sick from consequent exposure and removed to Sabine Pass for medical treatment, but after an illness lasting some ten days, died. When the station became habitable the surfman in charge gave shelter to a number of sick and homeless people, five of whom were succored more than a month.

October 12.—Shortly before 11 o'clock at night information reached the Louisville Station, (Ninth District,) Louisville, Kentucky, that a small boy had been drowned at Jeffersonville, Indiana. The life-saving crew at once put off in their boat to the scene of the accident, and after dragging some twenty minutes in the vicinity of the wharf, off which the lad had fallen, succeeded in recovering the body, whereupon they took it ashore and turned it over to the boy's father.

October 13.—In the evening of this date, the weather becoming threatening, the crew of the Muskallonge Lake Station, (Tenth District,) Lake Superior, went to the assistance of the steamer *Ste. Marie*, of Sault Ste. Marie, Michigan, and helped to unload freight consigned to a local firm. This proved a timely service, as the wind freshened during the night and blew a gale the following day, which would have exposed the vessel to great danger, there being no harbor in the vicinity.

October 13.—During foggy weather, in the watch from 8 o'clock until midnight, the south patrol of the Sheboygan Station, (Eleventh District,) Lake Michigan, seeing a vessel running close to the land and in danger of stranding, quickly ignited his Coston signal. The craft immediately took heed of the warning and tacked off shore.

October 14.—In the night, during the mid-watch, the south patrol of the Hog Island Station, (Fifth District,) coast of Virginia, sighting a vessel approaching the shore and dangerously near, quickly flashed a

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Coston light to warn her off. She attempted to tack, but in going about struck the outer bar. The life saving crew were at once summoned but before they could effect a launch with their boat, the craft, by the action of the flood tide, had worked clear and was soon out of sight. The prompt signal of the surfman was all that prevented her from going on the shoal hard and fast.

October 14.—The wind began to freshen at about noon in the vicinity of the Buffalo Station, (Ninth District,) Lake Erie, and by dark was blowing a gale from the southwest. The water soon flooded the station and yard to the depth of several feet, and washed away walks, fences, and boat-landings, beside damaging a great deal of adjacent property. At 9 o'clock the life-saving crew were summoned to assist in moving the families who occupied the houses along the sea-wall and who were in great jeopardy. The surfmen at once responded to the call and worked assiduously until midnight conveying the people and their household and personal effects from the inundated region to places of safety, plying their boat with difficulty amongst the ruins and floating wreckage. Two persons—a father and son—who had become imprisoned by the overflow in the frail hut which they occupied, were rescued just before the habitation was demolished and narrowly escaped with their lives. Some thirty houses were swept away or destroyed by the storm.

October 14.—The south patrol of the Sand Beach Station, (Tenth District,) Lake Huron, at about half-past 9 o'clock at night, reported a steamer blowing whistles for assistance in the harbor near the breakwater. The surfmen launched the life-boat and at once put off to her. Two of the barges which she had in tow had sprung leaks outside, during the prevailing westerly gale and heavy weather, and were found in very bad condition. The life-savers first went alongside the *Matilda*, of East Saginaw, Michigan, (see record under date of October 21,) but as it was ascertained that nothing could be done for her at that time, they proceeded without delay to the *C. N. Johnson*, of Marine City. She was loaded with coal, bound from Toledo, Ohio, to Bay City, and carried a crew of six men. The station force boarded her and worked steadily at the pumps until the next morning (15th) at half-past 4, when she was sufficiently freed of water to require no further aid.

October 14.—Two small boats which had broken adrift were recovered by the surfmen of the Sturgeon Bay Station, (Eleventh District,) Lake Michigan, and safely cared for until the owners called for them.

October 15.—Early in the forenoon the keeper of the Buffalo Station, (Ninth District,) Lake Erie, was attracted by an unusual commotion on a schooner unloading at the Bennett Elevator opposite the station. Noticing the crew's hurried movements with their yawl-boat he apprehended that some one must have fallen overboard. He, therefore, caused the dingy to be quickly manned, and, taking with them the hand-grapnels, the life-savers pulled with all speed to the scene. Arriving alongside the vessel they learned that the cook was missing, and the presumption was that he had fallen into the stream and probably drowned. The surfmen lost no time in dragging for the body and before long succeeded in recovering it. Attempts were then made to restore animation by means of artificial respiration, according to the methods employed in the Service, but they proved unavailing, as it was soon evident that life was extinct. The remains were turned over to the coroner, who had them removed to the morgue.

October 15.—A cat-rigged fishing-boat, with a man on board, capsized shortly past 7 o'clock in the morning, a quarter of a mile north of the Point Marblehead Station, (Ninth District,) Lake Erie. A fresh

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westerly wind was blowing. The lookout at once reported the accident, and the keeper and a couple of surfmen quickly launched a boat and put off to the rescue. The man, who was clinging to the side of the overturned craft, was taken from his perilous position, after which the life-savers towed his boat to the shore, where they righted it, bailed it out, and put it in order. He then proceeded on his way again. This was another case of the sheet being made fast in such a manner that it could not be cleared in time to prevent accident.

October 15.—At daylight on this date a schooner was descried at anchor some twelve miles to the southward of the Thunder Bay Island Station, (Tenth District,) Lake Huron. A heavy northwesterly gale of wind, reaching almost the proportions of a hurricane, with a high sea, prevailed at the time, and the vessel's position exposed her to the whole fury and sweep of the storm. At 10 o'clock in the forenoon a flag was made out at the mast-head, which was taken to be a signal for assistance. Notwithstanding the violence of the weather the surfmen, without delay, launched the life-boat, and started off. After a run of an hour and twenty minutes before the gale, the schooner being almost dead to leeward, they reached her, and with a line thrown to them, hauled up under the stern. She was found to be the *C. O. D.*, of Chicago, Illinois, bound to Milwaukee, Wisconsin, from Cleveland, Ohio, loaded with coal, and carrying a crew of seven men. It was ascertained that her head sails had blown away the previous night, and in the emergency she had been obliged to cast anchor. The heavy strain on the cables, caused by the wind, and the tremendous seas which were making a clean breach over her, threatened to dislodge the windlass and carry it through the bows. The captain was anxious to obtain a tug so as to save his vessel, as she could not possibly hold on much longer if the storm continued unabated. The life-savers, appreciating the urgency of the situation, at once started for the shore to procure the necessary aid. Sail was made and the boat headed across Thunder Bay, the seas almost engulfing it as it sped on its course. At one moment it would be lost to view, then would rise through a cloud of spray on the top of some monster wave and again be carried onward. It was a daring trip and required inflexible courage. The men, wet to the skin, although with oilskins on, succeeded in making a landing at Black River, some seventeen miles south of the station. The telegraph wires being down, the steamer *Golden Eagle* was engaged to tow the life-boat to Alpena, nineteen miles up the coast, where it was probable a powerful tug could be found. At 4 o'clock the surfmen arrived at the place mentioned, having been in their boat for five hours, exposed to the cold and storm, some of them being completely chilled through, and not one escaping a thorough drenching. They succeeded in procuring a tug, and in spite of their exhausted condition, started to the relief of the schooner. Proceeding several miles, however, they found that she had already received the assistance of a steamer and was being towed into port, having lost both her anchors. It being reported at the time that a barge was in distress near Middle Island the life-savers set out for that point in tow of the tug; but after going a short distance it blew so hard that the latter was in danger of foundering in the heavy seas, and they were obliged to put back to Alpena, where they arrived at about dark. The surfmen then set sail for the station, working part of the way through a snow-squall, and reached their quarters at half-past 10, having been more than seventy miles in their boat since morning. While they rendered no particular assistance on this occasion, the motives which impelled them to go forth in the raging storm

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and strive as they did to save the vessel and those on board show a nobleness of purpose that words are inadequate to properly express.

October 15.—The day-watch of the Middle Island Station, (Tenth District,) Lake Huron, who was on duty at the south side of the island, reported, at a quarter past 10 o'clock, that a schooner barge, at anchor about a mile and a half off the weather shore and some three miles south-southeast of the station, had hoisted a signal of distress. A very heavy gale of wind from the northwest, with driving sleet and snow, prevailed at the time, and a high sea was running. The life-boat was speedily manned and launched, and after a hard pull across the outlying shoals, the breakers more than once sweeping the boat from stem to stern, the surfmen reached deep water. Then came a stubborn contest with the on-rushing waves, lasting nearly an hour, before the crew finally got alongside the vessel. It was ascertained that the barge was leaking badly, having struck the Can Buoy reef several times, at about daylight, while attempting to reach shelter. She was the *William Case*, of Algonac, Michigan, lumber-laden, bound from Thomson's Harbor to Detroit, with a crew of six men all told. From the captain's statement it appears that during the heavy weather of the previous night, while off Presque Isle, she broke loose from the steamer which had her in tow and was obliged to run as best she could for a place of safety. Being heavily laden and down by the head, she was practically unmanageable and most of the time was tossed about in the trough of the sea, drifting at last to the south of Middle Island, where, after pounding over the edge of the reef, as before mentioned, she was brought to an anchor. The crew, besides being discouraged, were well-nigh exhausted from their constant labors at the pumps, having been unable to keep the water, which had already reached three feet in the hold, from gaining. As a last expedient they hoisted a signal for the life-saving crew, with a view of abandoning the craft if nothing else could be done. On learning the situation the keeper and six of the surfmen, two of the men remaining in the life-boat to tend it and keep it clear, boarded the barge and at once manned the pumps fore and aft, relieving the sailors, who turned in for needed rest. They worked unceasingly from half-past 11 in the forenoon until 7 in the evening, lowering the water more than a foot, and entirely freeing the after hold. From this hour on, little or no progress could be made. Throughout the night the forward pump was kept steadily going, the two crews operating it alternately, by which means the water was maintained at the same level until morning, (16th,) when the wind and sea had considerably moderated. The captain stating that he was short of provisions, the surfmen offered to supply him, manned their boat and pulled ashore, and brought from the station a sufficient quantity to last him until the vessel could make port. They then resumed their labors at the pumps. In the forenoon the steamer, which previously had the barge in tow, hove in sight and at 10 o'clock reached the scene. The life-saving crew assisted to raise the latter's anchor, ran a hawser to the steamer, and shortly past midday the two craft proceeded to Alpena. The surfmen had taxed themselves to the utmost to save the barge, having worked with great perseverance for twenty-six hours. The captain warmly appreciated the service rendered, without which he would doubtless have lost both his vessel and cargo, as when the former was brought to off the island they had given up all hopes of keeping her free, and expected to be compelled to leave her. The prompt arrival of the station crew, in response to their signal, had put a different aspect on the situation, and had emboldened the

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sailors to make a final effort to save the schooner, which, as the sequel shows, was successful. Had the crew taken to their yawl and attempted to land in the heavy seas, as they at one time thought they would have to do, it would have been little less than a miracle if the lives of the whole party had not been sacrificed.

October 15.—In the afternoon of this date the captain of the barge *Monitor* called at the Ship-Canal Station, (Tenth District,) Lake Superior, and requested the keeper to obtain assistance for him so that he could enter the canal. His barge, he stated, was lying in a dangerous position outside and the weather was rough and threatening. The life-saving crew accordingly pulled to Hancock, about 8 miles distant, and procured a local tug which towed the barge safely through the canal.

October 15.—At noon the captain of the tug *Ida M. Stevens*, which had struck a sunken snag and stove a hole in her bow, applied to the keeper of the Ludington Station, (Eleventh District,) Lake Michigan, for assistance to pump the vessel out. She had been run in shoal water at the head of Pere Marquette Lake, a mile distant, and a diver employed to stop the leak. The life-saving men launched the surf-boat, and taking with them the station force-pump, proceeded to the craft, whose decks by this time were on a level with the surface of the water, and promptly began work. A tug that came alongside applied her steam-pumps, but the hose bursting, she proved of little assistance. The surfmen after persistent effort succeeded in freeing the hold and the disabled vessel was towed to a slip where she could be hauled out for repairs. The captain warmly thanked the station crew, saying that their timely services had been invaluable to himself and the owners.

October 15.—Early in the forenoon two surfmen of the Racine Station, (Eleventh District,) Lake Michigan, put off in a small boat and recovered a yawl which had been blown adrift from a dredge that was at work in the lake a short distance from the station. They returned it safely to the owners.

October 16.—Towards evening, during a strong northwest wind, while a man was trying to work his cat-boat up the bay channel, under reefed sails and against the ebb tide, the center-board struck on a point of sand, and the craft capsized about fifty yards from the Far Rockaway Station, (Third District,) coast of Long Island, New York. The life-saving crew hurried to the scene of the accident, righted the boat, bailed it out, and started the man on his way again. He cordially thanked the surfmen for their prompt assistance.

October 16.—At 9 o'clock in the forenoon a schooner, evidently in distress, was seen to anchor about two miles southeast of the Absecom Station, (Fourth District,) coast of New Jersey. The life-saving crew launched the surf-boat and boarded her. She was the *William Bement*, of Greenport, New York, bound to New Bedford, Massachusetts, from Philadelphia, Pennsylvania, with a cargo of staves, and carrying a crew of five men. It appears that when off Brigantine Shoals early in the morning she carried away her foremast head during a strong northwest blow, lost her foresail and split the jib. She then stood in under the land and anchored. The surfmen assisted to clear up the gear, mend the sails, and stay the spars. They conveyed the captain to the telegraph-office at Atlantic City and afterwards brought him back on board. The following morning, in answer to a signal hoisted on the vessel, the station men again pulled off to her and helped to finish up the work which was interrupted by darkness the previous day. In the afternoon she was got underway and, with a fair wind, resumed her voyage.

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October 16.—At 11 o'clock at night the watch of the Evanston Station, (Eleventh District,) Lake Michigan, discovered a fire in an out-building belonging to the North Western University. The keeper was immediately called and, together with two of the crew, hastened to the scene with buckets of water, and by diligent work succeeded in quenching the flames. While the damage was considerable the real danger, heightened by a brisk northeast wind, and which threatened an adjacent building, was fortunately averted.

October 16.—The previous day the schooner *Sea Star*, of Racine, Wisconsin, lost her anchor a short distance south of the Two Rivers Station, (Eleventh District,) Lake Michigan, as she was leaving port. At the captain's request the life-saving crew swept for the anchor and succeeded, in the afternoon of this date, in recovering it. They landed it on a neighboring wharf, where it could safely remain until called for.

October 17.—At 10 o'clock at night the surfman of the Race Point Station, (Second District,) coast of Massachusetts, on the west patrol, saw a schooner standing into danger and flashed a warning signal. She at once tacked and stood clear.

October 17.—At about noon, while the ice-laden schooner *Hannah M. Buell*, of Philadelphia, Pennsylvania, was entering Absecom Inlet in charge of a pilot, she grounded on the channel bar three-quarters of a mile south-southeast of the Atlantic City Station, (Fourth District,) coast of New Jersey. The tide was running ebb at the time and a light southerly breeze prevailed. The sea being smooth the life-saving crew took a spare hawser from the station, boarded the vessel, ran out an anchor, and got everything in readiness to heave her off on the flood tide. Before the water was high enough, however, for the purpose, the wind freshened to a gale, making up a rough sea, and there was every indication of bad weather. The surfmen meantime had gone ashore for supper, and on their return to the schooner the situation had grown so much worse that it was found necessary to abandon her. Accordingly the pilot and crew of six men, with their personal effects, were brought off and taken to the station. Shortly afterwards the vessel drove farther up on the shoal, parted the hawser, and bilged. The following day she began breaking up. In the afternoon the life-saving force boarded her again, saved some property belonging to the captain, and secured, as well as they could, the sails and rigging. She was subsequently placed in the hands of wreckers, who stripped her of a quantity of gear before she finally went to pieces. She was on her way to Atlantic City from Smithtown, Maine.

October 17.—Early in the morning the captain of the schooner *Robbie Knapp*, of and from Grand Haven, Michigan, called at the Milwaukee Station, (Eleventh District,) Lake Michigan, and requested assistance of the life-saving crew to pump out his vessel, which had sprung a leak while on her way to Kenosha, Wisconsin. The keeper took three surfmen and immediately proceeded on board. They pumped her out, found the leak, and succeeded in stopping it. The captain had been obliged to put into Milwaukee and sell his cargo to enable the craft to go in dry-dock for repairs.

October 20.—At about 8 o'clock in the morning a man came to the Parramore's Beach Station, (Fifth District,) coast of Virginia, and requested assistance of the life-saving crew to save his boat, which had been run on the beach two and a half miles north-northeast of the station. It appears that in company with two other men he had started from Wachapreague in a sailing skiff, early in the morning, for a day's sea fishing. On getting outside the inlet a thick fog set in and the party

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concluded to return, but in doing so they missed the channel, got caught in the breakers, and were obliged to run before them to keep from being swamped. After a very narrow escape they succeeded in making a landing on the shore. The surfmen went to the scene, removed all the equipments of the boat, freed it of water, and launched it. Then by wading along the beach for a quarter of a mile they got it to a safe place inside, though not without considerable difficulty, as it filled several times on the way and had to be bailed out. The gear was finally put in order, and as the weather had cleared, the men were enabled to proceed on their trip, little or no harm having been done.

October 21.—Soon after 11 o'clock on the night of the 20th the crew of the Monomoy Station, (Second District,) were aroused by the south patrol with the report that there was a vessel ashore on the southerly part of Shovelful Shoal, about four miles from the station. He had discovered her upon reaching the end of his beat at the south end of Monomoy Island. The crew at once turned out with their boat and went to her assistance, arriving at 1 o'clock in the morning (21st). They found that she was the three-masted schooner *Hattie V. Kelsey*, of New Haven, Connecticut, with a crew of seven men, bound from New York to Boston with a cargo of coal. The accident was due to the captain's mistaking Monomoy Light for the light-ship near the shoal and consequently taking a wrong course. The vessel had struck at 10 o'clock. After sounding around the vessel to find the deepest water preparatory to an effort to float her off, the life-saving crew, at the captain's request, returned ashore and dispatched a messenger to the nearest telegraph office, some miles away, (Chatham,) to telegraph to Boston for the aid of a tug. As the shoal was smooth and there was no immediate danger the men remained on the beach until daybreak, when they were surprised at seeing the schooner afloat and at anchor apparently all right. When, however, a little later, at 7 o'clock, she set her colors in the mizzen rigging as a signal of distress they hastened on board again and found that she was leaking badly and that the crew were at the pumps. After a brief conference the keeper advised the captain to get under way and beat round into the bay to the westward of Monomoy where a smoother and safer berth could be found in which to wait for the expected tug. This advice was followed and the station crew remained on board to assist, the keeper acting as pilot while his men aided the sailors at the pumps and in working the vessel. As it was blowing fresh from the westward and there was a strong adverse current, the anchorage was not reached until late in the afternoon. The tug not arriving by dark, all hands were told off into reliefs and the pumps were kept going all night until half-past 6 the next morning, (22d,) when the desired assistance came and the schooner left in tow for Boston. On the day following (23d) the station crew went off again to the shoal and recovered the schooner's kedge and hawser which had been slipped when she came afloat. The captain was duly notified by letter to send for them. When the vessel arrived in port the captain published the following letter of thanks:

"BOSTON, MASS., *October* 28, 1886.

"*To the Editors of the Boston Daily Advertiser:*

"I wish to return thanks to William T. Tuttle and crew, of the Monomoy Life-Saving Station, in behalf of the master and owners of the schooner *Hattie V. Kelsey*, of New York, which was recently ashore on Shovelful Shoal. They proved by their punctuality in coming on board nearly as soon as we struck, that that part of our coast at least is in

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good hands and perfectly patrolled; also by their able assistance, rendered in time of need, that they are guardians of life and property. Such a captain and crew are a credit to the Superintendent and an honor to the service.

"Yours, respectfully,

"J. L. RANDALL,
"*Master of schooner Hattie V. Kelsey.*"

October 21.—At about dusk of this date the steam-tug *John F. Whitelaw*, of Cleveland, Ohio, left Fairport, in the same State, bound to the former place with a cargo of fish and carrying a crew of three men, but after proceeding a short distance the boiler began to leak and she was obliged to put back. At 10 o'clock, when off the harbor and about half a mile to the westward of the Fairport Station, (Ninth District,) Lake Erie, she commenced to make signals of distress which attracted the attention of the lookout. He at once summoned his fellow surfmen and they immediately launched their boat and started to her assistance. Arriving on board they found the water nearly up to the furnace fires, which were in danger of being put out. The life-savers got out a line and towed the craft into the harbor, when a tug, that had been previously sent for by the keeper, took her to a safe berth farther up the river out of the way of passing vessels. The damage done the steamer was not material, though about half the cargo was spoiled.

October 21.—A schooner was saved from stranding during the latter part of the mid-watch by the patrolmen of the Muskallonge Lake Station, (Tenth District,) Lake Superior, who fired a Coston light on seeing her standing, with all sail set, directly towards the reefs to the eastward of the station. As soon as the signal was made the vessel changed course and went clear. She would have fared badly had not the surfmen given timely warning.

October 21.—The steamer *Robert Holland*, bound from Muskegon, Michigan, to Chicago, Illinois, with a cargo of lumber and having a crew of sixteen men, collided in coming out of the harbor with the schooner *Evra Fuller*, of Chicago, which was just entering without cargo and manned by a crew of eight men. It was then half-past 6 o'clock in the evening, and five minutes later the watchman of the Muskegon Station, (Eleventh District,) saw the casualty and summoned the surf-boat crew. They came alongside, ran lines from the fouled vessels to the pier, and on the arrival of a tug also ran lines to her, and joined in the protracted labor by which the vessels were finally separated. The schooner was then towed back to her dock, while the other vessel proceeded on her voyage.

October 21.—Soon after the collision of the steamer *Robert Holland* with the schooner *Evra Fuller* the keeper of the Muskegon Station, (Eleventh District,) Michigan, who was still in the surf-boat with his crew, descried the lights of a schooner, heading for the harbor, which was not then sufficiently clear of vessels to admit of her safe entrance. He at once landed one of the surfmen, who ran to the station and returned with Coston signals, one of which was ignited to warn off the approaching schooner.

October 22.—The west patrol of the Short Beach Station, (Second District,) coast of Long Island, New York, at half-past 10 o'clock at night discovered a vessel ashore on Jones's Inlet Bar, a mile southwest of the station. He immediately burned a Coston signal and hastened to report. The life-saving crew reached the scene in the surf-boat an hour later and found the schooner *Robert H. Parker*, of Somers' Point, New

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Jersey, fast aground. They boarded her and made everything as snug as possible, after which they took the crew of seven men and the captain's wife to the station, where they were all sheltered over night and given a warm breakfast in the morning. A surfman then conducted the captain and his wife to the main-land and assistance was sent for to New York. Meantime, the sea having gone down, the sailors were taken back to the schooner and left on board. Wreckers subsequently arrived and, early in the morning of the 24th, succeeded in floating the vessel off the shoal, the station men materially aiding in the operations. The schooner was from the Kennebec River, Maine, bound to Philadelphia, Pennsylvania, with a cargo of ice. She sustained but slight damage.

October 22.—The keeper of the Little Beach Station, (Fourth District,) coast of New Jersey, who was patrolling the north beach between 4 o'clock and sunrise, in place of the regular watch who was sick, discovered a vessel heading in for the land and in danger of going ashore. On the flash of his Coston light she at once altered her course and kept clear.

October 23.—At a quarter to 7 o'clock in the evening a signal, consisting of a white light above a red one, was seen about a half mile southeast of the Cobb's Island Station, (Fifth District,) coast of Virginia. The keeper, by the aid of a marine glass, satisfied himself that a vessel was in distress, and a Coston signal was burned to notify those on board that assistance was near at hand and also for the purpose of calling in the beach patrol. As soon as the latter arrived the surf-boat was launched and the life-saving crew was soon alongside the schooner *Howard N. Johnson*, of Baltimore, Maryland, bound to Smith's Island from Richmond, Virginia, with a cargo of stone and five men on board. Through an error of the pilot she had struck the shoals off the end of Cobb's Island. The keeper's proffer of aid was gladly accepted and the surfmen at once set to work. After furling the sails it was found necessary, on account of the strong current, to wait until low water before running an anchor. When this had been done, however, the wind and sea increased from the eastward as the tide rose, causing such a strain on the cable as to part it, and the schooner was driven higher up on the shoal. Although every available expedient was resorted to, the unfavorable conditions of the weather prevented successful operations and at 6 o'clock in the morning (24th) the station crew, accompanied by the captain, returned ashore. Arrangements were then made with a wrecking company to try and float the vessel, and they commenced by laying out a large anchor and attempting to heave her clear on the flood tide. The sea had become so rough that all efforts to move her failed and she finally bilged and filled. Meantime the surf-boat belonging to the wreckers foundered and they were obliged to cut it adrift to save it. In their predicament a signal of distress was hoisted and the life-saving crew immediately pulled off to the vessel which by this time was lying stern to the sea with the breakers sweeping her entire length. The surfmen rescued all hands, numbering sixteen, and took the sailors to the station where they were fed and sheltered for several days. The schooner was completely wrecked, nothing whatever being saved.

October 23.—The watch of the Grand Haven Station, (Eleventh District), Lake Michigan, at twenty minutes after 3 in the morning saw a steamer which was on her way into the harbor strike the south pierhead at full speed. The alarm was immediately given and the life-saving crew manned the surf-boat and pulled to the scene of the accident. The vessel proved to be the steam-barge *Berrien*, of Saint Joseph, Michigan, from Chicago, Illinois, without cargo, and having a crew of

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seven men on board. Through the carelessness of the wheelsman she had been allowed to run onto the end of the pier, which was several feet submerged at the point where she struck, thence inclining upwards above water. She had cut her way through the structure so that her stem projected out fully five feet, and was so tightly wedged in that she was unable to back off. The keeper sent to the station for axes, and when they arrived the surfmen chopped away the timbers on either side of the bow and then, at the request of the captain, procured a tug to assist in pulling her clear. The latter, after an hour's work, however, failed to move her. At this juncture a steamer which was entering port was asked to aid in the operations, but not having a suitable hawser the station men rowed to a neighboring ship-yard and obtained one. They ran lines between the vessels, and by 10 o'clock in the forenoon the *Berrien* was floated without having apparently sustained much damage.

October 24.—Between 8 and 9 o'clock in the morning two surfmen belonging to the Sheboygan Station, (Eleventh District,) Lake Michigan, boarded the schooner *Cynthia Gordon* and assisted the crew to pump her out, afterwards straightening up the deck load, which had shifted the previous night while the vessel was trying to make the harbor.

October 25.—During the night the north patrol of the Hog Island Station, (Fifth District,) coast of Virginia, warned off by Coston signal a vessel that was running directly for the beach. She was evidently saved from stranding.

October 25.—At 2 o'clock in the afternoon, during easterly threatening weather, a British steamer was sighted steering a course that would soon fetch her up on the shoals off the False Cape Station, (Sixth District,) coast of Virginia. The surfmen displayed the International Code signal J. D., ("You are standing into danger,") when she at once hauled to a safe distance from the shore.

October 25.—A heavy northerly gale of wind, accompanied by sleet and snow, prevailed on this date in the vicinity of the Middle Island Station, (Tenth District,) Lake Huron. At half-past 7 o'clock in the morning a schooner, which was anchored in a dangerous position between five and six miles north-northwest of the station, hoisted a flag of distress. The surfmen at once launched the life-boat and put off to the scene. There was an unusually heavy sea running, and it required some two and a half hours of the utmost exertion in the teeth of the driving storm before the vessel was reached, the men, although they were encased in oil-skin clothes, becoming thoroughly drenched to the skin before they had gone a third of the way. She proved to be the *Fame*, of Detroit, Michigan, without cargo, bound to a place known as Turnbull's Dock, Presque Isle County, with a crew of seven persons. The only anchor she had was dragging, and the captain was apprehensive lest his craft should be driven ashore. The steering gear had become disarranged and it was therefore obviously unsafe to get under way, exposed as the vessel was to the full force of the wind and sea, without the assistance of a tug. He accordingly had set a signal to obtain the cooperation of the life-saving men. The latter, as a precautionary measure, urged the landing of the entire crew, as, under the circumstances, with poor windlass gear and ground tackle, there was great danger of the schooner at any moment breaking from her moorings and being dashed on the beach, in which event there might be loss of life. But as the captain stated that the sailors were willing and had decided to remain on board the advice was not followed. The life-boat was hauled under the stern as close as possible, and by means of a rope ladder the

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captain entered it, though not without considerable difficulty, as the vessel rolled and pitched so that no little risk was attached to the maneuver. He received a good wetting before he safely reached the boat. The surfmen pulled some three miles to False Presque Isle, the nearest harbor where there was a lee, arriving about noon. The captain then resolved, after consulting several sea-faring men whom he met on the dock, that it would be useless to make any effort towards employing a tug, as it was quite certain none would venture out in such heavy weather. The keeper again urged the need of transferring the schooner's crew to a place of safety, which, since there were yet no signs of the wind abating, was finally decided upon. The life-savers, therefore, pulled back to the vessel and proceeded to take off the crew. The sea was still very rough, but all hands succeeded in lowering themselves into the boat without mishap, the woman cook having a heaving line tied round her waist before she descended the ladder. The party seemed relieved to get away from the schooner, which had been dragging all the while more or less toward the shore, and whose deck-seams were opening and closing at every roll. Before leaving the keeper caused the mate to hoist an anchor-light and to run a heavy and taut line from both ends of the windlass to the foremast as a precaution in case any of the gear broke adrift. The crew were conveyed to the station, where they received supper and were provided with comfortable beds for the night, the blankets used being those supplied by the Women's National Relief Association. After breakfast the next morning, (26th,) the wind and sea having moderated but there still being a heavy swell on, the sailors were taken back to the schooner, which had withstood the gale, though it had dragged to a position much nearer the land. In getting the people on board again there came near being a serious accident. The woman cook, who refused this time to have a rope made fast to her, had ascended the ladder to the rail, where the mate was in waiting to help her, when the schooner gave a sudden lurch and both lost their balance and fell head first into the lake, a distance of some twelve feet. As fortune would have it, one of the surfmen, who was standing under the ladder, broke the woman's fall, else her head would have struck the gunwale of the life boat. They were speedily pulled out of the water and were none the worse for their ducking. After all were safely on board, the station crew went to False Presque Isle dock and brought the captain to the vessel, a trip which involved a row of nearly six miles. They then assisted to heave up the anchor and make sail, the steering gear having been temporarily repaired. The captain warmly thanked the life-savers for their services and for the kind treatment his crew received while at the station. The schooner reached her port of destination in safety.

October 25.—At twenty minutes of 4 in the morning the schooner *William H. Chapman*, of Milwaukee, Wisconsin, in attempting to sail into Chicago Harbor missed the entrance and struck the north pier. The surfmen of the Chicago Station, (Eleventh District,) Lake Michigan, quickly launched the surf-boat and went to her assistance. They ran a line along the pier and, with the assistance of the vessel's crew, hauled her about two hundred feet to where a tug was enabled to proceed with her into port. The damage was slight.

October 26.—The crew of the Fletcher's Neck Station, (First District,) coast of Maine, at 3 o'clock in the afternoon went to the assistance of the small schooner *Saragossa*, of Jonesport, Maine, which, having anchored in shoal water about a mile north of the station, grounded at low tide. They helped to get her off and took her to a safe berth.

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October 26–28.—Shortly after dark on October 26th the three-masted schooner *William H. Van Brunt*, of New York, anchored off the beach about a mile and a quarter to the southward of the Ship Bottom Station, (Fourth District,) coast of New Jersey. She had been seen by the patrol approaching the land, and after burning a Coston signal as a warning, he had followed her along the shore until she came to. It was raining at the time, a brisk easterly breeze blowing, and the weather squally. A close watch was kept on the craft, and in the afternoon of the 27th, as the wind and sea increased, it was thought prudent to transport the beach apparatus to a point abreast of the vessel as a precaution in case of emergency. No signal had been made on board calling for assistance, although the situation was momentarily growing worse. Early in the morning of the 28th, the wind having canted into the northeast, the schooner began to drag her anchors and, at about 4 o'clock, was driven on the outer bar, some two hundred and fifty yards from the beach. As day broke her condition became manifest, and the life-saving crew hurried to the scene and at once got ready for action. At the first shot the projectile struck the vessel and went overboard. The second attempt proved more successful, and the line was sent fairly over her and fell between the main and mizzen masts. The seamen, who were in the rigging, secured it, and without delay hauled off the whip. The hawser soon followed, and before long the gear was in working order, and communication established by means of the breeches-buoy. The crews from the adjacent stations of Long Beach and Harvey's Cedars arrived on the scene and assisted in rescuing the wrecked sailors, numbering seven men all told. The captain, who at first was disinclined to leave the vessel, was afterwards brought off, one of the surfmen going out for him in the buoy. Meantime, the sea having moderated somewhat, the surf-boat belonging to the Ship Bottom Station was sent for, but it was not found necessary to use it. The schooner's crew were conducted to the station, where they were provided with food and cared for. The master left for New York in the afternoon, while the others were sheltered overnight. The vessel was on her way from Jacksonville, Florida, to Albany, New York, laden with lumber. She subsequently went to pieces and became a total loss. A portion of the cargo was saved.

October 26.—In the first watch after sunset a patrolman of the Lewes Station, (Fifth District,) coast of Delaware, saw the running lights of a vessel, which he made out to be a small steamer, approaching the beach. He promptly discharged a Coston light, but the craft kept on, not appearing to heed the warning. He then speedily fired a second signal, when she hauled off shore just in season to escape the danger of standing, and gave the cape a wide berth.

October 26.—On the first patrol after sunset a surfman of the Cape Henlopen Station, (Fifth District,) coast of Delaware, discovering a steamer in danger of going ashore, fired a Coston signal, when she quickly changed course and made a safe offing.

October 27.—Four fishermen, who were unable to reach their homes on account of a severe northeast storm, were sheltered overnight at the Tiana Station, (Third District,) coast of Long Island, New York.

October 27.—At about 4 o'clock in the morning the patrol of the Chadwick's Station, (Fourth District), coast of New Jersey, discovered a vessel's light close to the outer bar, and at once flashed a red Coston signal. The attempt to warn the craft off proved unsuccessful, and she went ashore a half mile to the southward of the station. The weather was stormy at the time, with a gale of wind blowing from the south-

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east, and a heavy surf tumbling in along the beach. The patrol as quickly as possible alarmed the life-saving crew, and in the space of half an hour the beach apparatus had been hauled through the soft sand to a position abreast of the stranded vessel. The gun was immediately loaded, and the first shot fired sent the line over the house abaft the mainmast, where all but one of the crew were grouped. They commenced to haul off the whip, but not more than twenty fathoms had unreeled when the mast went by the board, leaving the sailors with no suitable place to secure the gear, as they could not reach the foremast on account of the heavy seas that were breaking across the decks. The whip-line was then hauled back on shore. The vessel began to break up, and the situation became critical in the extreme. Seven of the seamen were clinging to the after house, while another was holding on to the keel of the long-boat, which was lashed amidships forward, and their piteous cries could be heard above the roar of the waves. The station men were powerless to aid them, as the sea, which was breaking along the beach with great fury, was strewn with wreckage, making it impossible to launch a boat. They therefore had to anxiously wait in the hope that, as the vessel went to pieces, the imperilled men would be washed towards the shore and within reach. The suspense was of short duration, for soon the poor fellows were swept into the breakers, and the surfmen, at the imminent risk of their own lives, rushed in and rescued them. The captain, who was an old man, was the only one to remain on the wreck, and it seemed as if he would surely be lost. The life-savers did not despair, however, and quickly loading their gun fired off the shot-line. It fell within a few feet of him, but the sea for a moment washed it beyond his grasp. As chance would have it the drift wreckage caught the line in time, carried it back, and he succeeded, after a desperate effort, in reaching it. He was then hauled ashore more dead than alive. All hands were immediately conducted to the station, where they were provided with stimulants and dry clothing, a portion of the latter being drawn from the supplies donated by the Women's National Relief Association. The application of restoratives was necessary to revive the captain, who was well-nigh exhausted and considerably worse off than his companions. The wrecked party were entirely destitute, and were sheltered and fed at the station several days, while the master was cared for more than two weeks longer. The vessel was the brig *John Sherwood*, of Baltimore, Maryland, bound to Philadelphia, Pennsylvania, from the Kennebec River, Maine, with a cargo of ice and bed-slats. The disaster was attributed to a disarrangement of the compass. The life-saving crew were assisted during the work of rescue by a surfman from the Tom's River Station, and by several persons who were attracted to the scene of the wreck.

October 27.—About 5 o'clock in the evening the life-saving crew found the body of a man in the surf some two hundred and fifty yards west of the Cold Spring Station, (Fourth District,) coast of New Jersey. Although the body was warm, all efforts of the surfmen to restore life were ineffectual. The man proved to be Michael McGlynn, of Philadelphia, fifty-five years old, who, being very feeble, had probably had a fainting spell and drowned. The coroner was notified, and the following day the family arrived and took charge of the remains.

October 27.—In the afternoon of this date the crew of the False Cape Station, (Sixth District,) coast of Virginia, prevented what might have proved a disaster, by warning off a steamer that was heading a course dangerously near the shoals. On seeing the peril that menaced her

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they quickly ran up the International Code signal J. D., ("You are standing into danger,") when she took heed and immediately hauled clear.

October 27.—During the day a quantity of lumber drifted ashore and was picked up by the crew of the Thunder Bay Island Station, (Tenth District), Lake Huron, and stored in a safe place to await the claims of the owner.

October 28.—During foggy weather, between midnight and 4 o'clock in the morning, the east patrol of the Vermillion Point Station, (Tenth District,) Lake Superior, discovered a steamer close in shore, and heading for what is locally known as Two-mile Point, a dangerous shoal. He first waved his lantern, but as the vessel apparently did not alter her course he quickly ignited a red Coston light. She then blew a short whistle and the surfman at once displayed another signal, when the craft took warning and headed out into the lake, making a narrow escape from stranding.

October 29.—At about 9 o'clock in the morning, during the prevalence of a dense fog, the British steam-ship *Pavonia*, of Glasgow, bound from Liverpool to Boston, with five hundred and thirty-six persons on board (including a crew of one hundred and thirty-nine), and loaded with a valuable cargo, struck on what is known as High Pine Ledge, a ledge of rocks three-fourths of a mile from the shore some two or three miles north of the Gurnet Station, (Second District,) coast of Massachusetts. She had lost her reckoning in the fog. Two of the crew of the station, Surfmen Anderson and Thurston, out on patrol, happened to be abreast of her just as she struck, although from the distance and the state of the atmosphere they were unable to tell with certainty whether she was aground or afloat. Thurston at once started for the station with the alarm, and as soon as he did so the boat was taken out and the crew put off to ascertain whether help was needed; the oar of the surfman left on the shore opposite the steamer being taken by a physician, (Dr. E. B. Stevens, of Plymouth,) who was present on a professional visit. They had pulled but half or three-quarters of a mile in the direction of the ledge when the vessel's boat was met in charge of the first officer, who said he was on his way to the nearest telegraph office to transmit a dispatch to Boston for the aid of tugs, and earnestly requested the crew's aid in accomplishing his mission. The keeper therefore turned back and conducted the officer to Plymouth, six miles distant, where the dispatch was wired to the agents of the steamer. Before the party could return to the ship she had floated off unaided and steamed away to the southward in the fog. According to Surfman Anderson, the man on the beach, this occurred soon after 10 o'clock. The station boat, with the ship's boat in tow, searched in the fog for several hours but failed to find her. She was by that time in the vicinity of Manomet Point, and was boarded soon after noon by the patrol of the Manomet Station, aided by two fishermen, and at the captain's request his exact position was pointed out on his chart so that he was enabled to shape his course for Boston light. She subsequently arrived in a leaky condition. The officer and boat's crew left behind were housed and fed at the station for four days and then took passage by rail to Boston to rejoin the ship; the officer afterwards returning for his boat, which was also taken by rail.

October 29.—At about 1 o'clock the day-watch of the Short Beach Station, (Third District,) coast of Long Island, New York, discovered a sloop anchored a mile or so off-shore, with her colors at half mast.

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A moderate northeast wind prevailed with considerable sea on. The life-saving crew speedily put off in the surf-boat and found the vessel to be the *William E.*, of New York. She was in a dangerous position close to a sunken wreck. The surfmen ran out an anchor and succeeded in heaving her clear and to a safe berth.

October 29.—At half-past 10 in the forenoon the crew of the Atlantic City Station, (Fourth District,) coast of New Jersey, boarded the pilot sloop *Roy* and brought ashore one of the pilots who had sustained serious injuries. The surfmen procured a carriage and sent him to his home.

October 29.—During rainy and thick weather, at a quarter to 9 o'clock at night, the south patrol of the Peck's Beach Station, (Fourth District,) coast of New Jersey, saw a steamer's lights close inshore. The craft was evidently out of her course, and the surfmen fired a Coston signal, when she immediately hauled off and proceeded in safety.

October 29.—At 9 o'clock at night the north patrol of the Turtle Gut Station, (Fourth District,) coast of New Jersey, discovering a vessel approaching too near the land, warned her off with a red Coston signal.

October 29.—The crew of the Sturgeon Point Station, (Tenth District,) Lake Huron, in the morning of this date, picked up a quantity of lumber that drifted ashore during the night and took it to the station for safe keeping until the owner should call for it.

October 30.—Shortly after midnight the patrolman of the Bay Head Station, (Fourth District,) coast of New Jersey, was attracted by the gleam of a torch in close proximity to the beach, and taking for granted that a vessel was ashore he hastily returned to the station and alarmed the surfmen. Then retracing his steps he flashed a red Coston signal to inform those on board that their situation was known and that help was near at hand. The weather was stormy, with a high wind blowing from the northeast, and a heavy sea running. The life-saving crew got out the beach apparatus, and by means of a team of horses, which had been obtained, reached a point abreast of the stranded vessel at a few minutes past 1 o'clock. Meantime, the keeper at the adjacent station of Mantoloking was notified of the accident by telephone, and, with his crew, subsequently joined in the work of rescue. The craft was about two hundred yards from the land and a mile and a quarter to the southward of the station. Although the first shot was fired well to windward, the force of the gale carried the line over the masts, and it fell to leeward and had to be hauled back. The second attempt proved more successful, as the line was sent across the foretopsail yard, where the sailors got hold of it; but the whip, while being hauled off, was swept by the strong current so hard against the head-stays that it could not be worked. Some time elapsed before those on board could be made to understand the necessity of casting off the ropes. Then the gun was moved to a more favorable position, and at the next fire the line fell fairly between the spars. Without further hindrance the gear was rigged, and the pilot and crew, numbering eight men, were conveyed ashore in the breeches-buoy. The night was very dark, and only the dim outlines of the vessel could be distinguished, except at intervals, when the burning of a torch lighted up the scene. Nothing, however, interfered with the operations, and at forty minutes past 4 the last man was safely landed. The vessel was found to be the brig *W. C. Warner*, of Plympton, Nova Scotia, from Demerara, British Guiana, bound to New York with a cargo of sugar. At low water the surfmen assisted the crew to bring off their personal effects. The men were sheltered at the station four days, when they left for their homes. On November 5th

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the brig was pulled clear of the beach and towed to New York. The vessel and cargo sustained considerable damage.

October 30.—At 7 o'clock in the morning a steamer was discovered in distress near the outer bar off Hog Island, Virginia, about five miles south-southeast of the Hog Island Station, (Fifth District.) A fresh gale of wind prevailed from the northwest and a high sea was running. The life-saving crew launched the surf-boat through the heavy breakers and proceeded to her assistance. Arriving alongside they found that she was leaking badly and pounding heavily on the shoal. The keeper informed the master as to the nature of the bottom and the depth of water, and advised him what course to pursue in order to float his vessel. The surfmen then set about the task of lightening her by throwing over a portion of the cargo of pig-iron, and on the flood-tide, at 11 o'clock in the forenoon, succeeded in getting her off, remaining by her until she was in deep water, clear of all the shoals. She was the *John Gibson*, of Georgetown, District of Columbia, bound to New York from Alexandria, Virginia, loaded with pig-iron and general merchandise, and having a crew of sixteen men. The captain was very grateful for the aid rendered, which undoubtedly saved the steamer from serious disaster. He shaped a course for Chesapeake Bay, intending to put back for necessary repairs.

October 31.—The schooner *Nellie Treat*, of Bangor, Maine, bound to Boston, Massachusetts, from Richmond, Virginia, while beating up the New Jersey coast during the night, tacked too far inshore and ran on the outer bar, at twenty minutes to 10 o'clock, a mile northeast of the Little Egg Station, (Fourth District.) She was discovered by the patrolman who immediately alarmed the life-saving crew. A team of horses were obtained, with as little delay as possible, and the surf-boat was hauled on its carriage to a position abreast of the vessel, reaching the scene at about midnight. It was then found that any attempt to effect a launch in the intense darkness, and through the surf which was breaking with great fury along shore, would prove an extremely hazardous undertaking, so, on due deliberation, it was decided to send the team back for the beach apparatus. The schooner was some three hundred yards from the land and gradually settling on the shoal. After the gear arrived two shots were fired from the gun with good effect, but owing to the darkness the line could not be seen at first, as it fell over the jib-boom, and got adrift. By means of a lighted torch it was found by the sailors the second time and secured. The current was so strong that the entire length of the hawser had to be used in making the connection. By half-past 3 o'clock in the morning (November 1st) the captain and five men were safely landed in the breeches-buoy, and not a whit too soon, for when they left her the vessel was full of water and the seas were sweeping the decks. Later in the day, it being still too rough to board the craft in a boat, the wrecked crew was hauled off in the buoy and succeeded in saving their clothing, which had been stowed in the top berth of the cabin. The captain and mate were sheltered and fed at the station five days. The schooner, with her cargo of coal, became a total loss. During the work of rescue the surfmen received valuable assistance from several persons who cordially volunteered their services, among whom was the keeper of the Tucker's Island lighthouse.

October 31.—The coal-laden schooner *Charles P. Stickney*, of and from Philadelphia, Pennsylvania, bound to Richmond, Virginia, and carrying a crew of six men, misstayed at about 9 o'clock at night, during a strong northerly wind, and went ashore just inside the point of Cape

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Henlopen, two miles and a quarter to the eastward of the Lewes Station, (Fifth District,) coast of Delaware. The patrolman discovered her half an hour afterwards and flashed a Coston light, which was immediately answered by those on board. He then burned a signal for a tug. The latter arrived promptly, and near midnight the vessel was pulled afloat, having sustained little or no damage. The life-saving men were on hand, ready to give assistance if necessary, but none was required. The action of the patrolman in so quickly signaling for a tug obviously saved the schooner from more serious consequences.

October 31.—Between sunset and 8 o'clock the patrol north from the Indian River Inlet Station, (Fifth District,) coast of Delaware, seeing a steamer steering too close to the beach for safety, flashed a Coston signal to warn her off. She at once altered her course and headed out to sea.

October 31.—During a strong northwest wind, at about 2 o'clock in the afternoon, the sloop *Fred*, of Guilford, Connecticut, while attempting to beat into Watchapreague Inlet, against the ebb tide, misstayed and went ashore on the north end of Parramore's Beach, three quarters of a mile south-southwest of the Watchapreague Station, (Fifth District,) coast of Virginia. She was seen to strike by the life-saving crew, and they immediately launched the surf-boat and went to her assistance. It was ascertained from the two men on board that the vessel was on her way from Folly Creek to Norfolk, with a cargo of sweet potatoes, but owing to threatening weather, they had tried to make a harbor. The surfmen laid out an anchor, and on the flood tide, at half-past 8 in the evening, succeeded in getting her afloat, after which they took her to a safe berth in the inlet.

October 31.—Two schooners were warned off during the night by the patrolmen of the Durant's Station, (Sixth District,) coast of North Carolina, who promptly fired their Coston lights on seeing the vessels in danger. Both tacked and stood seaward as soon as the signals were ignited.

November 1.—The east patrol of the Point Lookout Station, (Third District,) Long Island, New York, during his watch after midnight, discerned a vessel running too close to the land for safety and burned a red Coston. The craft heeded the signal and changed her course.

November 1.—The patrol of the Cobb's Island Station, (Fifth District,) coast of Virginia, seeing a vessel in danger of running on the shoals at about 10 o'clock at night, warned her off by means of a Coston signal.

November 1.—At half-past 1 o'clock in the morning the east patrolman of the Vermillion Point Station, (Tenth District,) Lake Superior, after firing a Coston signal in response to the repeated blasts of a steamer's whistle, roused the crew, who launched the surf-boat and put out into the lake. It was very dark and smoky, but the life-savers succeeded in finding the vessel, which proved to be the *Ste. Marie*. She was uncertain of her position, and the surfmen gave her the proper bearings. They then took ashore several passengers whom the captain desired to land.

November 2.—Shortly before daylight a patrolman of the Narragansett Pier Station, (Third District,) coast of Rhode Island, seeing a sail-boat in danger of stranding, promptly hailed those on board, when they immediately put their craft about and stood off-shore.

November 2.—Half an hour after midnight a boy came to the North Manitou Island Station, (Eleventh District,) Lake Michigan, and informed the keeper that there was a fire in the woods which surrounded his mother's house, and if allowed to gain headway would destroy their

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property. The life-saving crew were quickly mustered and hastened to the scene. By energetic measures they succeeded in putting out the flames, and no doubt prevented a disastrous forest fire.

November 3.—The steam-barge *Solon H. Johnson*, of Marine City, Michigan, bound from Chicago, Illinois, to Pentwater, Michigan, with a cargo of merchandise and a crew of eight men, stranded, at 7 o'clock in the evening, about one hundred yards from shore and five hundred from the Muskegon Station (Eleventh District). There was a strong westerly gale and a heavy sea, and the disaster occurred in the effort to take the vessel into the harbor for shelter. What had happened was speedily seen from the station, and the surf-boat was at once brought into action. The meeting of the river rushing between the piers, with the incoming breakers from the lake, made so perilous a conflux of waters at the entrance that it was judged better not to attempt the regular mode of exit, (the vessel, moreover being two hundred yards to the south of the pier end,) and the keeper accordingly put the boat across the river, had it hauled with much labor and difficulty, over the pier, which was strewed with floodwood, and launched it from the side. Here it encountered a wild tumble of logs and surf, but made its way through the dangerous débris under the bold and skillful management of the crew until it reached the stranded vessel, then pounding heavily on the bar. The first thing done was to run a hawser to the pier and make it fast, which prevented the vessel from swinging broadside to the sea. Meanwhile, however, she had sprung a leak, and before long she filled and sunk in nine feet of water. Thus weighted down, she now lay easily, and her captain and crew concluded to remain on board for the night. The surf-boat crew returned to the station.

The next morning (November 4) at half-past 7 o'clock they again went to the vessel, taking with them three wooden pumps to employ in addition to those already on board. The captain was set ashore, and all hands fell to work pumping. It was soon evident, however, that the leak was beyond their power, and by 11 o'clock in the forenoon the work was abandoned, and the surf-boat men returned to the station. The sea, which had moderated, began to rise again, and by 5 o'clock in the afternoon a strong gale was blowing from the southwest. The keeper desired to land the sailors, but they refused to come. By half-past 7 o'clock, however, they appeared to change their minds, for a torch-light was shown on board. The station crews now entered upon the difficult and hazardous work of rescue. The surf-boat was again launched and rowed across the dark river, hauled over the pier, rugged with drift-wood, and let down into the furious lake where a tangled mass of logs and rubbish surged hither and thither on the heavy seas in a frightful manner. To successfully oar the boat through this wild water, and at the same time avoid the onsets of the floodwood, was a task which required all the surfmen's skill and courage, but the crew were equal to it, and contrived after much hazard to get out to the vessel. Here fresh difficulties and dangers encountered them. Their work was on a swashing sea, and in almost total darkness. The water tumbled along lengthways of the hull and on both sides, and it was therefore impossible to find any lee for their operations, or even to get near the half-sunk bulwarks behind which the wretched sailors clung for safety. The only way was to swing out the fore-boom of the vessel over the rail and drag the men, one by one, into the boat from the end of it. In this way, the eight on board were severally rescued. All the time the surf-boat was more than half full of water, requiring constant bailing, as it involved the hazard of swamping, or a

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possible capsize, and it took the best of work with the oars to make the boat keep her imposed distance and prevent her being smashed to pieces against the hull. These risks were not ended until the men's baggage was also got in, together with the ship's books, the compass, clock, and other articles of similar value, when the return was made, and the plunging mass of débris was again threaded to the beach, where all were safely landed. The rescued men were taken to the station, where they were kept through the night and received breakfast the next morning.

Three days later (November 7) the weather had moderated, and a steam-pump was put on board the half-submerged vessel. The surf-boat crew again put out and ran a hawser from her to a steam-tug. The following day (November 8) the surf-boat was again launched and ran lines from the pumped-out vessel to two steam-tugs, which pulled her off and into harbor about 3 o'clock in the afternoon.

November 4.—Shortly after sunset a small sharpie, which had been observed by the lookout standing to the northward, came ashore not far from the Currituck Inlet Station, (Sixth District,) coast of North Carolina. The boat went high up on the beach, and had only one man on board, whose strange actions at once disclosed the fact that he was not in his right mind. He could give no intelligible information regarding his home or where he came from. The life-saving crew cared for him until November 6, when two of their number proceeded with him as far as Knott's Island on the steamer *Bonito*, which was bound for Norfolk, Virginia, where it was supposed the man lived. During his stay at the station he attempted to burn his boat, and was, therefore, kept under strict surveillance for fear that he would set fire to the building. On the 17th the surfmen hauled the sharpie across the beach and shipped it to the owner at Norfolk.

November 4.—At 3 o'clock in the afternoon a brig, just discernible in the distance and supposed to be at anchor, was discovered from the lookout-deck of the San Luis Station, (Eighth District,) coast of Texas, some twelve miles to the southwestward of the station. An hour later a steam-lighter, with a signal flying, came down the coast, and when abreast of the station the life-saving crew launched the surf-boat and intercepted her. It was then ascertained that the vessel previously sighted was ashore and the steamer was going to her assistance, having the captain of the stranded craft on board. The surfmen were taken in tow, and reached the scene of the accident at half-past 6 in the evening. The brig was the *Granfos*, of Christiansund, Norway, from Berbice, British Guiana, bound to Galveston, Texas, in ballast, and carrying a crew of ten men, besides one passenger. She stranded the night of the 2d, during light, clear weather, the mishap being due to neglect in employing the usual precautions of taking soundings on approaching the land. All hands were found on the beach, no difficulty having been experienced in making a landing. The station men immediately began work by laying out two anchors, running hawsers and getting a taut strain on them. The following morning (5th) they endeavored to heave her clear, and by the aid of the steamer succeeded in moving her some two hundred feet, when she brought up on the outer bar and could not be budged, notwithstanding that all the ballast was thrown over to lighten her. On the 6th the wind came out strong from the northeast, making up a heavy sea, causing the hawsers to part, and the vessel was driven again high up on the beach. The steamer was obliged to leave for Galveston, and the life-saving crew returned to the station, having been away about forty-three

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hours. The brig soon went to pieces, her sails and a portion of the rigging being all that was saved.

November 4.—The crew of the Cleveland Station, (Ninth District,) Lake Erie, at about a quarter-past 5 o'clock in the morning were informed by the captain of the harbor-tug *Dreadnaught* that the schooner *Phineas S. Marsh*, of Vermillion, Ohio, which had anchored outside during heavy weather at a late hour the previous evening, being short-handed, needed assistance to get under way. The vessel was lying a mile to the northward of the station and was in danger of rolling the masts out of her in the rough seas. The surf-boat was immediately launched and proceeded, in tow of the tug, to the scene. Arriving alongside the life-saving men boarded the schooner and at once turned to and helped to heave up the anchor, a labor which required considerable time, as the craft was very unsteady and there was a long scope of chain out. The anchor was finally weighed and she was towed to a safe berth in the harbor. The captain thanked the surfmen for their aid and the latter returned to their quarters. The schooner was loaded with a valuable cargo of iron ore from Marquette, Michigan, and carried a crew of seven persons.

November 4.—A scow laden with a thousand dollars worth of stone, bound from Chicago, Illinois, to Kenosha, Wisconsin, was caught in a southwest gale and heavy sea, and went ashore on the beach a mile south of the Kenosha Station, (Eleventh District,) Wisconsin. It was then about 2 o'clock in the afternoon, and the station watch saw her lying along the breakwater heavily pounding, and the sea running over her. The life-saving crew at once mustered, and at the same time the master of a tug came to the station and asked them to run a line for him to the scow, as none but the surf-boat could live in such a sea. The crew got the line to her safely and in twenty minutes from the time she was first seen, she was hauled by the tug inside the harbor. But for the action of the station crew she would have pounded to pieces in a few minutes.

November 4, 5.—While the schooner *Sea Star*, of Racine, Wisconsin, was loading wood at Clay Banks, some six or seven miles south of the Sturgeon Bay Station, (Eleventh District,) Lake Michigan, the morning of the 4th, the wind, which had previously been from the westward, suddenly shifted to the south and began blowing a gale. A heavy sea so speedily made up that the vessel could not be moved from the pier. She pounded bottom, and splitting her planking near the stem, soon leaked badly. At 1 o'clock in the afternoon the tremendous force of the waves caused the pier to give way, letting the schooner through, where she hung by her tow-line and anchor. Only two of the crew remained aboard, the others, who were on the pier when it broke, narrowly escaping to the shore with their lives. The water now gained so fast in the vessel that the two men were unable to keep her free, and when, in the evening, she commenced to show signs of going to pieces, a telegram was sent for the life-saving crew to hasten to the rescue. They received the message at half-past 8, but the roads were very bad, and being obliged to transport the beach-apparatus across the canal, it was midnight before they arrived on the scene. The craft, by this time was in a very dangerous position, rolling heavily amongst a lot of old spiles which threatened momentarily to sink her. As there was no time to lose, the keeper at once got the apparatus in readiness and successfully fired a line over her. Communication was soon established by means of the breeches-buoy, but on account of the vessel's unsteady

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movements it was next to impossible to get a taut strain on the hawser. A number of bystanders assisted the station men in the work and materially accelerated the operations. The buoy was finally sent off and one of the sailors brought ashore, though he had to be hauled two-thirds of the way through the seas which completely drenched him. The other man declined to take his chances in this way and was landed in a yawl-boat that was hauled out to him by its painter being made fast to the ship-line. As soon as the boat was drawn back within reach a heaving-line was thrown the occupant and he was pulled safely up on the pier. At 4 in the morning (5th) the wind veered into the west again, and being off the land the sea ran down, enabling the surfmen to board the schooner without difficulty. She was fast breaking up, and all they could do was to save the foresail. By daylight she sank decks under and became a total wreck.

November 4.—Shortly before 3 o'clock in the afternoon, during a southerly gale of wind and a high sea, the schooner *George L. Wren*, of Chicago, Illinois, while attempting to sail into the Sturgeon Bay Canal, Wisconsin, became unmanageable and commenced to head for the south pier. The crew of the Sturgeon Bay Station, (Eleventh District,) perceiving the danger of her situation, quickly launched the surf-boat and pulled off to her, but the captain, thinking that they could be of no immediate help to him, declined their services, and they returned to the station. The anchor was let go, but when she swung round it failed to hold and she swung bodily against the north pier. Thereupon the yawl-boat was lowered, but no sooner had one of the sailors got into it to keep it from striking against the crib-work than the painter broke, and despite his efforts to scull the boat clear the sea and wind carried him toward an angle of the structure where the waves were dashing twenty feet high. Several of the surfmen hastened to the scene, and by means of the heaving-stick threw him a line and succeeded in hauling him and the yawl safely to the pier. It was a very narrow escape. Meantime a tug which had arrived had gotten a line to the schooner and, at the captain's request, the life-savers went aboard and assisted to heave up her anchor, after which she was towed into the harbor to her wharf. While the tug was working her alongside the latter a sailor, in trying to jump ashore, slipped and fell between the vessels and the wharf. As he rose to the surface two of the surfmen caught him and pulled him out. Their prompt action was all that saved the man from being crushed and killed. The schooner, which escaped with but slight damage, was bound home from Masonville, Michigan, with a cargo of cedar posts and carried a crew of seven men.

November 5.—Half an hour after noon, while a pile-driver was being taken off from the new breakwater south of the Kenosha Harbor pier, it escaped control and fell upon the scow alongside, staving a hole in her bottom and causing her to sink in the shallow water along the beach. The weather, though moderately fine at the time, looked threatening, and the crew of the Kenosha Station, (Eleventh District,) Wisconsin, knowing that in case the wind and sea should rise the pile-driver and the scow would be soon beaten to pieces, came hurrying from their post a thousand feet distant, fell to work with their force-pump and, after four hours' hard labor, got the scow plugged and free of water and safe inside the piers, with the pile-driver on board.

November 6.—While the keeper of the Quoddy Head Station, (First District,) coast of Maine, was going over the eastern beach he found a small boat, partially filled with water, adrift. He bailed it out, rowed it into Quoddy Bay, and delivered it to the owner.

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November 6.—At 10 o'clock in the forenoon the schooner *J. and H. Scull*, of Somer's Point, New Jersey, in attempting to enter Absecom Inlet during low water, grounded in the channel, and when the tide flowed worked on to the north bar, three-quarters of a mile southeast of the Atlantic City Station, (Fourth District,) coast of New Jersey. A moderate southerly breeze prevailed at the time and quite a high sea was running. The life-saving crew took a hawser and went to her assistance in the surf-boat, but were not able to lay out an anchor to advantage. They then boarded her and helped the crew to work the sails, by which means she was finally driven over the shoals into deep water. The vessel was leaking badly, and it was found necessary to keep the pumps manned during the operations. She sustained no material damage, and on leaving her safely in the harbor the surfmen returned to the station, getting back at half-past 3 in the afternoon. The schooner was bound to Atlantic City from Hatteras Inlet, North Carolina, with a cargo of pine lumber and a crew of five men.

November 6.—At about 2 o'clock in the morning, when the patrol of the Ocean City Station, (Fifth District,) coast of Maryland, was near the north limit of his beat, he discovered a steamer running a dangerous course close to the outer bar. He lost no time in burning a Coston light, when she hauled farther off and proceeded in safety.

November 6.—During the forenoon of this date the crew of the False Cape Station, (Sixth District,) coast of Virginia, warned off a steamer, which was heading dangerously near the shoals, by hoisting the International Code signal J. D., ("You are standing into danger"). The vessel stood away as soon as she made out the flags.

November 6.—At midday, during the prevalence of a light snow-storm, information was received at the Buffalo Station, (Ninth District,) Lake Erie, that a man had been drowned in the river near the Bennett elevator, a short distance away, but at a point not within view of the station. The dinghy was immediately manned and, with lines and grapnels, the life-savers put off to the scene, where they at once set to work dragging the bottom of the stream. A half hour's search resulted in the recovery of the body, which was brought by the surfmen to the station and subsequently turned over to the city coroner.

November 6.—Word was received at the Louisville Station, (Ninth District,) Louisville, Kentucky, at about 6 o'clock in the morning, that a colored man had been drowned in the canal at Shippingport, some two miles west of the station. The life-saving crew at once proceeded to the scene in their boat, and, after dragging in the vicinity of the accident a short time, recovered the body and conveyed it ashore. The coroner was immediately notified and took charge of the remains. The man had fallen overboard from a steamer the previous night.

November 6.—At about a quarter past 10 o'clock at night, during a heavy snow-storm, the north patrol of the North Manitou Island Station, (Eleventh District,) Lake Michigan, discovered a schooner standing into danger near the shore and warned her off by flashing a Coston signal.

November 7.—On this date a cat-boat, with no one on board, dragged her anchor across Bellport Bay during a strong northwest wind, and stranded on a small island about half a mile northeast of the Bellport Station, (Third District,) coast of Long Island, New York. The life-saving crew attempted to get her off soon after she went ashore, but were not successful until the 10th, when they brought her to the landing near the station and subsequently delivered her in good condition to the owner.

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November 7.—By the timely discharge of a Coston light during the first night watch, a schooner which was running directly for the beach was warned off and saved from stranding by the north patrolman of the Gull Shoal Station, (Sixth District,) coast of North Carolina. The signal caused the vessel to instantly change her course.

November 7.—Late in the afternoon the crew of the Saint Joseph Station, (Eleventh District,) Lake Michigan, hauled the light-house keeper to the north pier by means of the breeches-buoy. The spare apparatus had been previously rigged, as there was a break in the pier through which, in heavy weather, the seas washed with such fury as to cut off access to the light-house. On this date a strong northwest wind prevailed, with a high surf, and the keeper would have been prevented from reaching his post without the assistance of the life-saving men. The latter had on a former occasion (October 15) been obliged to take the light-house keeper ashore in a boat, and had then set up their gear to meet such an emergency as the one stated above.

November 7.—In the afternoon the crew of the Sturgeon Bay Station, (Eleventh District,) Lake Michigan, went to the assistance of the small schooner *George Brown*, which, against a head wind, was vainly endeavoring to make the harbor. The surfmen got a line to the vessel from the end of the pier and towed her into the canal.

November 8.—At half-past 4 o'clock in the afternoon the sloop *Kit Carson*, of Cold Spring, New York, loaded with brick, stranded on Fire Island Bar, about two miles to the eastward of the Oak Island Station, (Third District,) coast of Long Island, New York. There was a fresh westerly wind at the time, with quite a sea running, and the vessel, getting into shoal water, had become unmanageable. The surfmen launched their boat, boarded her, and assisted the crew of two men in throwing over a portion of the cargo to lighten her. As the tide was falling nothing more could be done at that time to relieve the sloop, and the life-saving crew returned to the station. The following day she floated off and proceeded on her voyage. She was on her way from Croton, New York, to Bayport, in the same State.

November 8.—At half-past 11 o'clock in the forenoon, during the prevalence of a northwest gale of wind and heavy sea, the schooner *Wapella*, of and from New York, bound to Charleston, South Carolina, with a cargo of stone and a crew of eight men, mistook the buoy while standing down the channel and struck on the False Hook, about a mile northeast of the Sandy Hook Station, (Fourth District,) coast of New Jersey. She immediately broached to, broadside to wind and sea, and commenced to pound heavily on the bottom. The life-saving crew launched the surf-boat as quickly as possible and, after a hard pull, got alongside. The vessel was very old and it was evident, from the nature of her cargo, that she must soon fill if not speedily relieved. The keeper gave the captain what information he possessed regarding the shoals, and acting upon this the latter caused the two tugs that had been employed to pull the schooner to windward instead of directly astern into shoaler water, as was being injudiciously done. Aided by the rising tide, at half-past 12 in the afternoon, she was successfully floated without apparent damage. The captain warmly thanked the surfmen for the advice and assistance which enabled him to get clear so promptly and resume his voyage. The station crew had an arduous row back to the beach and were nearly exhausted when they arrived at their quarters.

November 8.—At 11 o'clock at night the schooner *Wave Crest*, of New York, bound thence to Richmond, Virginia, with a cargo of rail-

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road iron and carrying a crew of seven men, stood too close inshore and stranded on the north bar of Hereford Inlet, a mile to the eastward of the Hereford Inlet Station, (Fourth District,) coast of New Jersey. The weather was clear, with a fresh northwesterly wind and smooth sea. The patrol discovered the vessel and quickly roused the life-saving crew, who manned and launched the surf-boat and proceeded at once to her assistance. She was found in an easy position, an anchor having been run out from the stern soon after she struck. The surfmen went on board and helped the crew to work the sails and heave on the kedge-line. At 3 in the morning (9th) the schooner was floated off without damage.

November 9.—The crew of the Crumple Island Station, (First District,) coast of Maine, early in the morning pulled in the surf-boat to Jonesport, a distance of six miles, to assist in raising the small schooner *Yankee Maid*, of that place, which, two days previous, struck a ledge in Sawyer's Cove and sank. The life-saving men, by means of tackles to the mast-heads, righted her and held her in position until the tide fell. They discharged her cargo of coal and iron into scows and then bailed her out. The water flowed into her again on the flood tide, but by putting empty barrels in the hold she was successfully floated to a neighboring wharf and made fast. This vessel had been to Nash's Island, Maine, to save the cargo from the wreck of the *Florence P. Hall*. The surfmen got back to the station at 10 o'clock at night, having worked hard the entire day. The following was subsequently received by the keeper:

"JONESPORT, *November* 11, 1887.

"The undersigned owners of the schooner *Yankee Maid* tender their gratitude to Life-Saving Station No. 3, Captain Marshall, for assistance rendered to the above named schooner that lay on her beam ends in a dangerous position at this port. They floated her off and docked her.

"N. RUMERY.
"J. W. BICKFORD, *Master*."

November 9.—A surfman of the Tatham's Station, (Fourth District,) coast of New Jersey, warned off, by flashing his Coston signal, a vessel that was standing into danger.

November 9.—Some little time after dark, the patrolman of the Ocean City Station, (Fifth District), coast of Maryland, on the south beach burned a Coston signal and warned off a schooner which, by the course she was steering, was in imminent danger of striking the bar.

November 9.—A heavy sea running into the harbor of Oswego, New York, in the evening of this date prevented the keeper of the beacon from placing the usual light on the east breakwater. The surfmen of the Oswego Station (Ninth District) went to his assistance in the life-boat, and enabled him to perform the work.

November 9.—At about dusk the attention of the lookout of the Milwaukee Station, (Eleventh District,) Lake Michigan, was attracted by some one shouting across the river that a man had been drowned. The surf-boat was launched and the life-saving crew pulled at once to the spot. They managed in a few minutes, by sweeping their hooks, to recover the body and immediately applied the system of artificial respiration as practiced in the service, but after prolonged efforts to restore life were unsuccessful. The man fell a distance of fourteen feet from the rail of a schooner, between the latter and the wharf, and it is supposed that he was stunned by striking some obstacle before he reached the water.

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November 10.—Just before daylight the east patrol of the Cranberry Isles Station, (First District,) coast of Maine, discovered a vessel heading directly for the bar. He at once burned his Coston signal, when she wore round, barely escaping the rocks and clearing the island.

November 10.—While the schooner *Amirald*, of and from Calais, Maine, was beating through Muscle Ridge Channel on her way to Boston, Massachusetts, she came in collision with the schooner *Majestic*, of Bangor, and was obliged to come to an anchor in Seal Harbor. The accident happened at 8 o'clock in the morning, about a mile to the eastward of the White Head Station, (First District,) coast of Maine. The life-saving crew launched the surf-boat and went to her assistance. The sails were found badly torn, davits carried away, and much of her iron-work damaged. The latter was taken by the surfmen to the Atlantic Quarry, a mile and a half distant, where it was repaired. They then pulled back to White Head Island, obtained palms and needles, and went on board and mended the sails. After bending and furling them, clearing up the gear, and setting things to rights, the station men at four in the afternoon returned to their quarters. The vessel was loaded with lumber, and had a crew of three men.

November 10.—A Coston signal, fired by one of the patrolmen of the Peaked Hill Bars Station, (Second District,) coast of Massachusetts, gave timely warning to a schooner which was running dangerously near the bar. On seeing the signal she immediately put off shore and escaped stranding.

November 10.—The small passenger steamer *Ste. Marie*, of Sault Ste. Marie, Michigan, plying between that port and Grand Marais, in the same State, arrived off the Muskallonge Lake Station, (Tenth District,) Lake Superior, at 8 o'clock in the morning. The large lighter, generally employed for discharging vessels at this point being damaged and unfit for use, the captain requested the life-saving crew to land his freight as there were indications of bad weather, and the steamer was so heavily laden that she was in no condition to be caught out in a severe blow. The keeper advised him, as a measure of precaution, to at once seek shelter in the nearest harbor, but being bent on unloading, the surfmen manned the supply boat and proceeded to transfer the cargo to the shore. When about eight boat-loads had been landed the wind suddenly came out from the north and blew a gale. The steamer commenced to drag her anchor as soon as the wind struck her, and before the engines could be properly started she stranded broadside on the bar about one hundred and fifty yards east of the station. The life-saving crew without delay obtained an anchor from the station, put it in the surf-boat, and pulled alongside. After considerable difficulty they ran it out to windward with some fifty fathoms of the vessel's hawser attached. The machinery meantime becoming disabled the captain gave up the idea of at once getting the steamer clear, and the surfmen accordingly boated ashore the passengers and crew, together with their baggage, six trips being necessary for the purpose. The party were sheltered and fed at the station for two days, when the passengers and their effects were put by the life-savers aboard the tug *Mystic* and they were taken to Sault Ste. Marie. The crew, however, remained and returned to their vessel, which, having been scuttled the day following the accident, had stayed fast on the shoal during the prevalence of the storm. She was not floated until June 13th of the ensuing year, although various efforts, in which the station men took part, were made to clear her during the winter and spring. On the date mentioned she was finally got off by the aid of the owner's tugs,

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considerable damage having been sustained. Her furniture, and outfits, which had been stored for safe-keeping at the station, were then put back on board.

November 11.—The schooner *Victory*, of and from Rockland, Maine, bound to Boston with a cargo of lime, while attempting to get underway from her anchorage in Muscle Ridge Channel, at half-past 1 o'clock in the afternoon, was swept by the strong current over the Lower Gangway Ledge, about a mile east-northeast of the White Head Station, (First District,) coast of Maine. Her anchor caught in the rocks, holding her in a position where she would soon have taken on the ledge, as the tide was then falling. The life-saving crew immediately launched the surfboat and boarded her. They got the anchor clear and hove it up, made sail, and gave her a safe offing. She had a crew of three men.

November 11.—Immediately after the assistance rendered in the preceding case the crew of the White Head Station (First District), coast of Maine, pulled to Munroe Island, about eight miles northeast of the station, where another schooner was observed to be in trouble. She proved to be the *Reporter*, of Bucksport, Maine, bound from Bangor, in that State, to Edgartown, Massachusetts, with a general cargo, and a crew of five men. She had misstayed shortly before 1 o'clock in the afternoon, and was found lying in a dangerous position, straining and leaking badly, with her stern up on the rocks, and the water running into the fore-hold. As the pumps were of no use, the life-saving men broke out the cargo and bailed with buckets six hours, until the vessel righted on the flood-tide. They then pumped her free, and at high-water kedged her off, and anchored her in a safe berth. Further assistance not being required the surfmen left her, and after a long and hard pull against a fresh head wind arrived at the station at half-past 2 in the morning (12th).

November 11.—During the mid-watch (midnight to 4 in the morning) one of the surfmen on patrol from the Highland Station, (Second District,) coast of Massachusetts, burned a red Coston signal to warn off a large three-masted schooner which, but for his prompt action, would soon have been ashore.

November 12.—The north patrol of the New Shoreham Station, (Third District,) Block Island, during his first watch after sunset discovered that the sloop *Yankee Bride* had dragged from her anchorage against the wharf. The life-saving crew were speedily called and succeeded in getting her clear before any damage was done and took her to a safe berth.

November 12.—A vessel that was running towards the shore and in danger of stranding was warned off during the night by the north patrol of the Harvey's Cedars Station, (Fourth District,) coast of New Jersey, who promptly fired a Coston signal on discovering her.

November 12.—At about 3 o'clock in the afternoon, during a fresh northeasterly wind and snowy weather, while the assistant light-house keeper was returning to his post from Erie, Pennsylvania, with a load of provisions in a small sloop, the latter capsized at a point in the harbor about half a mile northwest of the Erie Station, (Ninth District,) Lake Erie, and precipitated the man into the water, where he was in great danger of drowning. The life savers speedily manned two dingeys, put off to his assistance, and succeeded in rescuing him and righting his boat. Being chilled through he was immediately taken to the station and afterwards went to his dwelling, situated close by, for a change of dry clothing. His sail-boat was towed by the surfmen to a place of safety.

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November 12.—On this date two of the surfmen belonging to the Saint Joseph Station, (Eleventh District,) Lake Michigan, recovered the body of Charles P. Haywood, the bridge-tender, who was supposed to have been drowned on the 4th. The life-saving crew had kept up a diligent search for the remains since the accident.

November 12.—During a fresh northeast wind, the tug *M. A. Knapp*, with no one on board, broke loose from her dock and commenced to drift out into Lake Michigan. The watch of the Racine Station, (Eleventh District,) who was on the pier at the time, quickly jumped into a skiff, obtained the services of a fireman from another tug, and pulled out to her. The two men—the surfman taking the wheel while the fireman ran the engine—brought the craft safely back to her berth.

November 13.—While the small fishing sloop *Bono*, of Lubec, Maine, was anchored in Quoddy Bay an easterly wind sprang up which increased to a gale, and at 4 o'clock in the afternoon her cables parted and she was driven through the breakers onto the beach at a point one and a half miles north-northwest of the Quoddy Head Station, (First District,) coast of Maine. The crew, who were ashore, attempted the previous night to board the craft, but were unable to reach her on account of the storm. The first heavy sea landed the vessel so high up that she did not float again, and knowing she would probably go to pieces when the tide turned flood, the life-saving men provided themselves with tackles and made preparations to haul her out. The rocks were cleared away, she was pried up and planks were laid under her, and temporary ways made. Three yoke of oxen were hitched on to the tackle, and with the assistance of the people along the shore the sloop was moved a hundred and fifty yards over the sand to the upland above high-water mark, and was undoubtedly saved from destruction. The surfmen returned to the station after five hours of hard work. The owner was very grateful for their services.

November 13.—At 9 o'clock in the morning the lumber-laden schooner *Centennial*, of and from Saint John, New Brunswick, while entering the Kennebec River for a harbor during a strong northeastly wind and thick, rainy weather, stranded on the flats, a mile north of the Hunniwell's Beach Station, (First District,) coast of Maine. The life-saving crew, as soon as possible, went to her assistance, carried out two small anchors, and tried to heave the vessel clear, but the attempt proved unsuccessful, the tide being too low for favorable operations. Efforts were also made the next day (14th) to float her, but with no better results. It was found necessary to remove a part of the deck-load to lighten her. On the 18th a strong southerly gale backed the water up, and the schooner quite unexpectedly came off the shoal and was hauled into the stream. A few days later she resumed her voyage to New York, whither she was bound. She carried a crew of six men. The following written statement was given to the keeper:

"FORT POPHAM, *November* 20, 1886.

"We here certify that the schooner *Centennial* was on shore, caused by the storm of the 13th of this month, and got all assistance possible from captain and crew of the Hunniwell's Beach Station, and by their assistance saved vessel and cargo.

"GEORGE CRIPPS, *Master.*
"JAMES E. BREEN, *Mate.*"

November 13.—In the forenoon of this date the schooner *Carrie H. Spofford*, of Deer Isle, Maine, bound thence to Boston, with a cargo of granite, went ashore near the end of the south jetty, about a quarter

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of a mile to the northward of the Plum Island Station, (Second District,) coast of Massachusetts. A northeast gale of wind, with rainy weather, prevailed at the time and a high sea was running. The life-saving men had gone to the assistance of another stranded vessel—the schooner *Franklin*—whose crew were found to have landed in safety, and to which no aid could be rendered. One of the surfmen, having returned to the station, saw the *Spofford* coming in over the bar, with sails torn in shreds, and the heavy seas sweeping over her. At times, with the exception of the tops of her masts, she was completely buried from sight. At this critical stage the force of the waves, which successively boarded her, disarranged the steering gear, and she plunged helplessly on until she struck the beach. The four persons on board sought refuge in the rigging as soon as the accident occurred. The surfman procured a heaving line and ran to the scene, thinking he could throw it within reach of the crew. In this he was unsuccessful, barely escaping with his life, as, in attempting to get near the vessel, the furious inrushing surf lifted him off his feet and washed him off shore. Managing to keep on the top of the water, the next sea carried him back on the beach, where, digging his hands into the sand, he was able to hold on until the waves receded. In about three-quarters of an hour the apparatus-cart arrived, drawn by four horses, in charge of the owner of the team. Some people from Newburyport, who had gathered on the spot, assisted the surfman to get out and rig the gear, and on the second trial the shot-line was successfully fired across the schooner. Some little delay was caused by the sailors not knowing exactly what course to pursue in the management of the lines, but they were soon made to understand, and when the whip-block was sent off it was fastened to the foremast. Hardly had this been accomplished when the mainmast fell forward with a crash, but fortunately no one was hurt. The hawser was hauled aboard and communication established by means of the breeches-buoy. Considerable difficulty was experienced in getting an old man, nearly seventy years of age, who was very feeble, safely into the buoy, but he was finally lashed in and brought ashore without mishap. The others followed in quick succession. As it was advisable to hasten matters as much as possible, the sand-anchor was not used in the operations, the hawser being kept hand taut by the by-standers, which was successfully done, as the vessel was only fifty yards from the shore. The rescued people were all more or less exhausted, and the old man was so weak that he had to be wrapped in blankets and conveyed to the station, where, by means of stimulants and several hours of careful nursing, he was, in a measure, restored, though it was not until the next day that he was able to be about. On the 15th the keeper took him to the hospital at Newburyport, where he was well cared for. The rest of the wrecked people were sheltered by the surfmen a number of days, the captain and mate remaining until the 18th. A seaman from the *Spofford* and two of the crew of the *Franklin* were provided with railway passes to their homes at the solicitation of the keeper. Both these vessels and their cargoes were lost.

November 13.—At 2 o'clock in the afternoon, during a hard westerly blow, the day watch of the Cedar Creek Station, (Fourth District,) coast of New Jersey, discovered a small sloop dragging to the eastward across Barnegat Bay. The life-saving crew launched the surf-boat, and after a tedious pull, lasting two hours, arrived alongside. There was no one on board. Both anchors were down and they were fouled with sea-weed.

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The surfmen with difficulty cleared them and then paid out some forty fathoms of cable, which caused the vessel to swing round and head up to the wind, which saved her from stranding and probable loss. The crew of two men, who were ashore at the time, finding their craft had disappeared from her anchorage, manned a fishing boat and started in search of her, but, darkness setting in, they lost their way and were driven on the beach. They were found by the north patrolman from the Forked River Station, who turned them over to a surfman belonging to the Cedar Creek Station. At the latter place they were provided with a warm supper, sheltered over night, and given breakfast the following morning. They were very grateful for the kindness shown them and were thankful for the safety of the sloop, which proved to be the *Ella V. Lilly*, of Cedar Creek, New Jersey, with a cargo of oysters.

November 13.—A northerly gale of wind and snow-storm prevailed in the vicinity of the Charlotte Station, (Ninth District,) Lake Ontario, on this date, and at about half-past 7 o'clock in the morning the small sloop-yacht *Lady Eva*, of Big Sodus, New York, was discovered to have parted from her moorings and stranded on the flat on the east side of the Genesee River some three hundred yards southwest of the station, where she was in great danger of being wrecked. The keeper and two of his crew, hurried to the spot, and succeeded in running a hawser from the inner end of the pier to the sloop, making it fast around her mast near the deck. The line was then led through a snatch-block on the pier to a capstan close by and the craft hove afloat, after which she was taken to a sheltered berth. There was no one on board at the time of the accident.

November 13.—The previous afternoon, at about 2 o'clock, the unladen barge *Walter A. Sherman*, of Buffalo, New York, with a crew of seven men, left Cleveland, Ohio, bound for Detroit, Michigan, in tow of the river-tug *Crusader*, and, when half a mile outside, the hawser parted and she went adrift. The tug immediately rounded to and attempted to pick her up, but before this could be done the barge, being in danger of driving on the breakwater pier, let go both anchors.

There was a fresh northeasterly wind at the time and a high sea running. The captain declined to get under way again until the weather abated, and so the vessel remained where she was during the night. At half-past 7 o'clock in the morning (13th) a signal of distress was hoisted which was seen at the Cleveland Station, (Ninth District,) Lake Erie, and the life-saving crew promptly notified the harbor-tug *James Amadeus*, which they boarded, and started to the craft's assistance. The wind had now backed into the northwest and it was snowing and blowing a gale, the seas momentarily increasing. It was found, on arrival, that the barge had carried away her steering-gear, disabled her rudder, and parted her largest anchor-chain. Her position was one of great peril, as she was likely to break from her only mooring and be dashed against the stone pier. Just as a line had been got to her some of the tug's machinery gave out and the latter was obliged to put back into port. The station men then procured the tug *John Gordon* and, taking with them a new tow-line belonging to the *Crusader*, again put off to the rescue. There was such a rough sea on by this time that it was impossible to get very near the barge, which was rolling heavily, so one of the surfmen threw a small line on board with the heaving-stick used in the service, and by this means the hawser was sent off. The master was then induced to slip his cable, and the craft, after great difficulty—it looking once as if she would go on the beach in spite of all

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efforts—was towed by two tugs into the harbor. The keeper of the station subsequently received the following letter:

"CLEVELAND, OHIO, *November* 13, 1886.

"SIR: I desire to express to you and your crew my sincere appreciation of the services rendered to me and my crew in getting the barge *Walter A. Sherman* into the harbor, which had been lying at anchor outside the Government breakwater pier in a crippled and perilous position and expecting momentarily to be dashed against it by the heavy northwest gale which was blowing at the time.

"I remain, respectfully,

"CHAS. W. HOWARD,
"*Master of Barge Walter A. Sherman.*

"Capt. C. C. GOODWIN,
"*Keeper Cleveland Life-Saving Station.*"

November 13.—Shortly after 1 o'clock in the morning the patrol of the Ship Canal Station, (Tenth District,) Lake Superior, reported that the tug *J. C. Mores* was sounding her whistle for assistance in the canal below the station. The keeper hurried to the spot and ascertained that the steamer had a lighter alongside which was sinking, and the captain wanted help to unload it. The life-saving crew were at once called out and proceeded to discharge the cargo, which consisted of pressed hay and lumbermen's supplies. When this was finished the surfmen pumped the craft dry. The tug had been towing the vessel on Portage Lake, which was covered with ice, and the latter had cut the lighter through, causing her to leak so badly that the tug's crew were unable to keep the water out. They, however, kept her afloat until within hail of the station, where they knew assistance could be obtained.

November 14.—Shortly after the life-saving crew had returned from assisting the barge *Walter A. Sherman*, as previously described under date of the 13th, the snow ceased falling, and a three-masted schooner was sighted by the lookout lying at anchor about fifteen miles to the westward of the Cleveland Station, (Ninth District,) Lake Erie, with a signal flying for a tug. One was immediately notified and started out, but was soon obliged to put back on account of the heavy sea. Late in the afternoon the vessel's signal was lowered to half-mast. The surfmen thereupon summoned the harbor tug *John Gordon* and, donning their cork jackets, proceeded out on the lake. It was nearly dusk when the schooner was reached, and, although the captain was anxious to make port as quickly as possible, he decided to remain where he was until daybreak, as it would take considerable time and labor to raise both his anchors, and he also thought the weather might moderate and there would then be less risk in entering between the harbor piers. The station crew, at his earnest solicitation, promised to return the following day and aid him to get the vessel under way. She was the *Erastus Corning*, of Cleveland, bound home from Ashland, Wisconsin, with a cargo of iron ore and a crew of ten men. The next morning, (14th,) at half-past 8, the surfmen again went out on the tug and found that the schooner had sprung a leak during the night, from rolling and pitching in the rough seas, and that her crew were quite exhausted with their efforts at the pumps to keep her afloat. The life-savers at once set to work and helped to weigh the anchors, which proved a tedious job, as they had gotten foul of each other, and then assisted in snugly furling the sails. They also pumped her free and stood by until she was

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towed safely to her wharf. The following letter, in acknowledgment of the services performed, was afterwards sent to the keeper:

"OFFICE OF PALMER AND BENHAM,
"*Vessel Owners and Agents, Cleveland.*

"DEAR SIR: I wish to express the gratitude of myself and men to you and your crew for the services rendered us on the 13th and 14th instants, when off the harbor of Cleveland, Ohio, in a big blow. We were entirely unable to recover our anchors without your valuable services and consequently could not have made the port.

Hoping you may long remain at the head of those noble men is the wish of

"CAPT. H. PARKER,
"*Of the Schooner Erastus Corning.*

"CAPTAIN GOODWIN,
"*Of the Life-Saving Station.*"

November 15.—Shortly before daylight the north patrol of the Cahoon's Hollow Station, (Second District,) coast of Massachusetts, warned off by Coston light a schooner which was in danger of running ashore. The flash of the signal caused her to quickly change course.

November 15.—At 7 o'clock in the evening a man, who had left the club house at about sunset, and was returning in a small open skiff from the south side of Townsend's Inlet, where he had been duck shooting, got lost in the darkness and was carried by the tide out to sea. The south patrol of the Townsend's Inlet Station, (Fourth District,) coast of New Jersey, hearing several reports of a gun in the direction of the breakers, quickly summoned the keeper and together they hurried half a mile down the beach and hailed the man, who then came in near enough for them, by wading some thirty yards through the surf, to reach him. He was safely landed with his boat, conducted to the station and sheltered over night. Had not the life-saving men rendered timely succor he would doubtless have been capsized in the breakers and drowned.

November 15.—In the forenoon, during a fresh northwest gale of wind, the keeper of the Ocracoke Station, (Sixth District,) coast of North Carolina, discovered a schooner with signals of distress hoisted, ashore on a point of reef in Pamlico Sound, some four miles north-northeast of the station. The life-saving crew launched their boat at about 10 o'clock and reached the vessel two hours afterwards. She was the *Neva May*, of Philadelphia, Pennsylvania, bound home from Washington, North Carolina, with a cargo of lumber, and had seven men on board including one passenger. The surfmen ran out an anchor, hoisted her sails, and made strenuous efforts to get her afloat, but without avail. They then assisted to remove her deck-load to a lighter. Although the station crew attempted on the two following days to heave the schooner off they did not succeed in clearing her until the afternoon of the 18th, when she was anchored in Hatteras Roads without having sustained any serious damage. From the beginning the life-saving men labored untiringly to save the craft, working much of the time in stormy and inclement weather, and the captain was very grateful for their services.

November 15.—At about half past 2 o'clock in the afternoon the attention of the lookout of the Grindstone City Station, (Tenth District,) Lake Huron, was attracted by a small sloop which was being towed by a schooner across Saginaw Bay. When about a mile and a half northeast of the station she cast off and made sail for the shore. There was

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a fresh breeze at the time with a rough sea. After running a short distance her mast went by the board and she was in imminent danger of being swamped. The life-savers, who had been watching her movements, quickly launched the surf-boat and pulled off to her. Only one man was found on board and the sail and gear were in the water. The surfmen got things in as good shape as possible and towed the boat to Grindstone City. They then re-stepped the mast, which had unshipped in the heavy seas, and put the sloop in order—no harm to speak of having been done. She was the *Dolphin*, of Port Austin, Michigan, on her way home from East Saginaw. It was a narrow escape, the prompt action of the station men unquestionably averting a serious accident.

November 17.—Both patrolmen of the Cold Spring Station, (Fourth District,) coast of New Jersey, discovered, at about half past 7 o'clock in the evening, a vessel showing signal lights and approaching the shore from the eastward. The surfman on the west patrol answered with a red Coston light and then hastened to alarm the crew. The latter, however, having observed the signals, were all ready to start for the scene when he arrived. After proceeding a short distance along the beach they were met by a party of young men from Cape May who turned to and assisted in hauling the boat-carriage. A fresh southerly breeze was blowing and a high sea running outside. At half past 8 the boat was successfully launched through the surf and a few minutes later the life-saving crew were alongside the craft, which proved to be the steamer *Norman*, of New Orleans, Louisiana, from Philadelphia, Pennsylvania, on a cruise, with nine men aboard. A hole was burst in the boiler and she had drifted on the outer bar at a point a mile and a quarter west-southwest of the station. No sooner had the crew been safely landed by the surfmen than the vessel began to break up, and in a short time became a total wreck. All hands were sheltered and cared for at the station two days, until the captain had made arrangements for their departure homeward. The following "card of thanks" appeared in the New York Herald of December 3, 1886:

"PHILADELPHIA, *December* 1.

"*To the Editor of the Herald:*

"Capt. A. G. Fuller and crew of tug *Norman* desire to give public expression through the New York Herald to Capt. A. Sooy and crew of the Cold Spring Life-Saving Station, for their prompt and kind treatment in rescuing the crew from the tug *Norman* on the night of the 17th of November."

November 17.—The life-saving patrol, when about 3 miles north of the North Beach Station, (Fifth District,) coast of Maryland, displayed a Coston light to warn off a three-masted schooner which was in danger of running ashore. As soon as the signal was made the craft went about and kept away.

November 17.—At a quarter-past 10 o'clock at night the south patrol of the Wallop's Beach Station, (Fifth District,) coast of Virginia, made out the lights of a sailing-vessel coming directly for the shore. He attracted her attention by quickly flashing a Coston signal, when she immediately changed her course and sheered off to a safe distance from the land. The prompt action of the surfman undoubtedly saved her from stranding.

November 17.—During the prevalence of a southeast gale and rainstorm the captain of the schooner *Lula Whiting*, of Sand Beach—a vessel that had arrived in the harbor from Detroit, Michigan—applied for

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assistance to the keeper of the Sand Beach Station, (Tenth District,) Lake Huron, saying that one of his anchor-chains had parted and his craft was in danger of dragging ashore. This was at a quarter-past 3 o'clock in the afternoon. The life-saving crew manned their boat, planted an anchor, made a spare line which they had brought with them fast to the broken chain and kedged the schooner to a safe berth. The captain warmly appreciated the work done by the surfmen, admitting that without their aid the vessel would certainly have gone on the beach. She was loaded with coal and had a crew of three men.

November 17.—Half an hour after midnight, during the prevalence of a northeast gale of wind and a thick snow-storm, a patrolman of the Muskallonge Lake Station, (Tenth District,) Lake Superior, discovered a steamer's light a short distance off shore abreast of the station. She shortly blew four whistles, which the surfman quickly answered by flashing a Coston signal. The life-saving crew immediately turned out, launched the surf-boat, and pulled alongside. The vessel proved to be the tug *Mystic*, of Sault Ste. Marie, Michigan, that had come to take away the crew of the steamer *Ste. Marie*, which stranded on the bar on the 10th, (see record of that date,) and would not likely be floated until spring. The surfmen accordingly returned to the beach and conveyed the men and their baggage aboard the tug. The captain of the latter was very thankful for this assistance, and also for the red signal light which was shown, as up to that moment he was not aware of his position.

November 17.—A little after 2 o'clock at night a patrolman of the Grand Point au Sable Station, (Eleventh District,) Lake Michigan, saw a tug heading for the beach and fired a Coston signal to warn her off, but before she could stop she struck the bar, one hundred and sixty yards distant. The alarm was at once given and the surf-boat went out to her. She proved to be the *Onward*, of Pentwater, Michigan, bound thither with a cargo of fish. In about 10 minutes she was worked off into deep water.

November 17.—Shortly before daylight, during a heavy gale of wind from the northeast, the schooner *Nellie Redington*, of Cleveland, Ohio, came to an anchor off the harbor of Two Rivers, Wisconsin, where she was in imminent danger of dragging ashore. The vessel was from Milwaukee, bound to Escanaba, Michigan, without cargo, and had a crew of ten men. It appears that the helmsman lost control of the wheel, and the schooner, in consequence, jibing on the opposite tack, came near fetching up against the north pier. She was discovered by the lookout of the Two Rivers Station, (Eleventh District), who at once gave the alarm and roused the life-saving crew. It was raining hard, with a high sea running on the lake. The keeper hastened down to the beach, but found that it was impossible to render any assistance from that point, as the surf was breaking furiously along the shore and the vessel too far off to admit of successful communication by means of the apparatus. He then ran out over the elevated walk of the pier, where he saw that she was swinging within twenty-five feet of the structure in the trough of the sea. Owing to the noise and severity of the storm, the only intercourse that could be had with the crew was by signs, and from these it was understood that they were anxious to have the life-savers board her. At 7 o'clock the surf-boat was launched, and the men with great difficulty rowed off and succeeded, after a strenuous effort, in getting a line to her quarter. The captain was not inclined to abandon the vessel, but was desirous of obtaining a tug at the earliest possible moment. The surfmen, therefore,

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returned to the station, and the keeper immediately telegraphed to Manitowoc, six miles down the coast, the nearest available place, for the required assistance, but the reply came back that nothing would venture out on the lake while the weather remained as it was. The men then carried the beach apparatus out on the end of the pier, and held themselves in readiness for an emergency. At 3 o'clock in the afternoon the vessel struck the pier-head, and the life-savers, by means of a heaving-line, landed three of the sailors. The craft immediately swung clear again. The keeper now proposed to fire a line over her and bring ashore the rest of the crew, but the captain declined the offer, preferring to wait until positive urgency demanded such a course. Fortunately, about 6 the wind moderated and shifted to the southwest. In swinging round, however, she again collided with the crib-work, doing considerable damage to herself and the pier-head light-house. A close watch was kept on her through the night. About 8 o'clock the next morning (18th) her yawl-boat drifted ashore full of water, but was promptly recovered by the station men before any harm was done. Later a tin pail was floated ashore from the schooner containing a letter for the captain's wife and a telegraph message for the owners, which the keeper saw properly delivered. In the afternoon a signal for assistance was hoisted, and another dispatch was sent for a tug. The latter, by this time, was able to respond and arrived on the scene at half past 4 o'clock, but it was decided to wait until the following morning before towing the vessel into port. At midnight, the sea having moderated, the life saving men boarded the schooner in the surf-boat and relieved the crew at the pumps, a service which was warmly appreciated. By daybreak (19th) the water in the hold had been considerably reduced, and the surfmen, after bringing aboard the ship's yawl and the three seamen who had been previously taken off, hove up the anchor and sailed the vessel to a safer berth. The tug shortly came alongside and took her in tow to Manitowoc, where she was subsequently docked for repairs.

November 17, 18.—In the latter part of the forenoon of the 17th the crew of the Sturgeon Bay Station, (Eleventh District,) Lake Michigan, received a telegraphic dispatch from Kewaunee, Wisconsin, some twenty-five miles down the coast, that two vessels had been wrecked on the beach and several others which were anchored off that point were in danger of dragging ashore, the lives of the crews being in peril. A northeast gale of wind was raging with a heavy sea, and the roads being bad from recent rains, the keeper at once telephoned for two teams to meet him at Bay View, four miles from the station. The beach apparatus was then transported across the canal on a tug, the condition of the weather precluding the use of the surf-boat. By changing horses at Ahnapee, fifteen miles from the starting point, the life-saving crew were enabled to reach Kewaunee at half past 6 in the evening. Two schooners were found at anchor a short distance from the land and the keeper immediately fired a Coston signal to let the crews know that assistance had arrived. The surfmen kept a strict watch on the vessels until daybreak, (18th,) when a flag of distress being shown on one of them they borrowed a boat from some fishermen with which to board her. The wind had now hauled to the southwest, accompanied by snow, and was blowing strong. On reaching alongside it was ascertained that the crew, consisting of six men, were nearly famished, having been without food for two days. The station men had had uphill and dangerous work in getting to the schooner, but they volunteered to bring the captain ashore and to return with him as soon as he could obtain necessary

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supplies. They according started back making a safe landing. When ready to put off again they were advised by many of the townsmen not to attempt so hazardous an undertaking, as the seas were running with great force and dashing violently over the pier-heads. But the surfmen were undaunted and fearlessly set out on their errand of mercy. By dint of pluck and skillful management they pulled their boat through the stormy water and put the captain and the provisions safely on board the vessel. They then returned and journeyed back through the falling snow to the station, reaching home shortly before midnight. The schooner was the *George W. Bissell*, of Detroit, Michigan. She was bound to Milwaukee, Wisconsin, from Toledo, Ohio, with a cargo of coal.

November 18.—At noon of this date the schooner *Clear the Track*, of Portland, Maine, during a fresh southwesterly breeze and rainy weather, misstayed and stranded on Wood Island, a mile northeast of the Fletcher's Neck Station, (First District,) coast of Maine. She was on her way to Boston, Massachusetts, from Newcastle, Maine, with a cargo of bricks, and carried a crew of three men. The surfmen at once pulled out alongside of her and found that she had bilged. As the tide was flood and a high sea running nothing could be done at the time to relieve her. The captain and sailors who had landed on Wood Island were conveyed to the station and cared for, receiving shelter and food for three days. During the forenoon of the 19th, the life-saving force saved the sails, rigging, etc., in a damaged condition. The schooner and cargo were lost.

November 18.—At 7 o'clock in the evening of the previous date, during a fresh easterly wind and thick weather, the schooner *Darius Eddy*, of Bangor, Maine, went ashore on Foss Ledges, about two miles northeast of the Rye Beach Station, (First District,) coast of New Hampshire. She was bound home from Salem, Massachusetts, in ballast. The crew of five men took to their own boat, and with the captain's wife, who was also on board, reached Portsmouth Harbor. Owing to the thick weather, which continued through the night, the vessel was not discovered by the patrol until the following morning (18th). The life-saving crew launched the surf-boat at 7 o'clock, and after a brisk pull against a head wind and sea arrived alongside. They found her bilged a half mile from the shore, and the seas still breaking over her. The captain and mate had returned on board and the other three sailors were on the beach. Under the circumstances nothing could be done at that time to strip the craft, but the surfmen succeeeed in saving the personal effects of the wrecked people who were then taken to the station. Meanwhile the wind veered to the southeast and made up a heavy sea, causing the schooner to keel over on her beam ends and drift nearer the shore. Three of the sailors left for their homes the next day, the captain and mate receiving shelter until the 23d. The station men worked on the wreck several days, and saved the spars, sail, rigging, anchors, and chains, and everything movable of value.

November 18.—On the 13th a furious storm of wind and snow prevailed on Lake Ontario; and the huge waves, driven by a strong north wind, broke on the New York shores with terrific force. It was during this gale that the tug *Wm. L. Proctor* parted her hawser and lost her tow of two barges—the *Charles C. Buell* and the *Bolivia*—both of which went adrift and stranded between seven and eight miles west of the Charlotte Station, (Ninth District.) The vessels, being without cargo, were driven high up on the beach, and the crews, consisting of twelve persons, reached the shore in safety. On the 18th the tug *Charley*

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Ferris, of Oswego, was engaged to make efforts to pull the *Bolivia* afloat, and at the request of W. D. Allen, the latter's master, the keeper and the two surfmen belonging to the station launched the surf-boat and, taking along a couple of good hawsers, proceeded in tow of the steamer to the scene of the accident to assist in the operations. Captain Allen furnished four additional men to make up the boat's crew. On arrival it was found that the sea was too heavy to admit of work without undue risk, and the party returned to Charlotte. Two days later, the 20th, one of the life-saving men aided in recovering the tug's hawser from aboard the barge—the attempts to move her having been unsuccessful—by running a line with the station dinghy which had been provided for that purpose. The craft was not dislodged until April 19 of the following spring, when one of the surfmen assisted the crew of the *Wm. L. Proctor* in getting her off the beach. She was considerably damaged. The *Buell* was floated on March 11.

November 18–21.—At 5 o'clock in the morning the south patrol of the Ottawa Point Station, (Tenth District,) Lake Huron, reported five schooner barges stranded in Tawas Bay some three miles to the westward of the station. It appears that they had been towed in for shelter the previous night, during the prevalence of stormy northeasterly weather, and the head barge had anchored under the lee of the land, the others holding on with their lines. The wind suddenly shifted to the southwest and blew a gale, and before the vessels could let go their anchors they swung round and went ashore. As no signal was made their condition was not discovered until daylight, when the surf-boat was at once ordered out. Owing to the heavy sea which was running in the bay the life-savers were obliged to transport their boat to a small lake back of the station, where it was launched. All the craft were found hard aground, and as it was quite obvious that nothing could be done with them until the weather abated, operations were, for the time, deferred and the surfmen returned to their quarters. During the night the wind and sea moderated and the water raised, enabling one of the barges to get clear without assistance. The following morning, (19th,) the life-saving crew again put off to the scene. A tug had arrived and had already got another of the vessels afloat. The station men then, by means of the heaving-stick, threw a line on board the barge *B. B. Buckhout*, secured the end of her hawser, and ran it to the steamer and helped to make it fast. They assisted in handling the lines and by 3 in the afternoon she was pulled off and proceeded to Bay City, where she was to lay up for the winter. On the 20th the surfmen obtained the aid of the tug *James Hay* to pump out the barge *Golden Harvest*, of Saginaw, which had become water-logged, and the next day (21st) they manned their boat and in company with the tug, which had previously floated two of the barges and had returned from towing them into port, proceeded to the stranded vessel, ran lines, and after two hours of hard work succeeded in getting her clear. On account of a bad leak it was necessary to tow her to the nearest harbor where the life-saving crew assisted to moor her. On their way back to the station they went alongside the remaining craft, but it was apparent that she could not be dislodged until a channel was dredged for her. That night the tug *James Hay* successfully performed the work and left with her for East Saginaw. The barges escaped with little or no damage, all but two of them—which were loaded with stone—being light. They were from Cleveland, Ohio, bound to ports in Michigan, and the crews included some twenty-five men.

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November 18.—This date will long remain memorable in the annals of the Life Saving Service as the one on which the crew of the Ship Canal Station, (Tenth District,) Michigan, sped to Marquette, a distance of one hundred and ten miles, and rendered extraordinary and gallant service in saving the crews of two vessels.

Early in the morning of November 17 one of the worst northeasters that ever swept over Lake Superior, set in with a bewildering storm of snow and sleet, mounting to a gale, which scourged the waters into appalling turbulence. This tempest continued for over three days, and the damage it wrought to shipping was prodigious. Within the forty-eight hours following its beginning over thirty wrecks were reported, involving the loss of more than half a million of dollars and nearly forty lives. The sea was so violent that its effect reached the harbors, creating a surge and undertow that in many instances made the vessels at the docks snap their heavy moorings like pack-thread, and seek safety in riding at anchor in the open stream. At Marquette, early in the day, the seas rolled sheer over the breakwater, setting the harbor water in wild commotion, and disquieting or endangering all the craft upon it. By 2 o'clock in the afternoon the waves were sheeting freely over the barrier, and a little later they tore the wooden tower of the breakwater light from its massive timber fastenings and sent it adrift headlong. A great throng of people who had gathered on the piers and witnessed this stroke of devastation presently had their hearts brought into their mouths by the sight of a schooner, the *Eliza Gerlach*, scooting madly with all her canvas closely reefed toward the breakwater. The tug *Gillette* at once boldly started for her, and fortunately got her in tow in time to avert the impending collision. Immediately after, the same tug found in the thick snow-storm another vessel, the schooner *Florida*, about to become a total wreck by smashing against the docks, and in saving the seven men on board by getting them to jump from one vessel to the other, which was all that could be done, the mate was caught between the two hulls as the sea flung them together and crushed to death. These are samples of the casualties which were constantly impending or occurring throughout the region.

The next day (November 18) the tempest continued with gloomy violence. The gale blew from the northeast with unabated fury, and as far as the eye could pierce under the heavy veiling of the snow, the sea showed as a tumultuous waste of breakers. Everything in the neighborhood of the harbor bore the marks of ravage. The breakwater which had lost its light-house tower the day before was now stripped of all its planking, and lay bare and drenched with a wall of water incessantly sweeping across it under a storm of spray forty feet high. A large dock, known as the rolling-mill dock, had been submerged during the night, and a mountain of lumber, shingles, lathing, etc., which had been piled upon it waiting for shipment, had been swept away. The dismal light of breaking day revealed this scene of dreary confusion and havoc to a few spectators grouped upon the harbor piers.

Before long the attention of these men was concentrated upon a quarter six miles to the eastward, where two spectral shapes were momentarily appearing and vanishing through the snow-fall. It was conjectured that these phantoms denoted two vessels ashore and excitement at once began to kindle. Gradually a concourse of people from the town filled up the vacant spaces of the piers, and by 11 o'clock in the forenoon a large crew of men got a yawl boat upon a wagon and started on an expedition of discovery. It was as they had surmised.

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They found on their arrival two vessels ashore off the mouth of Chocolay River—one a large steam-barge, the *Robert Wallace*, the other her consort, a barge or four-masted schooner, the *David Wallace*. They both belonged to Lorain, Ohio, and were bound from Duluth, Minnesota, to Buffalo, New-York, laden with wheat in bulk. The *Robert Wallace* had a crew of fifteen men; her consort, the *David Wallace*, had nine. They had sailed in company and were both driven in, lost in the thick atmosphere, until they brought up aground about four hundred yards from shore near the entrance to Chocolay River. The stranding appears to have taken place about an hour after midnight on November 18th. It was immediately followed by the shocks of immense seas which broke successively over the vessels, smashing in the after cabin and pouring down the companion-ways into the engine-room of the steam-barge, from whence rose huge clouds of steam as the water met the boiler. To intensify the horror and confusion of the moment, the companion schooner ran up on the barge, fortunately without crashing into her, but quite as fortunately got free the next minute by a breaker lifting her bows, and swung off toward the shore, when her tow-line was cut to prevent her dragging the barge into the trough of the sea. Meanwhile the crew of the barge made a rush through the invading water for the forecastle, and took refuge in the captain's cabin, while the sea continued its demolition aft. The surges swept the deck from stem to stern; the after cabin was beaten to pieces, and towards morning the hull so sagged with its own weight that it was practically broken in two. All the time the men on board were in constant expectation of the vessel going to pieces, and it was not until they realized how strongly the forward part held together that they began to hope for ultimate safety. As long as they had steam the whistles were kept sounding, but so deafening was the noise of the gale that they could not be heard even on board the neighboring schooner.

The crowd of men with the yawl arrived from the town, as already intimated, after day-break, and saw the two vessels lying stern on to the beach, with the breakers streaming and flying over them. The steam-barge had the appearance of a complete ruin, her deck being nearly level with the water which swept over her from end to end. Her men could be seen by glimpses, peeping from the wheel-house and captain's cabin. The schooner looked in better plight, lying well imbedded in the sand nearer the beach, with less water pouring over her, and only broken up a little forward.

The suffering and peril of the sailors had gone home to every heart, and the generous citizens now engaged in a protracted series of almost frantic efforts to reach them. Five men manned the yawl and put out through the terrible surf with a rope in tow, held by their comrades on shore, but almost immediately the wind and surge whirled them back to the beach. Undaunted, they bailed out the boat and with redoubled fury launched again. This time they actually passed half the distance to the schooner over the awful furrows, when a huge sea leaped upon them, and filled the boat almost to swamping. Their only course was to signal their mates on shore to haul them back to the beach. This was done, and it was concluded that with a boat so small rescue was impossible.

A tug next attempted to steam over to the wrecks, but failed, not being able to get near enough for effective service.

The throng on the beach continued to increase, and by 1 o'clock in the day had become large. The people came driving down from the city in a stream of vehicles, all alive with sympathy and intense anx-

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iety for the fate of the imperiled men. It was presently determined to dispatch a team to the powder-mill near the city for an old mortar which was stored there, the intention being to fire a line over the vessel. Meanwhile another attempt was made to reach the wrecks with a skiff, but before her crew had got midway a swift and powerful current bore them out of their course and they had to return to shore. From time to time the wan sailors on the wrecks, who could be seen through the whirling snow anxiously watching the efforts made in their behalf, themselves contributed their efforts for relief by sending out lines attached to water-butts, but the furious undertow invariably swept them off as they neared the shore.

Darkness was approaching, and the only hope now was to effect line communication with the vessel. The coming of the mortar was awaited with impatience and anxiety. The old gun had been spiked, and the delay in its arrival was owing to the necessity of taking it to some relatively distant iron-shops to have it drilled. Pending its coming, the throng on the beach busied themselves with coiling down lines for the endeavor to reach the wrecks, and in lighting a number of huge bonfires for the encouragement of the men on board. These fires, it afterward appeared, were a great comfort to the sailors, who took them as a token that they were not abandoned, but that efforts for their deliverance would continue to be made. They were cheered, too, by the presence of the concourse, which the flare of the flames revealed through the ghastly whirl of snow against the background of the darkness. During the whole night it seemed to them that the beach was lined by a restless multitude, all intent upon them.

It was fully 6 o'clock in the evening before the wagon came with the mortar. The old piece of ordnance was received with tumultuous cheering, and at once put in position for action. The line was attached by eager hands to a twenty-four-pound shot and the gun fired, but with a charge so light that it did not carry more than fifty feet. The line was hauled back, and the mortar once more loaded. This time it went off with a stunning report, flew asunder, and was scattered over the beach in a hundred pieces. It is wonderful that no one was hurt, but so it happened. The weary hours of waiting had a futile but not a tragic ending. The boom of the explosion, heard on board the wrecks, muffled by the uproar of the wind and sea, was not understood, being hailed as a token that exertion still continued, and giving heart and hope to the shipwrecked.

The multitude on the beach were now cast down with the conviction that nothing could be done. It was terrible to realize that a large group of men were doomed to perish within a short distance from them without the possibility of assistance. In the midst of the general solicitude and despair, however, it had occurred several hours before to some person (Captain John Frink, of the tug *Gillette*, is named as the one) that a last resort lay in invoking the aid of the crew of the distant life-saving station at Ship Canal. It was clear that everything now depended upon procuring a life-boat and the help of a disciplined corps of life-savers. Unknown as yet to the throng on the Marquette beach, though probably not to the people in the town, who were quite as thoroughly roused to the peril of the two crews, the managers of the railroad had nobly arranged for a special train to bring the life-saving men to the scene, fully equipped for rescue. A telegram had been sent to Captain Albert Ocha, the keeper of the Ship Canal Station, telling him of the danger to the crews. The message was brought across the lake and up the canal to him from Houghton, six miles distant, by the tug *James W. Croze*, and reached him

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at 4 o'clock in the afternoon. He and his men at once sprang to the fullest activity, and with the aid of the tug's crew got the life-boat on board, together with the Lyle gun and the necessary equipments for action. The tug then steamed away with them to Houghton, where a train, consisting of a strong engine, a passenger coach, and two flat cars, was fuming on the track, waiting for them. To pile the life-boat and the apparatus upon these cars was the work of but a few minutes, volunteers pouring in on every side to help men whose errand was to save life. Then the crew bundled into the car provided for them, and at a quarter of 8 o'clock the train, amidst the cheers of the beholders, clanked out at a pace which rapidly increased to pell-mell speed, though over a track heavy with snow.

The noblest descriptive powers would find a fitting subject in the epic journey of the life-savers. It need not, however, be here dwelt upon. The mind catches in advance its salient features—the incessant headlong rush of the powerful locomotive into the night and gale; the muffled roar and rattle over the buried tram way; the huge rolls of smoke volleying from the funnel, and torn and tossed by the wind; the lights of the train racing with it in its speed; around and above it the enormous concave of obscurity made livid by the vast whirlwind of sleet and snow, and within their dimly-lighted car, lifting all into strange significance and dignity, the lolling figures of the crew, uncouth and negligent, with the sense of the perilous adventure to which they were speeding, plain upon their stern and composed faces. The cars which bore them flew with an almost eerie velocity. Despite the load of snow upon the rails nearly the highest speed was maintained, and for the greater part of the way the time was but a few seconds more than a mile a minute. The whole distance of one hundred and ten miles was traveled, including necessary stoppages, within four hours. It was about half-past 11 when the surging and cheering crowd gathered at the Marquette railroad station saw something white, shapeless, deformed, monstrous, and enormous, come snorting and clanging into the depot. It was the delivering train, nearly buried in accumulated snow. The car behind the engine was especially loaded, and looked like some grotesque behemoth brought in captive out of the winter landscape. From it in a moment poured the crew in their storm-clothes, eager for their ordeal.

They had paused on their way at Michigamme to telegraph to Captain Frink to have teams ready to take the apparatus from the train to the lake, and also to procure a good store of lanterns. This he had done, and also gone around among the merchants and collected generous contributions of bread, meat, coffee, butter, cheese, etc., for the half-starved men upon the wrecks when they should be brought ashore. The start was made without delay, and after a rough trip, part of the way by train and part by wagons and sleighs along the dark lake shore, in the edge of the water, and over a sort of corduroy of floundering drift-wood, which made it slow and hard traveling, they finally arrived abreast of the two vessels at 1 o'clock in the morning (November 19). Here they found a multitude of people, and the wild place lighted by bonfires. The darkness outside of the tossing light of the flames was intense, and the gale furious, but the snow had ceased. In some way, not clearly understood, the rudder of the life-boat had been injured in getting it from the carriage, and it was judged best, in view of the awful surge of the sea, to attempt the rescue by the lines. The Lyle gun was accordingly placed, and a line fired across the steam barge amidships, but it appears that the men on board could not venture aft from the shelter of the wheel-house to look for the line on the wave-

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swept deck, so the keeper concluded to resort to the life-boat. It was 2 o'clock when the launch was made. There were two reefs to cross, and the surf was terrible. By the time the first reef was surmounted the boat had shipped three seas, the irons of the rudder had bent and the timber split, and return to the shore for repairs was unavoidable. Pending the attempt to get the rudder into order another shot was fired over the vessel, but the sailors did not appear to get the line, and by the time the day began to break the life-boat was again launched. This time the pull was long, hard, and desperate. Several seas were shipped, but the foaming reefs were crossed and the boat came alongside. She was a weird spectacle. The seas had frozen on her, so that she seemed a shell of ice, with which she was so loaded down that of the fifteen men on board the steam-barge it was judged prudent to take in only nine, with which number the ice-enveloped life-boat crew contrived, after much stern labor and peril, to safely regain the shore. They instantly relaunched, and after another battle with the tumbling freshets of the lake, and the shipment of a succession of seas, each of which filled the buoyant boat to the gunnels, they brought in the other six men from the barge. They then put out once more to the succor of the nine men on board the other vessel, the *David Wallace*. She lay astern of the barge, about two hundred feet distant. It was then about 7 o'clock in the morning. The wind had somewhat lessened, but the breakers were tremendous. Again and again the boat was flooded, and driven astern; on the second reef she was nearly thrown end over end; the rudder split so much and got so weak that she had to be managed almost solely by the oars, involving double skill and labor; and her valiant crew were incessantly drenched with the icy water, which froze upon their clothing as fast as it struck and thickened the bitter mail in which they were sheathed. Their efforts continued indomitable, and by 8 o'clock they surged alongside the schooner in their boat of ice, and returned to the beach with the nine men on board.

As fast as each boat load was landed, the sailors were taken to the great fires which the citizens had built, and there given hot coffee and food. The men from the schooner were not so badly off, but the fifteen men from the steam-barge were numb with cold, and nearly starved, having had hardly anything to eat for two days. It was a noble providence to have had an ample supply of provisions and hot drink ready for service to them immediately upon landing, close to the comforting fires.

The life-saving crew reached their station the next day (November 20) an hour after noon, leaving behind them at Marquette a glowing remembrance of their powers and achievement. To have come rushing behind their wild locomotive through the night and tempest over so many snowy leagues to the rescue of a group of despairing sailors, and then, with hearts greater than danger, to have gone out again and again through the dreadful thickets of the breakers and brought every man ashore, was a feat so boldly adventurous, so grandly picturesque, that the current accounts of it in the public journals roused at the time the whole lake region to intense enthusiasm, and sent thrills of sympathy and admiration through the country.

The steam barge, the *Robert Wallace*, though greatly damaged, was eventually saved. The other vessel, the *David Wallace*, was also saved. The cargoes of both vessels were lost.

November 18.—At about half-past 10 in the evening the lookout of the Grand Point au Sable Station, (Eleventh District,) Lake Michigan, reported a schooner a mile away to the north. She proved to be the

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William Jones, of Chicago, Illinois, bound from that place to Grand Haven, Michigan, without cargo, and having a crew of seven men, including captain. The night was stormy, a gale from the north prevailing, with snow and a heavy surf. It appears that the vessel was so iced up that she had become unmanageable, and she presently showed a torch as a signal of distress. The keeper of the station promptly responded by burning a Coston light, and the crew at once got out the beach wagon and apparatus and started for the beach. The vessel meanwhile drifted, and when they arrived, which was about half-past 11, she was within one hundred yards of the beach, and a line was at once fired across her. As every lift of the sea brought her closer to the shore, the line was not hauled upon by those on board. By 1 o'clock the vessel was so near that the life-saving crew could talk to the captain, who told them that he was all right and intended to remain on board. The line was then hauled back and the keeper and his men returned to the station. Two days after the life-saving crew went on board and assisted the captain to get off his canvas for stowage during the winter. In May following the vessel was got off, the damage to her amounting to about $2,000.

Novembev 18.—During a southwest gale and thick snow-storm the schooner *Laura Miller*, of Glencoe, Illinois, bound, without cargo, from Chicago, Illinois, to Muskegon, Michigan, and having on board a crew of three men, got lost, owing to the thickness of the weather, and in endeavoring to put into the harbor of Ludington, stranded at about 10 o'clock in the forenoon, about two hundred yards north of the Ludington Station (Eleventh District, Lake Michigan.) The keeper of the station had seen her through the dense snow-fall, laboring heavily in the tremendous surf and sea in the effort to enter the harbor, and dispatched a portion of his crew with lines to the north pier, where they might be of some service in case the vessel should strike the pier. As she approached the entrance, however, she lost her steerage-way, and was caught up by the furious current, swept past, and lodged upon the beach to the northward in about three feet of water. The life-saving men hurried after her, and one of them, clad in the Merriman rubber suit, went into the boiling shallows with a small hawser, one end of which he got on board and made fast, while the other end was secured on shore. All the crews then boarded the schooner and united in stowing her canvas, which was frozen stiffer than buckram. The hawser was then hauled upon, and the vessel thus drawn up so near to the shore that everybody on board could walk off. The three men on board were taken to the station and served with a good dinner. They were all nearly worn out, having been two days on the voyage from Chicago, and constantly subjected to heavy weather.

The life-saving crew subsequently worked at intervals for three days in the endeavor to lift the vessel by jack-screws and get ways under her, preliminary to having her hauled off the beach by the tug *Aldrich*, to which they also ran out lines by means of the surf-boat. The tug, however, was unable to start her. Five months later (April 20) two tugs pulled her off after four hours' hauling, and towed her into harbor very little injured.

November 18.—At half-past 9 in the morning the schooner *South Haven*, of and from Chicago, Illinois, bound in ballast to Muskegon, Michigan, with a crew of five men, ran aground in a heavy gale and snow-storm, one hundred and fifty feet from land, and three miles south of the Muskegon Station, (Eleventh District.) The keeper was out on the beach, with one of the surfmen, about half a mile from the station,

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when he saw, in the lull of a snow-squall, what seemed to be a stranded vessel, and at once started the surfman down the beach to determine the character of this object. The man soon returned with the news that there was a vessel ashore about three miles away, and the keeper at once dispatched him to a neighboring inn, with directions to request the assistance of whoever might be there—a request which was promptly responded to by a group of sailors and loungers who happened to be on hand. Meanwhile the keeper hurried to the harbor, where he found a ferry boat just making a landing. The station being near by, it was but a minute's work for the crew to run the apparatus on its carriage aboard and embark. On the other side of the river they found the gallant volunteers from the inn, about fifteen in number, equipped with axes, and the whole party at once laid hold of the apparatus carriage and trudged away for the wreck. The way was very rough and toilsome, being about five miles in distance, a couple of miles farther than by the beach, and was hilly and covered thinly at intervals with small timber, through which it was often necessary to cut and clear a road. The life-saving crew and the volunteers, however, worked with a will, and by half-past 1 o'clock arrived on the summit of a chain of bluffs, one hundred feet high, which overlooked the scene of disaster. On the lake side this embankment was very steep. Below it, a hundred feet from the base, the schooner was lunging in and out with every lift of the great seas. It was seen at a glance that she had been abandoned—in fact, her men had contrived with great difficulty to get ashore early in the day. Taking advantage of the momentary refluence of the surge, one of the life-saving crew rushed into the surf, caught a line which dangled from the jib-boom, and climbed on board. The keeper and the rest of the crew soon followed. It was a scene of destruction. The bulwarks broken down, the doors and sides of the cabin smashed in, the remnant of the yawl scattered about the deck, the main boom snapped off, the mainsail hanging over the side in the water, the hatch covers carried away, and three feet of water in the hold—such were the chief elements of the spectacle of wild disorder and ruin which met their eyes.

Finding a new hawser on board, the keeper and his men got one end of it ashore, fastened it to a tree, and with this hove the vessel close to the shore, where she lay easy. They then got the mainsail on board and lashed it to the mainmast. On again getting ashore they found that the shipwrecked men had been tracked to an abandoned shanty in the woods by the volunteers, who had built a fire for them, by which they were drying their clothes. The captain was among them, frightfully cut about the head and face and injured about the body, having been set upon by the sea when it was savagely smashing up the vessel. At this time the steering gear was demolished and all hands forced into the rigging, where they remained until the vessel made the beach, as stated.

As the day wore on the volunteers gradually dispersed, leaving but five of their number, and the keeper could only get homeward by hiring a farmer's team and assisting it with his men in dragging the apparatus over the worst places on the way. By 5 o'clock in the afternoon a point on the river abreast of the station was reached, and a flat scow was hired to ferry over the apparatus. The swollen condition of the sea obliged the crew to make a landing some distance above the station, which involved another hauling of the gear some three-quarters of a mile before reaching the terminus.

The hull of the schooner soon broke in two, and she became a total

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wreck. Her sails and rigging, however, valued at about $700, were saved.

The case affords an example of the heavy labors and hardships which have to be gone through with by life-saving crews, sometimes, as in this instance, without a commensurate result. The abortive sequel does not, however, lessen the merit of the indomitable effort which, despite all frustration, retains the character of an exploit. During all the time of these determined exertions the thermometer was below freezing, the wind was blowing at the rate of sixty miles an hour, and throughout the period of the work on board the vessel every man of the life-saving crew was drenched to the skin by the sea which constantly broke over them.

November 18.—At noon the schooner *Jason Parker*, of Chicago, Ill., entered Racine Harbor, Wisconsin, so badly iced up that she could not get her sails down, and, most of her lines being frozen stiff, was also unable to make fast alongside the wharf. Lines were loaned by the keeper of the Racine Station, (Eleventh District,) to secure her, after which the surfmen assisted to lower the vessel's sails, a task that was not accomplished without difficulty.

November 19.—At 8 o'clock in the morning the lookout of the False Cape Station, (Sixth District,) coast of Virginia, discovering a large steamer heading too near the outer shoals, tried to warn her off by running up the international code signal J. D. ("You are standing into danger,") but it was apparently unnoticed, and the vessel, a half hour afterwards, struck about two miles to the eastward of the station. There was a strong west wind at the time and clear weather. The life-saving crew boarded her in the surf-boat, informed the captain of his position and the character of the shoals, and took soundings to ascertain where the best water lay. By careful management, and working ahead on the engines during the rising tide, she was successfully floated at 11 o'clock in the forenoon, and proceeded on her journey, having sustained no perceptible damage. She was the French steamer *Clapeyron*, of Marseilles, bound to Baltimore, Maryland, from Cartagena, Spain, with a cargo of iron ore and a ship's company of twenty-seven persons.

November 19.—The watchfulness of the south patrol of the Kitty Hawk Station, (Sixth District,) coast of North Carolina, prevented a schooner, that was evidently unaware of her proximity to the beach, from stranding. While on his beat shortly after midnight he discovered the vessel heading into danger and immediately flashed a red Coston light. No sooner was the signal shown than she put about and gave the land a wide berth.

November 20.—At about 4 o'clock in the afternoon while the schooner *David Torrey*, of and from Portland, Maine, was attempting to beat into the Kennebec River against a light wind and strong current, the crew were obliged to let go the anchor to prevent her drifting onto the point of Long Island. Both flukes of the anchor broke off in the rocks and the vessel stranded three-quarters of a mile to the northward of the Hunniwell's Beach Station, (First District,) coast of Maine. The accident was observed from the station and the life-saving men immediately launched the surf-boat and went to her assistance. They hove up the broken anchor, got a line ashore from the starboard bow, and slued her head around so that the current took under her quarter and she went clear. Sail was at once made, and after taking her to a safe berth, the surfmen returned, at 6 o'clock, to the station. The schooner was in ballast, bound to Bowdoinham, Maine, and carried a crew of six

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men. The captain, who was very grateful for the assistance rendered, made the following statement:

"HUNNIWELL POINT, *November* 20, 1886.

"I would respectfully say that the life-saving crew rendered me great assistance in saving my vessel, the schooner *David Torrey*, and I can not praise them too much. "G. W. ORNE."

November 20.—At about noon of the 17th, during a heavy easterly gale and rough sea, when some nine miles to the northward of Point au Sable, Michigan, the tug *International* was obliged to cast off her tow—the schooner *Thomas P. Sheldon*, of Buffalo, New York—and leave her to weather the storm as she could. Two hours later the latter missed stays in attempting to go about and, at the time being near the land, was compelled to let go both anchors to keep from driving ashore. Although she had out some seventy-five fathoms of chain, owing to the bad holding ground she commenced to drag and soon struck bottom. A signal of distress attracted a tug which took off the crew and conveyed them to Au Sable. On the 19th the men returned to the vessel and began to jettison the cargo of coal to lighten her. The next day, (20th,) however, the captain secured a tug and lighter, with a force of men, and the work of regularly discharging the craft commenced. The accident took place nearly eighteen miles south of the Sturgeon Point Station, (Tenth District,) Lake Huron, and information regarding it did not reach there until the evening of the 20th. The life-saving crew then put off in the surf-boat and reached the scene at 1 o'clock in the morning of the 21st. They at once joined in the work of unloading the cargo and assisted to set up the steam-pumps which arrived at daylight. The schooner was nearly full of water and as fast as it was pumped clear the surfmen shoveled out the coal. Meantime the gang of workmen from the shore had put about seventy-five tons on the lighter. By 5 o'clock in the afternoon the vessel was floated and a tug proceeded with her to Au Sable for the repair of her rudder, which had unshipped. The captain desired the surfmen to aid him in safely reaching port, which they accordingly did, returning the next day (22d) to the station, twenty-two miles distant, in their boat under sail and oars. The schooner, when the mishap occurred, was on her way from Cleveland, Ohio, to Milwaukee, Wisconsin, and carried a crew of nine men all told. The extent of the damage was considerable, though only a small portion of the cargo was lost. The captain was very grateful for the timely services of the life-savers, whose action in the matter, considering their distance from the scene of the casualty, was highly commended. The district superintendent subsequently received the following letter:

"ÆTNA INSURANCE COMPANY,
"*Buffalo, New York, December* 29, 1886.

"DEAR SIR: I wish to inform you of the good and gallant work your crew rendered me at or near Oscoda, Michigan, on board the schooner *Thomas P. Sheldon* which went ashore November 17, 1886, and was full of water. Captain James E. Henderson and his full crew from Sturgeon Point Station came on board at 6 p. m., Saturday, and worked until the vessel was released, night and day. They rendered very valuable assistance, saving the vessel by their good work.

"Yours truly, "J. J. RARDON,
"*Insurance Agent.*

"Captain J. G. KIAH,
"*Superintendent Tenth Life-Saving District,*
"*Sand Beach, Michigan.*"

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November 20–28.—Between 12 and 1 o'clock in the morning of the 17th, during an easterly gale of wind and thick snow-storm, the steam-barge *City of New York*, of Chicago, Illinois, ran ashore some fifteen miles northwest of the Hammond's Bay Station, (Tenth District,) Lake Huron. She was from Midland, Ontario, without cargo, and carried a crew of thirteen men. The place where she stranded could not be seen from the station, on account of a point of intervening land, and she was not discovered by the life-savers until the forenoon of the 20th. At that time they were out some distance on the lake in their boat, and while scanning the shore line with a marine glass, the surfman in charge first saw the vessel. They at once pulled to the scene and found the craft hard and fast a little more than a hundred feet from the beach. As nothing could be immediately done to relieve her, no facilities for the purpose being at hand, the station crew, after leaving instructions relative to the matter of signaling, in case of exigency during their absence, left for their quarters, promising to return early the next day and assist in the work of floating her. Accordingly, on the 21st they proceeded to the steamer, and with sails and tarpaulins which they brought with them, erected near by on the beach a place of shelter and established a temporary station. From this time on to the 28th the life-savers did their utmost to dislodge the steamer. They repeatedly piloted to favorable positions the several tugs that came to assist in the operations, ran lines and hawsers, towed a lighter alongside and helped to set up steam-pumps, carried instructions to and fro, and ferried those engaged in the work from one vessel to another as occasion required. In fact, they lent their aid in every possible manner to float the craft, besides keeping at night a regular patrol on the beach. On the 23d it stormed from the east, a heavy surf made up, and the lighter broke adrift and was wrecked. The steamer's yawl came ashore but the surfmen managed to save it, though not without getting a complete drenching, and hauled it up out of harm's way. Afterward they recovered the oars which were scattered along the beach. On the 27th they cut a heavy spar in the woods to make a derrick of, and put it on board the barge. It was not until late in the afternoon of the 28th that she was finally pulled clear, considerable damage having been sustained. The life-saving crew were taken back to the station by one of the tugs. They had had a hard week of it on the beach, the weather most of the time being very inclement, either raining or snowing with strong winds, and their tent affording them only partial shelter. The captains of the steamer and tugs were very thankful for their services, which were the means of greatly facilitating the operations, and in all likelihood saving the vessel, as she was exposed at this season to the danger of heavy gales, which, had she not gotten off, would soon have made short work of her.

November 21.—Between 9 and 10 o'clock at night the patrolman of the Cranberry Isles Station, (First District), coast of Maine, observing a vessel approaching dangerously near the rocks, flashed a red Coston signal, when she immediately let go her anchor and narrowly escaped disaster. The keeper, with one of the surfmen, manned a skiff and boarded her. It was ascertained that the captain was unacquainted with the locality, and as soon as she was got under way again, the keeper piloted the craft around the island to a safe anchorage in the harbor. She proved to be the fishing schooner *George O. Hovey*, of Gloucester, Massachusetts, with twelve men on board.

November 21.—Early in the morning, while it was yet dark, the north patrol of the Green Run Inlet Station, (Fifth District,) coast of Mary-

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land, discovering a steamer running close to the beach and in imminent danger of stranding, successfully warned her off by burning a Coston signal.

November 21.—The keeper of the Cape Arago Station, (Twelfth District,) coast of Oregon, during the night burned a Coston signal and warned off a steamer that was running too close to the shore for safety.

November 22.—The keeper of the Coskata Station, (Second District,) Nantucket Island, Massachusetts, recovered a fishing net, which he discovered adrift from the lookout of the station, and returned it to the owners.

November 22.—At a quarter of 11 o'clock at night the north patrol of the Peck's Beach Station, (Fourth District,) coast of New Jersey, warned a vessel off that was in danger of running ashore, by flashing a red Coston light.

November 22.—The south patrol of the Hog Island Station, (Fifth District,) coast of Virginia, at about 9 o'clock at night, fired a Coston light to warn a steamer that was running dangerously near the shore. The vessel at once altered her course, but in keeping off struck the outer bar. She, however, succeeded in working clear before any assistance could be rendered by the life-saving crew. The surfman's timely signal unquestionably saved her from more serious trouble.

November 22.—On this date a southeast gale was prevailing, with a heavy sea, and the schooner *Ingeborg M. Forrest*, of Chicago, Illinois, bound to that place from White Lake, Illinois, with a cargo of shingles, and a crew of six men, undertook, about 11 o'clock in the forenoon, to find shelter in the harbor of Kenosha, but made a heavy lurch at the entrance against the north pier and began to pound disastrously. The keeper of the Kenosha Station, (Eleventh District,) Wisconsin, who had feared that the schooner would have trouble in the terrible sea then pouring over the piers, was on hand, and when she struck leaped on board with his men, helped to make sail and did all that was possible to get her up the river into smoother water. The effort was successful, and presently the schooner dropped anchor and they got her alongside the dock in safety. The captain gave up when she first struck, thinking that not having men enough to do what was necessary to save her she was sure to be beaten to pieces, but when he saw the keeper and his crew jump aboard he took heart and hope.

November 22.—Between 11 and 12 o'clock in the day, as the disabled steam-barge *Colin Campbell* was being towed into Milwaukee Harbor, Wisconsin, the tow-line parted and the vessel got into the trough of the sea and began rolling her deck-load of lumber overboard and finally carried away the mainmast. Fortunately the crew let go the anchor in season to prevent her stranding on the beach. The wind at the time was blowing strong from the southeast, with foggy and rainy weather. The life-savers of the Milwaukee Station, (Eleventh District,) speedily pulled off in the surf-boat to the craft's assistance and helped to secure the mast, sails, and rigging. They then ran a line to a tug, hove up the steamer's anchor, and after the latter had been towed safely inside, made her fast to the wharf. While on her way from Ludington, Michigan, to Chicago, Illinois, her engine broke down, obliging her to put into Milwaukee. She had a crew of fourteen men.

November 22.—The schooner *Belle Walbridge*, of Chicago, Illinois, while attempting to make the harbor of Sheboygan, Wisconsin, during a fresh easterly wind, missed the entrance and went ashore, at ten minutes past 4 in the morning, alongside the south pier, a quarter of a

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mile from the Sheboygan Station, (Eleventh District.) The lookout at once alarmed the crew, who quickly launched their boat and started to the vessel's assistance. It soon became evident, however, that aid could be rendered more effectively from the shore, so all but one of the surfmen, who was left in charge of the boat, landed near the elevator and hurried out on the pier. Several of the sailors had already escaped to the breakwater while the others were still actively engaged in saving their effects. The life-saving men leaped on board and helped them to reach the pier, after which they conducted the party to the station, where they could obtain dry clothing and warmth. During the forenoon the surfmen managed to unbend the craft's fore and main sails, but could do nothing more as the seas were breaking completely over her. On the 23d the weather having moderated they succeeded in stripping her of her running-gear and remaining canvas, and the following day (24th) saved her anchors and chains. While the work was in progress a sailor fell overboard from the bow, and had it not been for one of the surfmen who promptly slid down the bobstay to the water's edge and caught the man as he rose to the surface he would undoubtedly have drowned, being unable to swim a stroke. The sails and rigging were stored at the station, where all but the former remained until spring. The vessel at the time of the accident was bound to Chicago, Illinois, from Sturgeon Bay, Wisconsin, laden with lumber and telegraph poles, and had a crew numbering eight men. She became a total loss.

November 22.—At half past 9 in the morning the crew of the Sheboygan Station, (Eleventh District,) Lake Michigan, went to the assistance of the schooner *Lucy Graham*, of Washington Island, Wisconsin, which had arrived in the harbor leaking badly, with part of her deck-load of shingles gone, and her sails all adrift. The surfmen secured the canvas, straightened out the gear, put everything in ship-shape order, and then after pumping two hours freed her entirely of water. The captain and crew were very thankful for the services rendered them.

November 23.—At a quarter past 5 o'clock in the evening the crew of the Cleveland Station, (Ninth District,) Lake Erie, were called upon to go to the assistance of a pile-driver which had been at work during the day on a new dock near the Union Railway Depot, about a third of a mile east of the station. A brisk breeze was blowing from the westward at the time, with a heavy sea making up, and as the craft was lying in shoal water there was great danger that she would strike bottom and sink, imperiling the lives of the seven men on board. The harbor tug that was attempting to extricate the vessel could not venture near enough to be of any service, and did not have a line of sufficient length to reach her. The life-saving crew, putting a long hawser on the tug, with one of their number to handle it, manned the surf-boat and were towed to the scene. They soon ran the line to the pile-driver and then remained by her until she was safely made fast to her wharf in the harbor. The crew were very grateful for their rescue, as they had begun to regard their case as hopeless, having waited at least an hour for a tug, and heartily expressed their appreciation of the aid rendered by the surfmen.

November 25.—Shortly before 8 o'clock in the evening the lumber-laden schooner *Water Lily*, of Yarmouth, Nova Scotia, struck on the ledges just west of Baker's Island Bar, about a mile to the southward of the Cranberry Isles Station, (First District,) coast of Maine. There was a fresh easterly breeze at the time, with thick, rainy weather and a rough sea. The main boom had unshipped, and a part of the running

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gear had carried away, causing the vessel to become unmanageable. The accident was observed by the patrol, and the life-saving crew without delay launched the surf boat and pulled through the breakers to the scene. They found the craft amongst the rocks, with one of the anchors down, it having been let go soon after she struck. A surfman was put on board, and the keeper advised the captain to slip the chain and make sail as the only chance of saving the schooner. This he declined to do, however, as his remaining cable was not sufficiently strong to hold her in case she got clear. Meanwhile the wind hauled more to the south and increased to a gale, and nothing was left but to abandon the vessel. At half-past 10 her people, consisting of one passenger and a crew of four men, were taken in the surf-boat to Baker's Island. The sea continued so rough that no attempt was made to reach the station until the weather moderated somewhat during the forenoon of the next day, (26th,) when, with the assistance of a number of persons who had assembled on the shore, a safe landing was effected. The vessel drove farther in through the breakers, and soon went entirely to pieces on the bar. She was bound to Boston, Massachusetts, from Parsboro', Nova Scotia. On the 27th the wrecked party were conveyed by the station men to Southwest Harbor, whence they left for their homes. The following written statement was handed to the keeper:

"This is to certify that G. F. Hadlock and crew, of the Cranberry Isles Life-Saving Station, rendered great service in rescuing us from our perilous position on the wrecked schooner *Water Lily*, as she lay among the breakers at Baker's Island Bar on the night of November 25, and we return thanks for the kindness shown us by him and his crew.

"JOHN MANING, *Captain.*
"JOHN E. WHEATON, *Mate.*"

November 25.—At about half past 3 o'clock in the afternoon, during a fresh easterly breeze, the sloop-scow *Union*, of Boston, with four men on board, loaded with stone, from Bay View, while trying to enter the harbor at Newburyport, Mass., whither she was bound, grounded on the bar, but the strong ebb tide almost immediately floated her off, when she kept out into the bay to the southward towards Cape Ann until nearly dark, and then tacked and stood in again for the bar. The wind had increased to a gale, making up a rough sea, and the vessel, being heavily laden, was in great danger of foundering, so that about the only course left was to take the chances in another attempt to reach port. Having passed the outer edge of the bar, she suddenly took bottom, causing her to luff and shoot ahead on the south breakers. Her movements were watched at the Plum Island Station, (Second District,) half a mile to the southward, and two Coston signals were fired from the beach to warn her off. The surf-boat was speedily launched and efforts made to board her. Although the vessel's lights were plainly visible, the darkness was so intense that, to clear the water most dangerous, the men had to rely solely upon the roaring sound of the breakers to guide them. It was found utterly impossible to get alongside. The scow appeared to be high upon the shoal, so that the force of the sea was partially spent before reaching her. The life-saving crew, after their most strenuous exertions to effect a rescue had failed, finally put back for the shore. Before they landed, however, the craft worked over the shoal and brought up on the inner bar at the end of the south jetty. She seemed to have driven on the beach, but her position was

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soon ascertained to be as at first described. The station men forthwith loaded their boat on its carriage and proceeded as rapidly as they could to the scene, though the soft, yielding sand made this a toilsome task and some time elapsed before it was accomplished. Then it was apparent at a glance that a boat could not go off, for the tide had risen and the seas were swirling and breaking amongst the sunken rocks a short distance from the shore. The surfmen, therefore, without delay, started back to the station for the beach apparatus, the keeper remaining behind to keep watch. While the men were returning with the gear the high tide and strong northerly set of the current swept the vessel's bow around and took her clear of the ground. Her crew quickly ran up the jib, which carried her out of sight into the smooth water of the Merrimac River. The keeper followed along the beach until her lights disappeared, then retraced his steps, met the surfmen approaching with the apparatus cart, and told them of the occurrence, which proved welcome news, as all hands were well-nigh exhausted. After a short rest they started in search of the scow, which they found safely anchored near the Hampsands. A dory was obtained, and the keeper and one of his crew boarded her. It was learned that very little damage had been done, notwithstanding the hard knocks she had received. The captain said that, with a view of abandoning the vessel, the clothing belonging to himself and crew had been stowed in the yawl-boat, which swamped alongside and broke adrift. The next day (26th) most of the effects were recovered by the life-saving men, a bag and trunk being found on the beach and the yawl among the rocks. The latter, being full of water, was first emptied and then towed, with its contents, to the scow, which the station force just previously had helped to get under way. While the assistance rendered in this case turned out to be of small consequence, still the persevering and intrepid efforts of the surfmen to reach the distressed vessel in the face of such trying circumstances are deserving of the highest praise, and show the worthy spirit which animates the crews in the difficult and perilous work assigned them.

November 25.—A surfman of the Brenton's Point Station, (Third District,) coast of Rhode Island, while on patrol shortly after dark, saw a vessel's red side-light close to the shore, and from its position he judged that the craft was heading into danger. He accordingly quickly ignited a Coston signal, when she immediately went about and stood off the land. There was a thick rain-squall at the time and the vessel no doubt had got out of her reckoning.

November 25.—At forty minutes past 7 o'clock in the evening the west patrol of the Watch Hill Station, (Third District,) coast of Rhode Island, discovered a vessel close inshore heading directly for the beach. He quickly burned a Coston signal and then hastened to alarm the life-saving crew. A southeast gale of wind prevailed and the weather was thick and rainy. The craft struck the beach broadside on a short distance northeast of the station, and lay in a dangerous position, more than a hundred yards from the shore, with the heavy surf breaking over her. The beach apparatus was immediately manned and got in readiness, but owing to the almost impenetrable darkness, and to the fact that the furious onset of the waves, together with the motion of the vessel, made it next to impossible for the sailors to get around on deck and into the rigging, it was not until the sixth shot was fired that the line was finally secured on board. The gear was then speedily put in working order, and five of the crew were rescued in the breeches-buoy. The captain and two mates, however, declined to leave at that time and were not landed until the following morning, the storm still continuing. A

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quantity of clothing and baggage was also brought off by means of the apparatus. She proved to be the brig *Toronto*, of Windsor, Nova Scotia, on her way from Sydney, Cape Breton, to New York, with a cargo of coal. She became a total wreck, nothing being saved but the sails, rigging, anchors, and chains. The crew were sheltered at the station a number of days while the work of stripping the vessel was in progress.

November 25.—While the east patrol of the Bellport Station, (Third District,) coast of Long Island, New York, was returning over his beat, between 12 and 4 o'clock in the morning, he fired a Coston signal and warned off a steamer which was running too near the beach for safety.

November 25.—In the first watch after sunset a surfman of the San Luis Station, (Eighth District,) coast of Texas, while on his regular patrol, sighted a steamer heading in for the land. He speedily flashed a Coston light, and the vessel, taking immediate heed of the warning, sheered off and stood out of danger.

November 26.—Shortly before daylight the east patrol of the Peaked Hill Bars Station, (Second District,) Cape Cod, Massachusetts, discovered a vessel standing too close inshore. He at once fired his red Coston signal, when the craft stood out to sea in safety.

November 26.—The schooner *A. J. Mowry*, of and from Chicago, bound to Muskegon, Michigan, without cargo, and having on board a crew of six men, missed the entrance in attempting to enter Muskegon Harbor, owing to the darkness and an unsteady wind, and stranded at 7 o'clock in the evening about one hundred yards from shore and some two hundred feet west of the Muskegon Station, (Eleventh District.) The station watchman at once gave the alarm, and in five minutes the life-saving crew were alongside in the surf-boat and found that the vessel had dropped her anchor, but was slowly dragging to the beach. The crew stopped the dragging by running a line from her to the pier, which was made fast with difficulty, owing to the heavy sheathing of ice which covered the cribs. A tug was then summoned, and not being able to get near enough on account of the position of the vessel, another line was run out to her, and the schooner was towed off and into the harbor. Her anchor and chain were subsequently recovered by the station crew and landed on the pier.

November 26.—During the latter part of the forenoon, at the request of the owner of the schooners *Halstead* and *Homer*, of Chicago, Illinois, who was short handed, the crew of the Racine Station, (Eleventh District,) Lake Michigan, assisted him for nearly three hours to loose and make sail on his vessels. Shortly afterwards the surfmen towed the *Homer* to the mouth of the river, where she could take her departure. The captain was very grateful for this service.

November 26.—The patrol of the Sheboygan Station, (Eleventh District,) Lake Michigan, while on his regular beat to the northward, discovering a man asleep near the roadside, raised him to his feet and with difficulty brought him to his senses. He was found to be intoxicated, and had it not been for the surfman would doubtless soon have perished in the cold, the weather being very severe at the time. The bridge-keeper, passing along soon after and recognizing the man as an acquaintance, took charge of him.

November 27.—The schooner *J. V. Wellington*, of and from Boston, Massachusetts, at half-past 12 o'clock at night stranded on the North Bar, about two miles to the eastward of the Hereford Inlet Station, (Fourth District,) coast of New Jersey. A half hour later she was discovered by the north patrol, whose attention had been attracted by the burning of a torch on board. He hurried to the station and roused the

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life-saving crew who, without delay, launched the surf-boat and went to her assistance. At 4 o'clock the surfmen of the Tatham's Station arrived on the scene and the two crews laid out an anchor and together succeeded in heaving the schooner afloat on the flood tide. The weather being calm, she sustained no damage. Subsequently the wind breezed up from the westward and the station men helped to get her under way and to a safe offing. She was bound to Philadelphia, Pennsylvania, in ballast, and had a crew of seven men. The cause of the accident was ascribed to having mistaken Hereford Inlet light.

November 27.—During the watch preceding daybreak the north patrol of the Gull Shoal Station, (Sixth District,) coast of North Carolina, fired his Coston signal and gave warning to a schooner which was in danger of stranding. The vessel tacked off shore and went clear.

November 27.—In the afternoon of this date the keeper of the Brazos Station, (Eighth District,) coast of Texas, at the request of the commander of a Mexican gun-boat, loaned the station supply-boat to transport a hawser from Point Isabel to Brazos. The captain expressed his appreciation of the assistance rendered him in a letter to the keeper, of which the following is a translation:

"Abelardo Pinto, commander of the Mexican gun-boat of war 2° *Colon*, certifies that, with one of the boats of the life-saving station of the United States of America, he transported from Point Isabel to the station at Brazos a manilla cable weighing 528 pounds.

"In the name of my Government I wish to express to you my sincerest thanks.

"ABELARDO PINTO.

"NOVEMBER 27, 1886."

November 27.—A surfman, belonging to the Point aux Barques Station, (Tenth District,) Lake Huron, discovered, shortly after 9 o'clock in the morning, a schooner ashore some five miles south-southeast of the station and a mile off the land. He hastened to report the fact to the keeper, who immediately mustered his crew and launched the life-boat. There was a moderate southwesterly wind with a light sea, and the surfmen reached the vessel at a quarter past 10. She proved to be the *James F. Joy*, of Erie, Pennsylvania, bound to that port from Escanaba, Michigan, laden with iron ore and carrying a crew of seven men. As it would be necessary to lighten her before she could be floated, the life-saving men pulled to Port Hope, two and a half miles distant, and obtained shovels with which to jettison the cargo. A number of men from the shore were engaged to assist in the work, as did also the crew from the Sand Beach Station, which arrived on the scene towards evening. By 10 o'clock at night about a hundred tons had been thrown overboard, and a tug succeeded in pulling the craft clear, little or no damage having been done. The vessel had stranded the previous night. Owing to thick woods that intervened she could not be seen from either the patrol limit or the lookout of the station. The surfman who first discovered her was on liberty at the time and happened to be passing along the main road near the beach. The life-savers labored steadily for twelve hours in their efforts to float her.

November 27.—Twenty minutes past midnight the watch of the Sheboygan Station, (Eleventh District), Lake Michigan, heard a steamer blowing whistles of distress several miles off shore. After first notifying a tug which was alongside a neighboring wharf, he alarmed the life-saving crew. The latter hurriedly boarded another tug and proceeded

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to the steamer's assistance, but on reaching the scene it was found that the first tug had the vessel already in tow for the harbor, and that no further aid was required. She proved to be the *George T. Burroughs*, of Milwaukee, Wisconsin, with a broken shaft. The captain warmly expressed his thanks to the surfmen for their promptness in sending him relief.

November 28.—The steam-boat *New Mary Houston*, of Cincinnati, Ohio, en route thence to New Orleans, Louisiana, with a heavy cargo of freight, and having twelve passengers and a crew of sixty persons on board, while attempting to land at the wharf-boat, foot of Fourth street, Louisville, Kentucky, was caught by the swift current and carried out into the river, where, lying across the stream, she was in great danger of being swept against the wing-dam of the falls. This occurred at about 2 o'clock in the afternoon. The vessel was seen by the lookout of the Louisville Station, (Ninth District,) a third of a mile distant, who immediately gave the alarm. No time was lost in launching and manning the boats, and in five minutes the life-saving men were alongside. The peril of the situation was further increased by the tiller ropes giving way, which caused the steamer to become unmanageable. One of the station crew hastened to the pilot-house and assisted the helmsman to work her, by means of the wheels, clear of the wing-dam of the Kentucky chute into the eddy near the cross dam, where she was held in check until two harbor-boats—the *Hotspur* and *Transit*—which had been signaled, arrived on the scene. On the first of these were the keeper and falls pilot, whom the former had summoned as soon as the accident took place and was taking to the steamer in his skiff when the harbor-boat started out and the two boarded her. With the help of the tugs, which the life-savers aided in making fast on either side of the disabled craft, the latter was guided into the Indiana chute and over the falls to safe water. A local paper, referring to this incident, said: "But for the good management of her captain, Lew Kates, and the pilot, together with the timely assistance of the life-savers and harbor-boats, great loss would have necessarily been entailed. Her escape is considered, by river men, one of the most remarkable on record." The following letter was subsequently received by the keeper:

"EVANSVILLE, INDIANA, *November* 30, 1886.

"DEAR SIR: Permit me to return my thanks to you and your fellow-associates for your promptness in coming to the steamer *New Mary Houston* in her perilous descent over the dam and falls in the Ohio River. For a moment it seemed as though she would be dashed to pieces and much loss incurred. And for your promptness and fearlessness in coming to us with boats and falls pilot (Capt. Pink Varble) I desire to return my thanks to you and the Government you serve.

"LEW KATES,
"*Master of Steamer New Mary Houston.*

"Capt. WILLIAM M. DEVAN,
"*Life-Saving Station, Louisville, Kentucky.*"

November 29.—The boatmen of the Louisville Station, (Ninth District,) Louisville, Kentucky, at about fifteen minutes past 4 o'clock in the afternoon went to the assistance of a man in a skiff who was discovered by the lookout in the dangerous current of the river near the Indiana shore. They soon overtook him and towed his boat to the station, after which the keeper had him taken to the middle chute where, he was directed how to go over the falls in safety.

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November 29.—The tug *Alfred P. Wright*, of Manistee, Michigan, went ashore at half-past 4 o'clock in the morning, during a strong north blow and heavy snow-storm, a little more than three miles to the northward of the Manistee Station, (Eleventh District,) and at a point some two hundred yards from the land. She was on her way to Manistee with the schooner *A. J. Dewey*, of Bear Lake, when the tow-line parted and getting into the propeller-wheel made her unmanageable. Before anything could be done to prevent her stranding, the force of the wind and sea had driven her hard and fast aground. The lookout of the station discovered the vessel at daylight and gave the alarm. A team of horses were immediately sent for, as the roads were deep with drifts of snow, and on their arrival the beach apparatus was started for the scene, the keeper and one man hastening on in advance by way of the shore. All the gear had to be lowered from a bank two hundred feet high to the beach abreast of the craft, a task that was accomplished with difficulty by means of lines passed around a tree. The surf was rolling in heavily, and the gun had to be planted and fired between the seas. The first shot fell short, but the second carried the line over the tug within reach of the crew. The latter tried hard, but unavailingly at first, to haul off the whip, and it was seen that their energies were almost spent from cold and exposure. The keeper thinking that they would be unable in their condition to get the gear on board sent back for the surf-boat, determined to risk the chances of a launch through the breakers. Meanwhile, however, another effort was made by the imperiled men to haul off the ropes, and this time, after the most strenuous exertion, the attempt proved successful. The tug's port rail was still about three feet above water, and as soon as the tail-block had been made fast the breeches-buoy was run out on the whip-line. All four men were then brought safely to land, one at a time. They were more dead than alive, having suffered the keenest exposure for six hours. One of the men floated ashore on the cabin door before daylight, so that all hands escaped with their lives, though, as the sequel shows, very narrowly. The next day the station crew saved a few articles from the vessel, including the yawl-boat, steam-whistle, signal lights, etc., and the following spring assisted to raise the boiler and machinery. With these exceptions the craft proved a total loss.

November 29.—For a recital of the circumstances attending the loss of three of the crew of the Grand Point au Sable Station, (Eleventh District,) Lake Michigan, in their brave attempt to render assistance to a schooner which they supposed was in distress, see page 44.

November 30.—While the crew of the Plum Island Station, (Second District,) coast of Massachusetts, were at dinner, at about a quarter past 12 o'clock, word was brought to them that the schooner *M. C. Rowe*, of Boston, had dragged from her anchorage and stranded on a point of shoals three-quarters of a mile to the northwestward of the station. The men at once started to her assistance, but found, on reaching the scene, that, owing to the strong northeast wind which was blowing directly on shore and the heavy sea running, they could do nothing with the force at hand towards getting her off. A short consultation was had with the captain, and it was decided to send to Newburyport for a tug. Accordingly two surfmen were dispatched in a dory to that place, where they obtained the desired aid, and in the course of an hour returned. After considerable difficulty a hawser was run by the life-saving crew, but when the tug commenced pulling on the schooner the line parted. Two other attempts were made, with no better success. As the tide had now fallen it was deemed useless to continue the oper-

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ations, and so they were, for the time being, suspended. The station men, as a matter of precaution, landed the provisions and the crew's effects and stored them under shelter near the light-house. They then helped to throw overboard the sand with which the vessel was loaded. The next day (December 1st,) when the tide served, a vessel that was anchored up the river dropped down abreast of the stranded craft and a hawser was run to her windlass. This was hove taut while the surfmen assisted to still further lighten the schooner and to keep her free with the pumps. At 3 o'clock in the afternoon she floated off into deep water and was moored in the stream, having sustained more or less damage and the loss of nearly two-thirds of her cargo. She was bound from Plum Island to Boston and had a crew of four men.

November 30.—During the night a surfman on patrol duty from the Long Beach Station, (Third District,) coast of Long Island, New York, burned a Coston signal and warned off a vessel which was dangerously near the beach.

November 30.—At 2 o'clock in the afternoon of the 29th the ship *Belvidere*, of San Francisco, California, from San Pedro in the same State, bound to Departure Bay, British Columbia, in ballast, drifted on the rocks during calm and foggy weather, off Bonilla Point, Vancouver Island, some fifteen miles northwest of the Neah Bay Station, (Twelfth District,) Washington Territory. She pounded heavily, which threatened to carry the masts out of her, and the crew of seventeen men and one passenger were obliged to abandon her. At 6 o'clock in the morning of the 30th one of the boats, containing the captain and nine sailors, arrived at the station, bringing the first intelligence of the accident to the keeper. The captain said that the mate and several of the crew had been dispatched the previous afternoon to secure the assistance of a tug, but had not since been heard from. Since the boat belonging to the party was leaking and required the constant bailing of two men to keep it afloat, the keeper caused the life boat to be launched, and proceeded with the sailors back to the vessel for the purpose of saving whatever was possible. They shortly came across the first boat that had left the ship which, it was learned, had been alongside a pilot-boat anchored in the bay, where the mate and his men had remained until daylight. After a pull of some two miles the boats fell in with a tug, which towed them to Bonilla Point. The vessel was found on her beam ends, half full of water, with the stern-post and rudder broken. The captain and crew boarded her and succeeded in transferring their personal effects to the steamer. A line was then run, the anchors slipped, and the tug, after some hard pulling, got her clear and started with her for Port Townsend. Her condition was very precarious, yet it was thought that she might be kept afloat until the harbor could be reached, but when sixty-five miles on the way she sank in twenty fathoms of water and became a total loss. The keeper and one of the ship's crew meantime returned to the station from Bonilla Point with the life-boat. The sailor was fed and sheltered two days.

November 30.—The lookout of the Cape Disappointment Station, (Twelfth District,) Washington Territory, between the hours of 4 and 8 in the morning, saw a vessel in danger of stranding on the shoals and warned her off by flashing a Coston light.

December 1.—The crew of the Cranberry Isles Station, (First District,) coast of Maine, at half past 9 o'clock in the morning, were called to the assistance of the British schooner *J. P. Ames*, which, in an attempt to reach moorings in Hadlock's Cove, a mile and a quarter west-northwest of the station, had keeled over in a dangerous position between the

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wharves. The vessel hailed from Moncton, New Brunswick, and while on her way to that province from Boston, Massachusetts, in ballast, had stranded on Deer Island and sprung a leak. After getting off, the crew, not being able to keep her free with the pumps, endeavored to make a harbor. A southwest gale was blowing at the time and a high sea running. It was feared that the craft would swing against a fishing vessel lying at the south wharf and do damage. The life-saving crew, on the flood tide, succeeded in heaving her ahead with tackles rigged in the jibboom, and secured her by means of cables the best they could to the north wharf, where she was for the time being safe. The schooner's company of five men were nearly exhausted from their continuous labors at the pumps.

December 1.—Shortly past 3 o'clock in the afternoon a schooner was observed about five miles west of the Point Judith Station, (Third District,) coast of Rhode Island, acting in a strange manner and heading for the land. In response to a signal made on board, the surfmen manned the life-boat and pulled towards her, but before they could get alongside she was run ashore a quarter of a mile north of the station. The vessel proved to be the *Mary Natt*, of New York, from Perth Amboy, bound to Somerset, Massachusetts, with a cargo of pig-iron and a crew of five men. It appears that she had sprung a bad leak and to prevent her from sinking the captain was obliged to beach her. The surf being too high for the crew to land with safety in the schooner's boat, they and their personal effects were brought off by the life-saving men and taken to the station, where the sailors were provided with a warm meal. The mate had received a painful injury in the right hand, caused by the jibing of the foresail, and the wound was carefully dressed by the keeper. The following day (2d) the latter succeeded in obtaining free transportation for the party to Providence, and conveyed their baggage by wagon to the railroad station at Narragansett Pier. During the night of the 4th the vessel went to pieces and became a total loss, nothing being saved of value but the yawl-boat. Nearly all the cargo was subsequently recovered by wreckers.

December 1.—The crew of the Eaton's Neck Station, (Third District,) coast of Long Island, New York, launched the surf-boat and went to the assistance of the schooner *Benjamin English*, of New Bedford, Massachusetts, which had dragged from her anchorage so near the shore that she hardly had swinging room. The surfmen assisted to get her under way and work her to a place of safety, for which service they received the hearty thanks of the captain.

December 1.—At 2 o'clock in the morning a vessel was discovered by the patrol of the Cobb's Island Station, (Fifth District,) coast of Virginia, standing a course that would soon cause her to strand. He at once fired a Coston signal, from which she took warning and went about off shore.

December 1.—Between half-past 7 o'clock in the evening and midnight, during the prevalence of a westerly gale of wind and heavy snow-storm, the keeper of the Oswego Station, (Ninth District,) Lake Ontario, knowing that a fleet of schooners were outside wanting to reach port, caused some twenty-five rockets to be sent up to aid them in finding their way in. This had the desired effect and a number of vessels entered the harbor in safety. At about 11 o'clock the patrol discovered a vessel standing in close to the beach and in danger of stranding. He quickly burned a Coston signal, when she changed her course and headed off shore. She subsequently arrived in the harbor and proved to be the schooner *Aurora*, of and from Port Hope, Ontario,

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bound to Oswego, New York, with a cargo of barley and a crew of seven men on board. The timely warning of the surfman undoubtedly saved her from disaster.

December 1.—The steam-barge *Maggie Marshall*, of Manistee, Michigan, with the schooner *Arendal*, of the same place, bound home from Chicago, Illinois—the latter having a valuable cargo of grain—carrying respectively crews of fourteen and six men all told, were driven ashore during a southwest gale of wind and heavy snow-storm, at about 3 o'clock in the morning, some four miles south of the Manistee Station, (Eleventh District,) Lake Michigan. The regular life-saving crew having been disbanded the day previous for the winter, the keeper, who had received news of the accident from a farmer, proceeded to the scene and found that all the ship's people had safely landed on the beach and were in no danger. He subsequently assisted a wrecking party to float both vessels, although the *Arendal* was not gotten off until the following spring.

December 1.—Information was received about 5 o'clock in the evening, at the Manistee Station, (Eleventh District,) Lake Michigan, that a schooner was dragging her anchor and in danger of being driven on the beach at a point some ten miles south of the station. The latter being closed at this season the keeper with all possible dispatch mustered a volunteer crew of six men and, procuring two teams, took the beach apparatus and started for the scene. It was blowing a hurricane from the westward with a raging snow-storm, and the roads were in places quite impassable with deep drifts, obliging the men at times to shovel their way through them. The circuitous route that it was necessary to take made it fully fifteen miles to where the vessel was last seen, the surfmen arriving on the beach at half past 1, (2d,) more than seven hours after starting, almost frozen and exhausted by their long and arduous journey. The adjacent shores were vigilantly patrolled until daylight, though it was not until 10 o'clock that the schooner was made out, through the blinding storm, some seven hundred yards away, dragging obliquely towards the land. A fire was built on the beach, the life-saving apparatus placed in readiness, and all that day and night a close watch was kept on the imperiled craft. No one was seen upon her decks, nor did she display any signals for assistance. In the forenoon of the 3d the keeper proceeded to a farm-house a mile distant, where it had been ascertained was a telephone, and sent a message to Manistee for a tug. The latter arrived later in the day, although it was still snowing and blowing fresh, and succeeded in getting a line to the schooner and afterwards in towing her off shore and finally into the harbor, the sea having by now somewhat moderated. It is evident that if she had not been thus relieved of her situation she would soon have stranded in the breakers and become a wreck, as she had lost her largest anchor and had already dragged as much as a mile from her first position. The surfmen, after seeing the vessel safely in charge of the tug, plodded back to the station, the trip costing them almost as much trouble and labor as the journey out. The schooner proved to be the *Lucia A. Simpson*, of Manistee, bound thither from Chicago, Illinois, without cargo, and carrying a crew of seven men.

December 1.—The preceding forenoon (November 30th) the crew of the Holland Station, (Eleventh District,) Lake Michigan, towed the lumber-laden schooner *D. A. Wells*, of Holland, Michigan, in from the south pier and made her fast near the station. In the evening her crew left her. Early in the morning of this date, (December 1,) the wind having shifted to the westward and coming on fresh, the keeper visited the

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vessel and found that two of her lines had parted. He secured them, and after breakfast again went alongside of her and saw that she was on the point of going adrift. He quickly called the light-house keeper and a surfman who happened to be near by (the regular life-saving crew having been discharged for the season the day previous) and just as they got aboard the craft the lines gave way. The men managed to work her to a safe anchorage in Black Lake, half a mile distant, and remained by her until her crew arrived. The prompt steps taken by the keeper were all that saved the vessel from serious mishap.

December 1.—Just before 2 o'clock in the morning, during a strong westerly wind and snow-storm, the small schooner *Sarah Ann Johnson*, of Holland, Michigan, from White Lake, in the same State, laden with lumber, and having two men on board, in attempting to sail into the harbor of Saint Joseph missed the entrance and struck the south pier, subsequently going ashore a hundred yards or so from the Saint Joseph Station, (Eleventh District,) Lake Michigan. The station was closed for the winter, and no one but the keeper on duty. Hearing the crew shouting for help, he manned a boat and pulled over to them. They had the vessel alongside the pier, but she was in a bad position and pounding heavily. The keeper, seeing that immediate measures were necessary in order to save her, hastened to town and brought back a volunteer crew of surfmen. By this time, however, the sailors had cut the schooner loose to prevent her going to pieces against the breakwater, and she had stranded on the beach a short distance away. The two men had jumped with their effects onto the pier, and the latter was so badly iced up with the seas washing over it that their situation was full of danger. The life-savers, nevertheless, rescued them before any harm was done and took them to the station, where a warm fire contributed to their comfort. The vessel remained aground some time, but was finally floated in a much damaged condition.

December 2.—In the afternoon a young man from Orleans, Massachusetts, who had been clamming near Nauset Inlet, while attempting to return across the harbor in his sharpie was unable to manage her, and she was driven by the northwest gale then prevailing towards the narrow beach north of the inlet, where he finally succeeded in effecting a landing. Drenched to the skin, cold, and hungry, he made his way to the Nauset Station, (Second District.) The surfmen provided him with dry clothing from the supply donated by the Women's National Relief Association, and did all in their power to make him comfortable. After partaking of a warm supper he left for his home, very grateful for the kindness shown him.

December 2.—At half past 1 o'clock in the morning the fishing schooner *Eva R.*, of Beverly, Massachusetts, ran ashore about half a mile southeast of the Sandy Hook Station, (Fourth District,) coast of New Jersey. The wind at the time was blowing a hurricane from the northwest and a furious snow-storm prevailed. These conditions, together with the bewildering and cutting sand-blast and intense darkness, prevented the patrol from at once discovering the vessel, although she came up within a hundred feet of the beach. She was seen before daylight, however, and the life-saving crew launched the surf-boat and proceeded to her assistance. They helped to lighten her, ran out an anchor with a hundred fathoms of hawser, and swung the booms over, so as to list her to port. On the rising tide, by utilizing the sails, she was hove afloat without damage. Her crew of five men were very grateful to the surfmen for saving their vessel, as it seemed at first that she would certainly be lost. The success of the operations is especially noteworthy

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as having been accomplished in the worst kind of weather, the velocity of the wind averaging more than fifty miles an hour during the progress of the work. The schooner had on board ice and fishing-gear, and was bound out from New York on a cruise. The following letter was subsequently received by the General Superintendent:

"NEW YORK, *December* 7, 1886.

"DEAR SIR: I would like to call attention to the valuable service rendered the fishing schooner *Eva R.*, on the night of Thursday, December the 2d. About half past 1 a. m. the vessel ran ashore, and had it not been for the efficient and untiring energy displayed in rendering me assistance by the crew of the Life-Saving Station at Sandy Hook, I might not to-day be master of my schooner. With many thanks to Captain Patterson, of Sandy Hook, and his gallant crew, together with my warmest commendation of a service that is so valuable in saving life and property, I remain,

"Yours, respectfully,

"P. O. ERICSSON,
"*Master of Schooner Eva R.*

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

December 2.—One of the surfmen of the South Brigantine Station, (Fourth District,) coast of New Jersey, on his night patrol warned off a vessel whose lights he made out approaching the shore. At the flash of his Coston signal the craft changed course and kept clear.

December 2.—During a fierce northwesterly gale of wind, at about half past 3 o'clock in the morning, the schooner *Susie Dirickson*, of Chincoteague, Virginia, parted her chain while at anchor some six hundred yards off shore, and was driven high up on the beach two miles to the eastward of the Lewes Station, (Fifth District,) coast of Delaware. The patrol, who discovered the vessel shortly before 5, waded out in the surf and boarded her, but found that the captain did not care for assistance until the storm abated. As everything was flooded in the cabin, however, an offer to shelter the crew of four men at the station was gladly accepted, and the surfman conducted them thither after daylight. There were also two passengers on board who lived some distance down the coast and they were taken to the Cape Henlopen Station where they remained over night. The following morning the keeper went with them to the Rehoboth Beach Station, whence they were sent to the next station and finally reached their homes in safety. The vessel was pulled afloat without damage by a tug on the 4th, after the wind had moderated, and towed to Indian River, whither she was bound from Philadelphia, Pennsylvania, with a miscellaneous cargo. On arriving off the bar, there not being enough water for the steamer to enter, the crew of the Indian River Inlet Station manned the surfboat and towed the schooner inside to a good anchorage.

December 2.—For the particulars relating to the total wreck of the Canadian schooner *Ariadne*, of New Castle, Ontario, and to the loss of three of her crew, including the captain, some five or six miles north of the Big Sandy Station, (Ninth District,) Lake Ontario, see page 19.

December 3.—At 9 o'clock in the night of the 2d, during a strong westerly wind, the brig *H. C. Sibley*, of Belfast, Maine, broke from her anchorage off Monomoy Island, coast of Massachusetts, and, not being able to carry out clear of the Handkerchief Shoals, went ashore some

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four miles west-southwest of the Monomoy Station, (Second District,) where she bilged and sank. The place where the vessel struck was at least two miles from the nearest point of land. She was from Pascagoula, Mississippi, loaded with hard-pine lumber, and bound to Salem, Massachusetts, with a crew of nine men all told. At daylight the next morning a signal of distress was observed from the station, and the life-saving crew launched the surf-boat and started for her. They rowed to the outer bar, about a quarter of a mile from the shore, but here the strong head-wind kept them back, and they were utterly unable to pass the heavy breakers. The weather was very cold, and the spray, as soon as it touched the boat, would turn to ice, hindering the men in working the oars. It was found, after repeated efforts, to be impossible to reach the wreck in that way, and so it was finally decided to return to the station and make another attempt later on by going down inside the bars to Monomoy Harbor, where, by taking advantage of the tide, a rescue might yet be effected. Some notion of what the men had to contend with may be had when it is stated that during the progress of their endeavors the velocity of the gale reached forty-two miles an hour, as determined by the Signal Service observer. The imperiled sailors had given up all hope of a boat reaching them, so furious was the storm. At half past 11 the surfmen again set forth. They saw at a glance the need of getting to the brig before nightfall, and they would try once more to make the shorter cut across the breakers. The conditions were somewhat better, but still the huge waves reared themselves in angry defiance, and the outlook was anything but encouraging. The life-savers, by skillful maneuver and by watching their chance as the gale temporarily lulled, shot their boat into the foaming mass of waters, and with vigorous strokes passed the most dangerous part in safety. It was a daring attempt. After three and a half hours of hard pulling in the heaviest kind of a sea they at last got alongside the vessel, having had to anchor twice on the way in order to free the boat of water which had been shipped. By this time the men were covered with ice and greatly fatigued with their almost superhuman efforts. The brig had settled so much on the shoal that her decks were nearly submerged, and the sleeting spray had frozen on the spars and rigging until she was a mass of ice. The cabin, galley, and forecastle were flooded, and no fires could be kept aboard. As all the crew could not be landed in the surf-boat for fear of overloading it, the vessel's yawl was lowered and seven of the sailors got into it, with the second mate in charge, and followed the station men, who had taken the other two seamen in custody, to the shore. The wind being right astern on the trip back, both boats were enabled to run before the sea for Monomoy Harbor, where they succeeded in reaching the beach in safety. The shipwrecked people were conducted to the station and kindly cared for until the next day, when they were conveyed to Chatham by the keeper, who secured for them free transportation to Boston. The brig, although subsequently floated by wreckers and towed to Hyannis, where the cargo was discharged, proved a complete loss. A singular coincidence connected with this rescue was the fact that it was the second time that the mate of the vessel had been saved by the same crew, the previous occasion being in the corresponding month in 1879, when the brig *Black Swan* was lost under similar circumstances in the same locality.

December 3.—An old woman, evidently not in her right mind but entirely harmless, came along the beach near the Forge River Station, (Third District,) coast of Long Island, New York, and being cold and

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hungry was given food and otherwise cared for by the life saving crew. She was accompanied by no less than ten dogs. The weather for the ensuing six days was very bad, a snow and wind storm prevailing most of the time, and she was unable to get to the main-land. The surfmen gave her shelter in a fish-house close by, providing her with a comfortable bed, a good fire, and meals. She left on the 9th apparently very grateful for the kindness shown her, continuing her way alongshore to the eastward with her pack of dogs.

December 3.—At 10 o'clock in the forenoon the day watch of the Smith's Point Station, (Third District,) coast of Long Island, New York, discovered a signal of distress on the sloop-yacht *Caprice*, which was in the ice in Great South Bay, about a mile and a half west of the station. The life-saving crew at once manned a small boat and worked their way out to her. Five persons were on board, including the captain's wife and two children. The latter were sick and the party out of provisions. The surfmen attended to their wants and supplied them with food and medicine.

December 3.—The midnight patrol of the Fire Island Station, (Third District,) coast of Long Island, New York, on this date found a small yawl-boat that had drifted ashore about a quarter of a mile east of the station. It was safely cared for until the owner should put in his claim.

December 3.—The bark *Navarch*, of Yarmouth, Nova Scotia, bound to Liverpool, England, from New York, with a cargo of oil and a crew of fourteen men, collided on the previous day with a schooner and subsequently came to an anchor near Romer Shoals, some three miles north-northeast of the Sandy Hook Station, (Fourth District,) coast of New Jersey. At half past 8 o'clock in the morning of this date, owing to a severe northwest gale of wind, she dragged on the shoals and immediately after hoisted a signal for assistance. The life-saving crew answered with the International Code signal H. F., ("We are coming to your assistance.") They then launched the surf-boat and went about two miles off-shore to the southeastward, as far as they dared venture without danger of swamping in the heavy seas, and raised an ensign, union down, lashed to a spar oar. A tug—the only one in sight—observed the flag and steamed towards them. The perilous situation of the stranded bark was made known to the captain, who, after towing the surfmen under the lee of the beach abreast of the station, started for the scene of the accident. As the tug was not able to pull the vessel off she proceeded at once to New York for a wrecking steamer. In the afternoon one came down and succeeded in getting the craft afloat in a leaking condition.

December 3.—In the night, during a strong northwest blow, the small sloop *Llewellyn*, of Tom's River, New Jersey, with two men on board, was driven on a shoal in Barnegat Bay, about a mile and a half to the westward of the Island Beach Station, (Fourth District,) coast of New Jersey. The weather was very cold at the time and the bay was freezing over. At daylight the vessel was discovered by the keeper. The life-saving crew manned a gunning skiff and, after considerable difficulty in breaking a channel through the ice, succeeded in reaching her. She was found frozen in, with a good deal of water in the hold, and the men were suffering from exposure. The latter were taken ashore by the surfmen and proceeded to their homes. It is probable that both would have perished had it not been for the timely succor afforded them. The sloop, which had a cargo of oysters, was lost.

December 3.—During the night a patrolman of the Paramore's Beach

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Station, (Fifth District,) coast of Virginia, discovering a vessel nearly ashore, quickly ignited his Coston signal. She changed her course and hauled off.

December 3.—During the prevalence of a strong northwest wind, at about half-past 6 o'clock in the evening, the three-masted schooner *Bertram L. Townsend*, of Philadelphia, Pennsylvania, stranded on the outer bar two miles to the southward of the Hog Island Station, (Fifth District,) coast of Virginia. She was from New York bound to Baltimore, Maryland, in ballast, and had a crew of nine men. The south patrol, who discovered the vessel some twenty minutes before she struck, endeavored to warn her off by means of Coston lights, but his signals were unheeded. The life-saving crew reached her after a rough trip in the surf-boat, and found her pounding heavily on the highest part of the shoal. They immediately tried to swing her around by backing the sails, but the tide had so far receded that the attempt proved futile. The weather was very cold and stormy, with the wind and sea increasing in violence every minute, but at the captain's earnest entreaty, he not wishing to abandon the schooner, which, he said, was all the property he possessed—the surfmen consented to remain on board until morning, although aware that such a course would be fraught with extreme danger and hardship, as the craft was liable to go to pieces at any moment, or, in case she held together, the long night would necessarily be one of great anxiety. Fortunately she withstood the fury of the elements, and shortly after daylight the station men, tired, hungry, and almost used up from exposure, manned their boat and returned to their quarters. Breakfast had hardly been finished before a signal was hoisted on the vessel, and they again launched the surf-boat and pulled off to her. The captain was anxious to have an anchor run out, but this could not be done on account of the heavy breakers, although strenuous efforts were made, which resulted in the station-boat being stove and nearly swamped. The crew, however, managed to get back in safety to the beach. The following morning (4th) the surfmen manned the life-boat and, for the third time, boarded the schooner. The wind had veered to the northeast, accompanied by snow squalls, and there was every appearance of tempestuous weather. The keeper, under the circumstances, advised the captain to seek safety ashore with his men, but he persistently declined to do so, piteously pleading that the vessel was all he had in the world and he could not afford to lose her. Although the sailors had got their effects together and were anxious to leave, the life-saving crew, out of compassion for the captain, decided to remain on board until the next high water, when there would be a chance of her floating off the shoal. Accordingly they rigged spars over the quarter and, with a long scope of hawser, secured the life-boat so that it would ride clear. The storm kept growing in fury and the heavy seas swept the vessel so that it was almost impossible for any one to stand upright on her decks, but the keeper feeling assured that he could save her if she only held together, told his crew that he would stay by her at all hazards until morning. During the heaviest of the storm the samson-post in the life-boat, to which the hawser was made fast, was carried away, parting the preventer lashings that had been previously put on, and the boat went adrift across the inlet, aggravating the peril of the situation and leaving the men without any reliable means of escape. The entire night the schooner pounded with terrific force on the bar, enveloped in furious breakers, until it seemed as if her timbers must certainly tear asunder, but to the joy of all, at 4 o'clock in the morning of the 5th she floated clear, and although leaking badly, the keeper managed

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to work her, notwithstanding the intense darkness, to a safe anchorage in deep water. The station-crew were obliged to remain on board until the 7th, as they were unable to leave, while the gale lasted, in the schooner's boats, which were unadapted for use in rough seas.

December 4.—On December 2d the captain and crew of two men belonging to the sloop *Ella Robbins*, of Tuckerton, New Jersey, came to the Spermaceti Cove Station, (Fourth District,) coast of New Jersey, and reported that their vessel, while at anchor in Sandy Hook Bay, parted both chains, during the northwest gale which prevailed at the time, and was driven ashore at 1 o'clock in the afternoon, near the Horse Shoe, about a mile to the northward of the station. Nothing could be done to relieve her until the wind abated and the party were sheltered by the surfmen over night. In the morning of the 4th, the weather proving favorable, the life-saving crew manned a fishing skiff and proceeded to the scene. A spare anchor and cable were borrowed from the schooner *I. J. Merritt, Jr.*, which they ran out from the sloop. The chain was then set well taut. The tide not serving for the purpose an attempt to heave her afloat in the afternoon proved unsuccessful and the station men returned to their quarters. Early the next morning the vessel swung clear without assistance, having sustained but little damage. She was bound from New York to Egg Harbor, in ballast. The following "card of thanks" subsequently appeared in the New York Herald:

"*To the Editor of the Herald:*

"I wish to publish in your valuable paper thanks to Keeper J. W. Edwards and crew, of Spermaceti Cove Life-Saving Station at Sandy Hook, New Jersey, for the kind treatment and valuable assistance they rendered me while my vessel was stranded on the beach at that place on the 4th of December.

"JOHN CAVALEER,
"*Master of Sloop Ella Robbins.*"

December 4.—The schooner *T. Harris Kirk*, of and from New York, bound to a southern port, at 11 o'clock the preceding night, struck on the North Bar about two miles off shore to the eastward of the Hereford Inlet Station, (Fourth District,) coast of New Jersey. The weather was clear at the time, with a fresh northwest breeze blowing, and the accident was due to a mistake in judging the distance the vessel was running from the land. She was light and carried a crew of six men, all told. Her distance from the beach precluded her discovery before daybreak of the 4th, when the life-saving crew went to her assistance in the surf-boat, news of the mishap being brought to them by the morning patrol. They were joined by the surfmen from Tatham's, the adjacent station to the north, and after working on the schooner until 1 o'clock in the afternoon the combined force succeeded in floating her off the shoal without damage.

December 4.—At half-past 10 o'clock at night, during a northeast gale of wind and thick snow-storm, the patrol of the Hereford Inlet Station, (Fourth District,) coast of New Jersey, was attracted by the gleam of a torch in the direction of the north bar, about two miles east of the station. It being quite evident to his mind that a vessel was ashore and in distress, he hurried back with all speed and alarmed the life-saving crew. The surf-boat was launched as quickly as possible, and after a hard pull in the heavy sea lasting more than two hours, with nothing to guide them through the blinding storm and darkness but the glimmer of the

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torch, they finally arrived alongside the craft at 1 o'clock in the morning, (5th.) She proved to be the schooner *D. H. Ingraham*, of and from Rockland, Maine, bound to Richmond, Virginia, with a cargo of lime. The latter was on fire, and the sailors, numbering five men, were fearful lest assistance should not reach them in time and they would be obliged to abandon the vessel in their small yawl-boat, a proceeding that would doubtless have been attended with fatal results. They were taken into the surf-boat without delay, conveyed safely ashore, and conducted to the station. By sunrise the deck had burned completely off and the schooner began breaking up. She soon became a total wreck. Her crew were sheltered and fed by the surfmen for four days. The following letter appeared in a subsequent issue of the New York Herald:

"*To the Editor of the Herald:*

"I desire through the columns of the Herald to extend to Capt. Christopher Ludlam and crew, of life saving station No. 36, my most heartfelt thanks for the assistance rendered my crew and self in taking us off the schooner *D. H. Ingraham*, which went ashore at half-past 10 p. m., on December 4, during the heavy snow-storm of that date, and amid an exceedingly heavy sea. As our striking so far off the beach, about a mile and a half, we could scarcely expect the life-saving crew to come to our assistance before daylight; but Captain Ludlam, seeing our pitch and oakum torches burning, and knowing our perilous position, was equal to the occasion, and after a hard row of two hours succeeded in coming alongside and taking us off the vessel, which was on fire. At half-past 1 a. m., the morning of December 5, we made our landing on the beach, a very thankful party, as you can readily understand, and were treated in the most humane manner possible and our wants were in every way supplied. Realizing that an hour's delay would have compelled us to take to our own small yawl-boat we can never forget the brave deed of this captain and crew.

"JAMES MULLEN,
"*Master of Schooner D. H. Ingraham.*

"SOMERS POINT, NEW JERSEY, *December* 18, 1886."

December 4.—The small sloop *Grace Leigh*, of Petersburgh, Virginia, dragged from her anchorage at about 4 o'clock in the morning, during a northerly blow and snow-storm, and went ashore on Smith's Island, two and a half miles west of the Smith's Island Station, (Fifth District,) coast of Virginia. She was bound home with a cargo of oysters from Magothy Bay. Her crew of two men came to the station and were sheltered through the day and over night. As soon as the gale abated the surfmen boarded the vessel, and after running out an anchor hove her afloat and took her to a secure berth. She subsequently proceeded on her way in safety.

December 5.—About sunrise the patrol of the Cranberry Isles Station, (First District,) coast of Maine, saw the topmasts of a vessel, above the overhanging vapor, coming directly for the rocks which line the shore to the eastward of the station. Two of the surfmen ran down to the water's edge and tried to hail her, but it was not until a couple of signal guns had been fired by the life-savers that her attention was attracted. She then quickly went about, barely clearing the rocks, and kept away.

December 5.—At 10 o'clock in the morning, as the steamer *Helen M. Pierce*, of Machias, Maine, bound from Millbridge, in that State, to New York, was passing through Muscle Ridge Channel, she ran on Hurri-

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cane Ledge, about a mile and a half east-northeast of the White Head Station, (First District,) coast of Maine. A thick vapor hung over the water at the time and the vessel was not discovered by the patrol until more than an hour later, when the weather cleared. The surf-boat was at once launched, and the life-saving crew boarded her. They found her lying in an easy position on a smooth, flat ledge, apparently uninjured. As it was near low-water nothing could be done to relieve her until the flood-tide made. In the afternoon a thick snow-storm set in with a strong northerly breeze, and at about 3 o'clock she floated off the rocks and the keeper piloted her safely into Seal Harbor and alongside the Spruce Head Island wharf. She had a crew of four men and was without cargo. The following day she proceeded on her voyage.

December 5.—The day patrol of the Townsend's Inlet Station, (Fourth District,) coast of New Jersey, at half-past 9 o'clock reported a sunken schooner on the bar about a mile and a quarter east-southeast of the station. A northeast gale of wind prevailed at the time with sleet and snow. The surf-boat was speedily launched, and after a hard pull in the heavy sea the life-saving men arrived near the wreck, but finding no signs of life rowed to Leaming's Beach and made a landing. They walked down the shore some three miles and found a quantity of wreckage washed up and a number of water-casks marked *Emily Shepard*, which, it was subsequently ascertained, was the vessel's name. Diligent search was also made the following day (6th) for traces of the crew, but without successful result. News was received in the afternoon that they had been picked up at sea and were safe in Philadelphia. On the 7th the captain arrived at the station and from him it was learned that during the heavy northeast gale the schooner sprang a leak and all hands were obliged to abandon her in the yawl-boat. A short time afterwards they were fortunately rescued by the steam-collier *Harrisburg*. The wrecked craft hailed from Portland, Connecticut, and was bound from that port to Philadelphia with a cargo of stone and five men on board. A portion of the rigging and the anchors and chains were about all that was saved. The captain was sheltered at the station two weeks, or until he had closed up his business occasioned by the loss of the vessel.

December 5.—The patrol of the Cape Henlopen Station, (Fifth District,) coast of Delaware, shortly after 6 o'clock in the morning, reported a schooner ashore a little over a mile north of the station, and not more than fifty yards from the beach. A strong northeast wind and snow storm prevailed at the time, and there was a high sea running. The life-saving crew were immediately mustered, and, hitching the station horse to the beach-apparatus, started with all haste for the scene. On getting abreast of the vessel it was found that she was already breaking up. As soon as possible a line was fired over her, but the crew were so wet and benumbed with the cold, that it was some time before they were able to haul off the whip. When the latter was made fast, however, it was not long before the rest of the gear was put in working order and communication established. The crew from the Lewes Station had, by this time, joined in the work of rescue, having hauled their gear a distance of two and a half miles in the snow, more than once being compelled to break a road for their horse through the heavy drifts that blocked the way. Both crews turned to with a will and landed, by means of the breeches-buoy, the captain, his wife and two children, and five sailors. They were all taken to the half-way house near by, where a good fire had been provided for their warmth. After getting ashore the captain was seized with an attack of ague and one of the men belonging to the Lewes station went to a house a mile away and

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procured medicine for his relief. The woman and children were so chilled and exhausted from exposure and the hardship they had endured that it was found necessary to obtain a wagon to carry them to the Cape Henlopen station, the men managing to reach there on foot. The surfmen took pains to make them as comfortable as possible, and, as they were almost destitute, furnished them with clothing from the supplies placed at the keeper's disposal by the Women's National Relief Association. The wrecked people were sheltered at the station for three days. The keeper of the light-house and his assistant took an active part in the operations and did all in their power to help along the work. The vessel was the three-masted schooner *Cocheco*, of New York, bound to Philadelphia, Pennsylvania, from Portland, Maine, with a cargo of stone. She became a total loss.

December 5.—At a quarter to 10 o'clock in the morning a schooner was seen running under close-reefed sails directly for the shore about a half mile south of the Wallop's Beach Station, (Fifth District,) coast of Virginia. A fresh gale of wind was blowing from the northeast and the weather was thick and stormy. The keeper caused the International Code signal J. D., ("You are standing into danger,") to be hoisted, but a few minutes later, by the aid of the marine glass, a flag of distress was discovered in her fore rigging. The surf-boat was therefore quickly launched and the life-saving men put off to her with all possible haste. They reached the scene, after an exhaustive pull, just as the vessel struck the outer bar, but were unable to go alongside on account of the heavy and dangerous seas that at once took possession of her, affording no lee whatever for the boat. She proved to be the *Emily A. Bartle*, of Philadelphia, Pennsylvania, from New York, bound for the James River, light, and carrying six men, all told. The surfmen, finding it impossible to get on board through the furious breakers, turned back for the shore with the view of saving the crew by means of the beach apparatus. They took the gear abreast of the vessel, which meantime had worked in over the shoal, broadside on, but before operations could be commenced she drifted beyond range of the shot-line. It was now apparent that the surf-boat would have to be used to prevent loss of life. Accordingly another attempt was made to reach the schooner, and this was finally successful, though attended with great difficulty and risk. The sailors and most of their effects were brought off and taken to the station. Their rescue was accomplished not a whit too soon, as the vessel was full of water and fast going to pieces. On account of the heavy surf that swept the beach it was out of the question to transport the boat back to the station, and so it was secured on shore, in the vicinity of the wreck, where it would be ready to use in further efforts to save property. The following morning (6th) a launch was made, but after repeated trials the attempt to board the craft had to be abandoned, and the surf-boat was again hauled out some fifty feet away from the waves, where it was thought to be perfectly safe. The gale kept increasing in violence, and by midnight had reached the fury of a hurricane. The long stretch of beach was inundated with a mass of breaking water that swept shoreward with such terrific force as to completely demolish the surf-boat, rending its timbers into fragments. Although the keeper and one of the surfmen were on their way to the scene they were too late to prevent the mishap. The schooner became a total loss. From the statement of the master it appears that on December 2d he was obliged to anchor off Beach Haven, New Jersey, to keep from being blown to sea. The wind increased all the while and the vessel commenced to drag off shore, the seas getting so heavy as to

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carry the boats from the davits. She began to leak badly and all hands were kept constantly at the pumps. At last, (on the morning of the 4th,) to save her from foundering, the cable was slipped and the craft headed for the capes of the Delaware, but a snow-storm setting in she was unable to get inside and came to an anchor in five fathoms of water. During the night the wind shifted to the northeast, the chain parted, and the only recourse left was to make sail and stand down the coast. On the morning of the 5th, water-logged and unmanageable, she was run ashore on Wallop's Beach. The mate, a man seventy years old, had become entirely used up, and when brought ashore was apparently in a dying condition. The keeper, by the application of proper remedies, fully restored him. Another of the crew had his hands badly frost-bitten and was also successfully treated. The castaways were sheltered and fed at the station two days. The crew of the Assateague Beach Station, the next adjacent station to the northward, launched their boat and pulled to the vessel soon after they saw her strike, but their assistance was not needed. The following letter, addressed to the life-saving men, is evidence of the gratitude felt by the captain for the prompt deliverance of himself and crew:

"DECEMBER 5, 1886.

"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 the schooner *E. A. Bartle* that stranded on Wallop's Beach, Virginia, and for your kind protection subsequent thereto. The close attention to duty, the bravery and kindness of Captain J. B. Whealton and his men, are deserving of great credit.

"Very respectfully,

"MAURICE B. LAWRENCE,
"*Master.*"

December 5.—The crew of the sloop *Three Bills*, of Chincoteague, were furnished on this date with provisions and fuel by the keeper of the Paramore Beach Station, (Fifth District,) coast of Virginia. Their supplies had become exhausted and they were unable, owing to a gale of wind and snow storm which prevailed, to work their vessel into port.

December 5.—A strong northerly gale of wind prevailed along the coast of Virginia on this date, and the weather was so thick and stormy that the patrol was maintained during the day at the Seatack Station, (Sixth District.) At 1 o'clock in the afternoon the surfman on the north beat reported a schooner, evidently in distress, heading directly for the land. A disaster being eminent no time was lost in calling the crew together and manning the beach apparatus. The vessel struck about half a mile south of the station, and her nearness to the shore—some seventy-five yards—enabled the men, without any trouble, to fire a line squarely over her. The gear was speedily rigged, and the sailors, numbering six all told, were brought off safely in the breeches buoy and conducted to the station. The schooner proved to be the *Paugussett*, of Norfolk, Virginia, bound thither from New York with a cargo of railroad iron and fire-bricks. It appears that she encountered the gale the previous night and succeeded in weathering it until the following day, (5th,) when the sails were blown away, leaving her unmanageable and at the mercy of the wind and waves, which finally drove her hard and fast ashore. On the 6th the life-saving crew went on board and got the captain's personal effects and landed the vessel's stores. Sub-

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sequently they assisted wreckers to save the cargo and rigging. The castaways were sheltered at the station until they received transportation to their homes.

December 6.—At 8 o'clock in the morning there was discovered from the Manomet Point Station, (Second District,) coast of Massachusetts, a schooner standing in towards the land with her mainsail and foresail carried away and signals of distress flying. There was a strong gale of wind blowing from the northeast and a heavy sea running. The surfmen immediately launched the life-boat and started out. By the time they reached the vessel she had worked round to the lee of Stage Point, a mile and a half south of the station, and anchored. She proved to be the *Sylvi*, of Machias, Maine, from Calais, in that State, bound to Lynn, Massachusetts, with a cargo of lumber, and having three men on board. Her sails had blown away during the heavy weather experienced in Cape Cod Bay. The crew were taken to the station, and the captain telegraphed to Boston for the assistance of a tug. It was not until the morning of the 8th that the wind and sea had sufficiently abated to enable the life-saving men to convey the sailors back to their vessel. She was found to have dragged a mile farther south and was just on the edge of the breakers. Before returning to their quarters the station crew helped to get her under way and then worked her to a safe anchorage. The next day (9th) a tug took the craft in tow for her port of destination.

December 6.—At 10 o'clock in the forenoon the keeper of the Muskeget Station, (Second District,) coast of Massachusetts, saw a small boat, with five men in it, coming towards the beach. There was a strong northeast wind blowing and a high surf running, which made it dangerous to land, and so the life-saving crew hastened, with their dory and heaving lines, to a point where the breakers were the least formidable, and signaled the men the proper time to beach their boat. In this way they fortunately reached the shore in safety and were found to be thoroughly drenched and well-nigh exhausted. They belonged to the schooner *Charles H. Haskell*, of Bath, Maine, which, through stress of weather, had anchored about six miles to the northeastward of the station. It appears that the vessel had dragged her anchors, and the sailors, while attempting to take soundings in their yawl, had been swept adrift by the strong current and wind and were unable to get back, narrowly escaping being carried out to sea. They at first started to pull for Cape Poge, Martha's Vineyard, an almost impossible task, but luckily sighted the life-saving station and were rescued as described. The men were supplied with dry clothing from the stock donated by the Women's National Relief Association, and were sheltered and fed until the morning of the 8th, when the weather had so far moderated that they were able to reach the schooner, which rode out the gale unharmed. Later in the day a tug towed her to Vineyard Haven.

December 6.—At fifteen minutes to 8 o'clock at night the crew of the Hereford Inlet Station, (Fourth District,) coast of New Jersey, responded to an alarm of fire caused by the burning of a cottage a short distance from the station. They assisted in saving the furniture and other articles on the premises before the dwelling was consumed by the flames.

December 6.—During a northeast gale of wind and stormy weather the schooner *Annie F. Conlon*, of Portsmouth, New Hampshire, overran her reckoning and went ashore, at about six o'clock in the morning, some three miles north of the False Cape Station, (Sixth District,) coast of Virginia. She was discovered in the breakers by the patrol shortly before

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striking, and after firing a red Coston signal he hurried to the station and alarmed the crew. The latter manned the life-saving apparatus and started for the vessel, but the heavy seas surging in over the beach made progress difficult and slow. On reaching the scene it was found that the craft had worked so high up that a line was easily thrown from her to the shore. The gear was speedily rigged, and the keeper boarded her in the breeches-buoy. As she was lying in an easy position, and in no immediate danger, her crew did not care to leave her. The apparatus was left standing, however, until the following morning, when the wind having shifted to the northwest and blowing off the land there was no further use for it. On the 14th, after several days' labor, a wrecking company succeeded in floating the schooner and towed her to Norfolk for repairs. She was without cargo, and at the time of the accident, on her way from Boston, Massachusetts, to Baltimore, Maryland, with a crew of eight men.

December 6.—During the day the crew of the Pea Island Station, (Sixth District,) coast of North Carolina, recovered within the patrol limits, a considerable quantity of yellow pine lumber which had washed upon the beach. The Commissioner of Wrecks was duly notified and subsequently sold what had been saved for the benefit of the State.

December 6.—Towards evening, at about 5 o'clock, the steam-tug *Georgia*, of Saugatuck, Michigan, struck a sunken pile or snag in the Genesee River, abreast of the Charlotte Station, (Ninth District,) Lake Ontario, and sprang a leak. She was at once headed for shoal water and grounded. The keeper and one of the surfmen went to her assistance in the dingy and ran a hawser from the inner end of the east pier to the vessel to hold her stern to the sea, and then brought the crew of three men ashore to set it taut. A breast-line was also carried out and made fast to a tree for the purpose of keeping her on an even keel in an upright position, and to prevent her from capsizing. On the 9th two of the station men went off to the tug, but their efforts, combined with those of the crew, to pump her out failed, and it was not until late in the forenoon of the following day (10th) that they succeeded in floating her. Canvas was placed over the leak, and by means of the station force-pump she was sufficiently freed of water to be taken up the river for repairs.

December 6.—The schooner *Mercury*, from Chicago, Illinois, arrived at Ludington, Michigan, on this date, and the tugs having laid up for the season the crew of the Ludington Station, (Eleventh District,) went out on the north pier and helped to haul the vessel to her wharf. The wind was off shore and it would have been next to impossible for her to have made the harbor without assistance. Several days later the captain showed his appreciation of the services rendered by sending the life-saving men a present. The captain of the schooner *Mars*, feeling indebted to the surfmen at various times for aid, also took the opportunity to express himself in a similar way.

December 7.—At 1 o'clock in the afternoon a signal of distress was hoisted on the schooner *Llewellyn*, of Saint John, New Brunswick, which was lying in Quoddy Bay, about two miles north-northeast of the Quoddy Head Station, (First District,) coast of Maine. An easterly gale of wind prevailed at the time and a high sea was running. The first attempt of the life-saving crew to make a launch through the surf resulted in the boat being thrown back on the beach and stove, and the keeper received a painful bruise on the head. The boat was then hauled out and temporarily repaired. The second time the men succeeded in clearing the breakers and pulled alongside the vessel. Her

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crew were more alarmed than in any immediate danger. They insisted on being taken ashore, although advised to remain on board, as it was reasonably sure that the schooner would ride out the storm in safety, the anchorage being good. The cables, they said, could not be depended upon, and the sails were old and worn. The three sailors, together with their personal effects, were, therefore, taken into the boat and rowed up the bay, under the lee of Campobello Island, to Lubec Village, where they were landed. The surfmen then walked back, several miles, to the station. The following morning they returned for their boat and found the schooner's crew still ashore, having engaged parties to pilot them through the Narrows. Later in the day, the wind proving favorable, the vessel sailed for Saint John.

December 7.—The crew of the Gurnet Station, (Second District,) coast of Massachusetts, on this date saved a quantity of lumber that washed up on the beach and piled it above high-water mark.

December 7.—On the previous day the ice began breaking up in Barnegat Bay and swept a small sloop on to a shoal, about two miles southwest of the Island Beach Station, (Fourth District,) coast of New Jersey, where she heeled over on her side and was cut through. She righted during the flood tide and sank in seven feet of water with her decks submerged. It was snowing at the time and the wind blew a gale from the northeast. The life-saving crew observed the accident and fully realized the peril of those on board, but owing to the impassable fields of running ice were powerless to reach them. A close watch was therefore kept on the craft until darkness shut in and made it no longer possible to see her. A driving snow-storm continued through the night, and the surfmen were constrained to wait until the break of day the following morning (7th) before steps could be taken towards the relief of the imperiled men. Horses were employed to cart the surf-boat, and after a hard tug of half a mile through the snow to the bay shore a launch was effected, and the sturdy oarsmen worked their way between the masses of floating ice to the vessel. The captain and crew of three men were found on the top of the cabin, wet, cold, and nearly used up from their long exposure. They were taken into the surf-boat and landed to the southward near the Cedar Creek Station, to which the wrecked party were conducted and provided with stimulants and dry clothing. Afterwards they were conveyed to the Island Beach Station and made comfortable. The next day the surf-boat was transported back to the station. It is certain that these men would soon have perished in the storm had not timely succor arrived. The sloop, which was the *Reliance*, of New York, bound home from Tompkinsville, Staten Island, became a total loss. Her cargo of pine wood was saved.

December 8.—At 10 o'clock in the morning two Maine schooners, the *Hampton*, of Northport, and the *Commodore Tucker*, of Bangor, collided just north of The Sisters, a group of rocky islets about three miles to the southeastward of the Hanniwell's Beach Station, (First District,) coast of Maine. The accident was observed from the station and the life saving crew immediately launched the surf-boat and proceeded to the scene. The *Hampton* struck a sunken ledge, but as there was a heavy ground swell, finally worked off into deep water, where she was boarded. The surfmen put to rights the deck-load of lumber, a portion of which had shifted, straightened things out as well as possible, and ran a hawser to the schooner *Alexandria*, of Jonesport, which took the disabled craft in tow to Booth Bay. When off Squirrel Island the station men left her, receiving the hearty thanks of the captain for the assistance rendered, and got back to their quarters at 7 o'clock in the evening. The vessel was

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bound to Boston, Massachusetts, with a crew of four men. At the time of the collision the latter, thinking themselves in danger of sinking, jumped on board the *Commodore Tucker*, but were taken back to their vessel on the arrival of the surf-boat.

December 8.—In the morning of this date one of the surfmen of the Turtle Gut Station, (Fourth District,) coast of New Jersey, found a bag of clothing, containing also a few carpenters' tools, on the beach. Among the effects were several letters showing that the articles belonged to some one on the schooner *D. H. Ingraham*, of Rockland, Maine. The keeper at once communicated with the owners as to what disposition he should make of the property.

December 8.—Just before 5 o'clock in the morning, it being very dark, a patrolman of the Cape Henry Station, (Sixth District,) coast of Virginia, saw a vessel's lights coming directly for the beach. He immediately flashed a red Coston signal, when the helm was put up and the craft was kept off a safe distance from the land. Had she continued the course she was on when the surfman first made out her lights she would soon have struck the outer bar.

December 9.—The crew of the Oak Island Station, (Third District,) coast of Long Island, New York, on this date pulled off shore in the surf boat about two miles and picked up a lighter which was discovered adrift by the lookout.

December 9.—The south patrol of the Peck's Beach Station, (Fourth District,) coast of New Jersey, at about 2 o'clock in the morning warned a schooner that was standing into danger by firing a Coston light. She tacked as soon as the signal was made and went clear.

December 9.—At about noon the captain of the schooner *Mair & Cranmer*, of Philadelphia, Pennsylvania, landed in a yawl-boat at the Watchapreague Station, (Fifth District,) coast of Virginia, and requested the keeper to take charge of a dispatch which he was anxious to have transmitted to his owners, his vessel being anchored off shore with a disabled rudder. The weather being very hazy, she was too far away to be seen from the station. A surfman was accordingly sent with the message to the nearest telegraph office.

December 10.—The three-masted schooner *Jennie F. Willey*, of Thomaston, Maine, from Baltimore, Maryland, bound to Newburyport, Massachusetts, with a cargo of coal, and carrying a crew of seven men, while attempting to cross the bar at the entrance to the Merrimac River during light weather, took bottom and swung round with the current on a shoal known as the south breaker, three-quarters of a mile northeast of the Plum Island Station (Second District). This was at about fifteen minutes of 10 in the forenoon. The life-saving crew observing the accident boarded her in the surf-boat and assisted to lay out an anchor in deep water. In an hour's time they succeeded in heaving her afloat, after which she was kedged to where sail was made, and then taken to a safe anchorage outside the bar. On the next flood tide she went in without trouble. The captain cordially thanked the surfmen for their timely aid.

December 10.—The woman with the pack of ten dogs who was cared for several days by the crew of the Forge River Station, (see record of December 3,) was sheltered over night on this date by the surfmen of the Petunk Station, (Third District,) coast of Long Island, New York, and furnished with food. The following morning she continued her way to the eastward.

December 10.—The south patrol of the Turtle Gut Station, (Fourth District,) coast of New Jersey, on watch from 4 o'clock to sunrise, dis-

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covered a steamer running dangerously close to the shore. He flashed a red Coston signal, which the vessel answered by blowing three whistles and, steering off to a safe course, escaped accident.

December 11.—On December 7 the schooner *A. L. and M. Townsend*, of Somers Point, New Jersey, dragged from her anchorage in Barnegat Inlet during a strong northeasterly blow, and at 9 o'clock in the morning went ashore a half mile west of the Barnegat Station, (Fourth District,) coast of New Jersey. She had been loading scrap-iron taken from the wreck of the steamship *Guadalupe*. The life-saving crew went to her assistance, but the captain, thinking she would float off at high tide, declined the proffered aid. On the 11th, the vessel not having been moved, the surfmen boarded her at the request of the owner and laid out an anchor. They then helped her crew of three men to discharge her cargo, and in the afternoon she was hove clear with little or no damage.

December 12.—In the afternoon of this date the keeper and one of the crew belonging to the Fletcher's Neck Station, (First District,) coast of Maine, went off to the schooner *Damon*, of Deer Isle, Maine, and assisted to move her to a safe anchorage in Winter Harbor. She had come to in shoal water, three-quarters of a mile from the station, and would have grounded at low tide had not the life-saving men informed the captain of his danger.

December 12.—At 1 o'clock in the morning, during a northeasterly wind and thick, stormy weather, the north patrol of the Townsend's Inlet Station, (Fourth District,) coast of New Jersey, discovered a steamer heading directly towards the beach and almost in the breakers. He quickly fired a red Coston light to warn her, when she at once changed course and narrowly escaped disaster.

December 12.—Just before daylight, during thick and rainy weather, a patrolman of the Turtle Gut Station, (Fourth District,) coast of New Jersey, warned off by Coston light a vessel which was standing a course in dangerous proximity to the beach. She stood away as soon as the signal was made.

December 12.—During thick and foggy weather, at about half-past 9 o'clock in the forenoon, while one of the surfmen belonging to the Ocean City Station, (Fifth District,) coast of Maryland, was patrolling the beach he discovered a three-masted schooner ashore some four miles and a half north-northeast of the station. He attempted to signal those on board, and then, without further delay, hurried back and alarmed the crew. The beach apparatus was quickly manned, and, assisted by a team of horses, the life-savers started for the scene. The beach was very soft, and the trip was accomplished with more or less difficulty, the animals at times sinking so deeply in the sand as to require a temporary halt for the purpose of liberating them. A position abreast of the vessel was reached shortly after 1 o'clock and at nearly low water. She was so high up that a line was easily thrown ashore from the jib-boom end. Nothing interfered with the rigging of the gear, which was soon got in working order, the crew of seven men, with their personal effects, being safely landed in the breeches buoy. The captain was reluctant to abandon the craft until informed by the keeper of the dangers of the situation. Before leaving, the sails were furled and everything made snug. All hands were conducted to the station, arriving there at about supper time, a wagon having been employed to carry the baggage. They were sheltered and fed until the 14th, when all but the captain and mate took their departure. The schooner was the *Ruth T. Carlisle*, of Philadelphia, Pennsylvania, bound home from King's Ferry, Florida,

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with a cargo of yellow pine lumber. She had misstayed while attempting to tack clear of the shore, and afterwards, having but little sea room left for maneuver, struck the bar in an unsuccessful effort to wear off. Two wrecking companies tried in vain for several months to float her and managed to save about a third of her cargo. She finally went to pieces and became a total loss. On one occasion, during the progress of the work, as the wreckers were coming ashore in their boat, one of their number fell overboard, and all got more or less drenched. They were taken to the station, provided with dry clothing from the supply donated by the Women's National Relief Association, and sheltered over night. The captain of the schooner lived at the station for some six weeks looking after the interests of the owners.

December 12.—At about 3 o'clock in the morning, during the prevalence of a fresh northeast gale of wind and thick rain storm, a sloop came to anchor near Fishing Point, a mile and a half south-southeast of the Assateague Beach Station, (Fifth District,) coast of Virginia. At 8 o'clock a signal of distress was observed hoisted in the rigging, and the life-saving crew at once put off to her in the surf-boat. She proved to be the *Lizzie Jane*, of Chincoteague, bound home with a cargo of oysters, and carrying two men. The mainsail had blown away and the craft was otherwise disabled. She rolled heavily in the high seas, and was in great danger of being driven ashore and wrecked. The surfmen, taking in the situation at a glance, lost no time in heaving up the anchor, setting the jib, and running her down to leeward, where they succeeded in getting her into a sheltered cove. They then ran an anchor ashore and secured her. The captain was heartfelt in his manifestations of gratitude for this prompt action, which unquestionably saved his vessel and cargo from disaster. The two men were landed and started for their homes, the life-saving crew promising to care for the sloop during their absence. Several days later (17th) the surfmen went on board and assisted to mend and fit her sails, so that she could proceed to her destination.

December 12.—The steamer *Lawrence*, of Grand Haven, Michigan, stranded during a fog at about 11 o'clock in the morning, two miles northeast of the Racine Station, (Eleventh District,) Lake Michigan. A surfman, who was on watch at the time in the temporary absence of the keeper, (the regular life-saving crew being off duty at this season,) hearing the vessel whistling for assistance, immediately summoned a tug, which went to her relief, and late in the afternoon, succeeded in pulling her afloat without apparent damage. The *Lawrence* stood out into the lake for the night and did not reach port until the next morning, when the weather still continuing thick, the keeper went onto the pier and guided her to the harbor entrance by sounding a fog-horn. She was from Saint Ignace, Michigan, with lumber and merchandise, and had on board five passengers and a crew of eighteen persons, all told.

December 13.—At 10 o'clock in the forenoon a steamer was observed from the False Cape Station, (Sixth District,) coast of Virginia, running dangerously near the outlying shoals. The International Code signal J. D., ("You are standing into danger,") was hoisted, when she immediately took warning and hauled off.

December 14.—At half-past 7 o'clock in the evening, during a strong west-northwest wind, the coal-laden schooner *Jennie Gibson*, of Saint John, New Brunswick, bound home from New York, ran on The Northern Triangles, a series of dangerous ledges, situated between five and

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six miles southeast of the White Head Station, (First District,) coast of Maine. There was a heavy sea running at the time, and the vessel commenced to pound heavily on the rocks. Her crew of five men took to their own boat and barely escaped with their lives, saving nothing but the clothes they had on. After a hard pull, lasting nearly four hours, they arrived at the station, in the middle of the night, wet, cold, and almost exhausted, where they were soon made comfortable and kindly cared for. At daylight the following morning (15th) the life-saving men launched the surf-boat and went to the schooner, but, as a southwest gale prevailed, they found her surrounded by impassable breakers, with the seas sweeping furiously over her. As it was impossible to board the craft, they turned back for the station, encountering a fierce snow-storm on the way. The wrecked sailors were sheltered for two days and then conveyed to the mainland, whence they left for their homes. On the 17th a party, including the captain of the schooner, arrived at the station and wished to visit the wreck for the purpose of holding a survey. The surfmen rowed them out to the scene of the disaster, but it was found that the vessel had broken up and entirely disappeared. Before taking their departure the wrecked crew handed the following letter to the keeper:

"WHITE HEAD LIFE-SAVING STATION,
"*December* 16, 1886.

"This is to certify that myself and crew of British schooner *Jennie Gibson*, wrecked on Triangle Ledges, have received shelter at the Life-Saving Station, and wish to thank keeper and crew for their kindness and the efforts they made to save the vessel, they having endeavored to board her in very rough weather at the risk of their lives.

"Yours, respectfully,

"ALFRED PEATMAN, *Master.*
"HENRY S. YOUNG, *Mate.*
"JOSEPH H. WARD.
"JAS. G. SCRIBNER.
"WHITEFIELD PARLEE."

December 14–24.—Shortly before 2 o'clock in the afternoon of the 6th the British schooner *Janette T. Hibbard*, of Parrsboro', Nova Scotia, bound to Boston with a cargo of lumber and carrying a crew of six men, made a harbor in what is known as the Cow-Yard, Duxbury Bay, Massachusetts, but, anchoring too near the flats, went aground and pounded up, during the flood-tide, on nearly the highest part of the shoals, some three miles and a half to the westward of the Gurnet Station, (Second District). There was a strong northeast wind blowing at the time and a moderate sea running. The vessel started the oakum in her seams and commenced to leak badly. As it was evident that she could not be moved with safety into deep water before some of the leaks were stopped and she was lightened of her deck load, the life-saving crew did not go to her until the 14th. It was expected that preparations to float her would be made by the owners, but nothing in that regard was apparently done, although the weather conditions were entirely favorable for the work. The station men offered to lend their services as soon as she could be lightened, but it was not until the 18th that steps were taken to remove any of the lumber. The surf-boat, supplied with a kedge and hawser, was then launched, but on reaching the scene it was obvious to all that any attempt at the time to clear her

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would be labor wasted, as she was quite four hundred yards from the water's edge at low tide. The captain, however, had succeeded in closing some of the worst leaks. On the 21st the life-saving force spent several hours on the schooner helping to prepare the means for floating her, and, among other things, ran out an anchor which they brought from the station. As there was a strong southwesterly breeze blowing, they left the surf-boat that night at Saquish, since they could walk to that place much quicker than row a long distance against a head wind, whereby they would also risk the chances of losing a favorable tide. Although efforts were made to heave her off on the 22d they were unavailing, and the surfmen pulled to Plymouth to suggest to the owner, who had arrived there the previous day, the advisability of lightering more of the cargo. This advice, however, was not heeded. The following day (23d) the station crew, by strenuous exertions, moved the craft a few feet, but it was necessary to heave her nearly a hundred yards before she would float. Again they went to see the owner, this time taking the captain with them, to urge the need of more decisive measures. In the morning of the 24th a portion of the lumber was transferred to a lighter that had been engaged for the purpose, and the schooner was at last hove off the flats and taken to a safe anchorage in the harbor. The surfmen then conveyed the captain to Plymouth, where a tug was employed, which came the next day and towed the vessel to Boston. The latter, notwithstanding her long stay on the shoals, sustained but slight damage.

December 14.—A brig that was made out shortly after dark by the north patrolman of the Chadwick's Station, (Fourth District,) coast of New Jersey, to be in danger of striking the outer bar was warned off with a red Coston signal, which was flashed in time for the vessel to change her course and keep away.

December 14.—At about 9 o'clock at night the north patrol of the Little Beach Station, (Fourth District,) coast of New Jersey, saw a three-masted schooner standing dangerously near the outer shoals. He fired a Coston signal, when she wore round and shaped a course off shore.

December 14.—The surfman on the south patrol from the Ocracoke Station, (Sixth District,) coast of North Carolina, at about half-past 9 o'clock at night discovered a schooner in danger of running on the shoals and into the breakers. He quickly warned her with a Coston signal, when she hauled off just in time to escape stranding.

December 14.—As the keeper and two of the crew of the Erie Station, (Ninth District), Lake Erie, were on their way in the dinghy for the mail, at about half-past 8 o'clock in the morning, they discovered in the water the body of a man, which they at once took ashore. From his clothing it was seen that he was an inmate of the Soldiers' Home. It was evident that he had not been in the water long, so the surfmen quickly applied the methods for restoring the apparently drowned which are in practice in the Service, and succeeded before long in producing respiration. As there was no house or shelter within half a mile and the weather was very cold, a surfman was dispatched to the Soldiers' Home, the nearest available place, for a conveyance. When the latter arrived, the man was placed in it, and accompanied by the life-saving men, who continued their efforts at resuscitation, taken to the Home. There they worked on him for three quarters of an hour, but he finally died. The man's limbs were badly frozen, which undoubtedly had a great deal to do with his death. The hospital physician was called, but was unable to render any additional aid, approving entirely the treatment adopted by the surfmen.

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December 14, 15.—During a northeast gale of wind and snow-storm, which prevailed in the vicinity of the Racine Station, (Eleventh District,) Lake Michigan, in the latter part of the afternoon of the 14th, the keeper, who was keeping a lookout for distressed craft, (the station being closed for the winter,) sighted, about 3 o'clock, a schooner to the northward rounding Wind Point. It soon became evident from her movements that something was amiss, and these fears were confirmed a few minutes later when she let go her anchor some two and a half miles from the harbor entrance and half as far off shore, and hoisted a signal for assistance. The keeper, on first seeing the vessel, had hastened up the beach, but now speedily returned and made strenuous endeavors to obtain a tug to go to her relief. There was such a high sea running, however, that he could get none to venture out. An hour or so afterwards the schooner half-masted her flag, and it was seen that she was dragging towards the land. Thereupon the keeper mustered a volunteer crew and got out the beach apparatus, as the force of the wind and heavy breakers precluded the use of a boat. The surfmen kept up a steady patrol along-shore to let the imperiled people know that everything was in readiness for their rescue in case the vessel should be driven on the beach. At 10 o'clock, when she had dragged within half a mile of the land, the wind fortunately shifted to the westward and began to moderate, and there was no further cause for apprehension. At daybreak (15th) the life-saving crew procured a tug and boarded the schooner, taking with them tackles and a five-inch hawser. Both the latter came into good use, as the windlass was so badly iced up as to be unserviceable in raising the anchor, and all her lines were frozen solid. After the surfmen got her under way she was towed into port, where they made her fast alongside the dock. She was the *Petrel*, of Sheboygan, Wisconsin, bound from Kewaunee, in the same State, to Racine, without cargo and having a crew of two men. The captain expressed his deep sense of gratitude to the station crew for their services, and also sent the following letter to the General Superintendent, fully explaining the circumstances connected with his rescue:

"MILWAUKEE, WISCONSIN,
"*December* 19, 1886.

"SIR: On December 14, 1886, being driven before a strong gale of wind and a fearful sea in a disabled condition, and finding that I could not make the harbor of Racine on account of my rudder being useless, I came to an anchor about a mile and a half from the shore, and about two and a half miles from Racine Harbor. With my anchor dragging I was in a very precarious condition. Knowing that the station of that port was closed and being fearful of dragging ashore, I was in despair of ever reaching land again alive, but with the aid of my glasses I could make out men patrolling the beach. This gave me courage, as I saw that the life-saving crew had been summoned. While I knew that a boat could not live in such a gale and sea, I still felt safe, as I had confidence that the life-savers would do all that was in their power. At 8 A. M., December 15, I saw a tug leave Racine Harbor. She came to our assistance, having on board the captain and crew of the life-saving station, who, as soon as they came up, turned to and helped me heave up my anchor. I was so badly used up that that I could not have raised it unaided and would otherwise have been obliged to slip it. They also assisted to make us fast to the dock; and, as I have not any money, I wish to express my gratitude to them (especially to Keeper Lysaght)

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for their generous and valuable services, by thanking them through you and the Life-Saving Service in general.

"I remain, very respectfully,

ALEX MCKAY,
"431 *Cherry Street, Milwaukee, Wisconsin.*

"SUPERINTENDENT U. S. LIFE-SAVING SERVICE,
"*Washington, D. C.*"

December 15.—Half an hour after midnight the south patrol of the Little Beach Station, (Fourth District,) coast of New Jersey, warned off by red Coston signal a vessel which was too close in and almost ashore.

December 15.—In the patrol watch from 8 until midnight one of the crew of the Rehoboth Beach Station, (Fifth District,) coast of Delaware, observing a vessel dangerously near the shore, immediately burned a Coston light, from which the craft took instant warning and sheered off.

December 15.—A patrolman of the Watchapreague Station, (Fifth District,) coast of Virginia, in the night warned off, by means of a Coston light, a sailing vessel that was in danger of running on Dawson Shoals. The craft, as soon as the surfman flashed his signal, tacked and stood out to sea.

December 15.—Shortly after 9 o'clock in the morning the lookout of the Saluria Station, (Eighth District,) coast of Texas, reported a vessel several miles to the northeastward of the station, flying a distress signal, and evidently ashore. The life-saving crew immediately got out the surf-boat, but before reaching the scene, owing to the strong head wind and current, were obliged to haul it quite a distance across Pelican Island, where it was launched in Decro's channel. The craft was found to be pounding heavily on the bottom, having parted her anchor-cable in the strong norther which was blowing at the time. She was the schooner *Nellie Sweeney*, of Galveston, Texas, bound thence to Matagorda, in the same State, with a general cargo, and three men on board. The surfmen ran out kedges, manned the windlass, and after four hours' diligent work succeeded in heaving the vessel into deep water. Sail was then made, and she was brought to a safe berth in Matagorda Bay. The center-board was broken and the starboard hawse-pipe torn out, but other than this no damage was done. It is obvious that the vessel and cargo were saved from serious harm by the prompt assistance of the station men.

December 16.—Shortly before daybreak, during a northeast gale of wind, a small fishing-sloop sank at her moorings in Boat House Cove, a quarter of a mile to the eastward of the White Head Station, (First District,) coast of Maine. The patrol picked up the oars and some of the gear which drifted ashore, and at low water in the forenoon the life-saving crew raised the craft, took her ashore, and bailed her out. They then delivered her to the owner, who was very grateful for the services rendered.

December 16.—At about 8 o'clock in the evening the north patrolman of the Wash Wood's Station, (Sixth District,) coast of North Carolina, while returning over his beat, saw a steamer heading for the land, obviously unaware of her position. The surfman burned a Coston signal, when she immediately stood off-shore and disappeared in the darkness.

December 16.—The lumber-laden schooner *Jessie Nickerson*, of San Francisco, California, bound thither from Shoalwater Bay, with a crew of six men, anchored to the southeastward of the Shoalwater Bay Station, (Twelfth District,) Washington Territory, to await a favorable opportunity to put to sea. A strong southwest gale of wind, with rough

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water, prevailed, and the vessel was driven, at 4 o'clock in the morning of this date, with both anchors down, onto Snag Island, some three and a half miles east-southeast of the station. It was thick and rainy at the time, and her situation was not discovered by the patrol until daylight, although even then it was not at all evident that the craft was in trouble, since she appeared to be still anchored in the channel. The point where she went ashore was several miles from the patrol limit, and, although a torch was said to have been burned on board, the state of the weather prevented it from being seen any distance away. The captain and three of his crew landed in their boat near the station at 8 o'clock and first made known the schooner's predicament. Meantime a tug had started out to tow her to an offing, not being aware of her condition. As soon as the facts regarding her were developed the keeper caused the surf-boat to be launched and at once put off to the scene. The vessel was found full of water, deeply embedded in the sand, and in such a shoal place that the tug could do nothing whatever in the way of pulling her clear. The life-saving men took off the two sailors who had remained on board of her, and, accompanied by the captain and the rest of his crew, returned to the station. The schooner and cargo proved a total loss.

December 17.—The second patrol north from the Cape Henlopen Station, (Fifth District,) coast of Delaware, during the night, warned off, by means of a Coston signal, a schooner which was sailing directly for the land. Had she not at once stood away she would certainly have stranded.

December 17.—Shortly after daylight a three-masted schooner was discovered ashore on one of the shoals about five miles to the southward of the Smith's Island Station, (Fifth District,) coast of Virginia. The life-saving crew launched the surf-boat without delay and went to her assistance. She proved to be the *Nelson E. Newberry*, of New York, bound home from Baltimore, Maryland, with a cargo of coal, and having a crew of eight men on board. The surfmen helped to lighten her by throwing over some twelve tons of coal, and at high water she was worked clear by means of the sails, and proceeded safely on her voyage.

December 17.—After dark, at 7 o'clock in the evening, the tug *John Gregory*, of South Frankfort, Michigan, ran the schooner *Anna O. Hanson*, of Manistee, on the beach some four miles northeast of the Two Rivers Station, (Eleventh District,) Wisconsin. A strong wind and heavy snow-storm were raging at the time, with a high sea running. The vessels had lost their reckoning in the thick weather and when the schooner struck were not aware of their close proximity to the land. The latter was laden with lumber, bound from Frankfort to Milwaukee, and had a crew of seven men on board. The keeper first learned of the accident when hearing the tug's whistles of distress off the harbor and hastened out on the pier with lanterns to guide her safely inside. The regular life-saving force being off duty at this season the keeper speedily assembled a volunteer crew, and, engaging a team of horses, proceeded with the surf-boat up the beach. Owing to the storm and snow the men did not reach the scene until 10 o'clock. They attempted to effect a launch, but the surf, which was tumbling in with resistless fury, swamped the boat, and it was soon seen that any effort to reach the schooner through the heavy breakers must be futile. The beach apparatus was then sent for, but by the time it arrived—2 o'clock in the morning, (18th)—the sea had abated sufficiently to enable the surfmen to board the vessel with the boat. The crew were taken off and safely landed, the craft being water-logged and hard aground. Several days afterwards she was successfully floated by wreckers and towed into

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the harbor, having sustained considerable damage and the loss of nine-tenths of her cargo.

December 17.—For an account of the loss of twenty-seven of the crew of the whaling bark *Atlantic*, of New Bedford, Massachusetts, which was wrecked outside the harbor of San Francisco, California, and about a quarter of a mile south of the Golden Gate Park Station, (Twelfth District,) see page 25.

December 18.—At half-past 10 o'clock at night a patrolman of the Cobb's Island Station, (Fifth District,) coast of Virginia, discovered a vessel in imminent danger of running on the beach. He promptly fired a Coston signal, when she instantly took heed and kept away.

December 19.—A red Coston light promptly flashed by the west patrolman of the Lone Hill Station, (Third District,) Long Island, New York, during his night watch, caused a steamer, which was almost ashore, to haul off out of danger.

December 19.—An hour or so after dark the south patrol of the Ocean City Station, (Fifth District,) coast of Maryland, discovered a sailing vessel standing inshore. Both running lights were plainly visible and it was clear that she would strand on the bar if not speedily warned of her danger. The surfman burned a red Coston signal, and the craft tacked in time to avoid disaster.

December 20.—Shortly before 9 o'clock at night the north patrol of the Wachapreague Station, (Fifth District,) coast of Virginia, observed a vessel standing down the coast too close inshore for safety. He attempted, by means of Coston lights, to apprise her of her danger, but she kept right on apparently heedless of the signals. The south patrol also noticed her and tried in like manner to warn her off, but she still continued on her course until she suddenly brought up on the inner edge of Dawson Shoal, a half mile south of the station. The life-saving crew hastened to her in the surf-boat and found that she was the small sloop *Lady Maud*, of Onancock, Virginia, with two men on board, bound into Wachapreague Inlet for oysters. The surfmen quickly ran out an anchor and succeeded in heaving her afloat undamaged. They then piloted her safely inside and left her.

December 21.—The steamer *Aransas*, of New Orleans, Louisiana, from Morgan City, in the same State, while entering Aransas Pass, coast of Texas, on her way to Corpus Christi, struck the bar, and, becoming unmanageable, drifted to leeward on a shoal known as Saint Joseph Point, some two and a half miles to the eastward of the Aransas Station, (Eighth District.) The accident, which occurred at half-past 3 o'clock in the afternoon, was seen by the lookout, and the life-saving crew without delay launched the surf-boat and proceeded to her assistance. She was loaded with a valuable cargo of general merchandise and had on board thirty-two persons, including one passenger. As the captain considered the vessel in no immediate danger all he desired was to send off some dispatches, which the keeper, after returning to the station, caused to be taken in the supply-boat to Rockport, about ten miles up the bay, where the nearest telegraph office is located. A strict watch was kept on the craft during the night, with the understanding that a signal should be shown if aid was needed. The following morning (22d) the surfmen procured an anchor and a hawser, put them on a schooner, and by dint of hard work kedged the latter a mile and a half to a point to windward of the steamer, where the anchor was dropped. This course was necessary on account of the strong head wind and current which made it impossible to reach a favorable position under sail. A line was then run to the stranded vessel and the hawser hauled on

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board. Every effort was made to heave her off by utilizing the steam capstan, and, although she was moved some distance, the attempt to float her had to be abandoned about midnight, the station men returning to their quarters. The next day (23d) she was lightened of a portion of her cargo, and on the flood tide, with the help of the life-saving force, was gotten clear and taken into the stream and anchored. After repairing some slight damage done to the machinery she continued on her way.

December 21.—The lookout of the Louisville Station, (Ninth District,) Louisville, Kentucky, at about half-past 2 o'clock in the afternoon, gave the alarm that a man in a skiff, with a shanty-boat in tow, was in danger above the cross-dam of the falls, an eighth of a mile northwest of the station. The life-saving crew speedily put off, but on reaching the scene the man at first declined assistance. As it was obvious that he would soon be swept by the strong current over the falls the boatmen made fast to the flat and pulled for the Kentucky chute. The man, who cast off and attempted to follow in the skiff, was carried over the point of the dam and his boat swamped. The station men, who had meantime succeeded in getting the shanty-flat to a place of safety, hastened to his rescue, got him out of the water, where he was in danger of drowning, and recovered his skiff. They then towed both craft safely over the falls to Portland, whither they were going, and returned to the station.

December 22.—At a quarter to 9 o'clock at night the north patrol of the Monomoy Station, (Second District,) coast of Massachusetts, saw a large schooner heading directly in for the shore. He at once burned a Coston signal, when the vessel went about and stood out to sea.

December 22.—A vessel standing into danger was warned off in time to prevent her stranding by the night patrol of the Tatham's Station, (Fourth District,) coast of New Jersey, who flashed his red Coston signal on discovering that she was approaching the land.

December 22.—As the steamer *City of Ludington*, of Milwaukee, Wisconsin, was leaving her wharf at Manistee, Michigan, at about 1 o'clock in the morning, a sailor, who tried to get on board, fell into the river and was drowned. The accident happened about a mile from the Manistee Station, (Eleventh District,) which was closed for the season, no one being on duty but the keeper. The latter was requested to search for the missing body and at 7 o'clock proceeded to the scene. After dragging a few minutes he recovered the remains and turned them over to the city coroner.

December 23.—The keeper of the Grand Point au Sable Station, (Eleventh District,) Lake Michigan, assisted by two men, hauled a seventeen-foot yawl-boat, which they found on the beach near the water's edge the previous day, to a place of safety. There was nothing on it to indicate to whom it belonged. It was covered with ice and sand and to every appearance had washed ashore.

December 25.—At 7 o'clock in the evening the south patrol of the Turtle Gut Station, (Fourth District,) coast of New Jersey, saved a vessel from stranding by warning her off with a Coston signal. Had she kept on the way she was steering, in a few moments she would have been ashore.

December 25.—Shortly before 2 o'clock in the afternoon the lookout of the Louisville Station, (Ninth District,) Louisville, Kentucky, discovered a shanty-boat in the dangerous current of the river, above the cross-dam of the falls, about an eighth of a mile northwest of the station. The life-savers without delay launched and manned a boat and put off to the scene. It was found that a man and his wife were on board the flat, who

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were entirely unaware of the peril that menaced them. The proffer of assistance was gladly accepted and the boatmen towed the craft to the Kentucky chute and then safely over the falls so that the pair could continue their journey down the river to Cairo, Illinois, whither they were bound from Charleston, West Virginia, with a load of household furniture and utensils. They were very grateful for the aid rendered them, as their boat would have been swept over the dam and doubtless demolished had not the station men promptly gone to their rescue.

December 26.—During the night one of the patrol of the Cape Henry Station, (Sixth District,) coast of Virginia, warned off by Coston signal a vessel that was approaching too near the shore for safety.

December 29.—During thick and stormy weather at about 10 o'clock at night, the patrolman on the south beat from the Hog Island Station, (Fifth District,) coast of Virginia, discovered a large steamer running towards the shore. He at once burned a Coston signal to warn her of her danger, when she immediately changed course, but in going off struck on the outer bar. The patrolman hurried to the station to rouse the crew, but before the latter could get their boat launched the vessel had succeeded in backing clear of the shoal and had disappeared.

December 29.—A vessel which was seen by one of the night patrolmen of the Cobb's Island Station, (Fifth District,) coast of Virginia, standing close inshore and in danger of stranding, was warned of her peril by the burning of a Coston light. On the signal being shown by the surfman she went about and kept clear.

December 30.—During a temporary lull in a thick northeast snowstorm which prevailed along the Massachusetts coast on this date, the lookout of the Orleans Station, (Second District,) at about 8 o'clock in the morning discovered a schooner ashore on Nauset beach, some three miles to the southward. The sea was rising rapidly, and on account of the high wind the horse was hitched to the boat-carriage and the life-savers started out. When nearly half way to the vessel the patrol was met returning from the south beat and informed the surfmen that the entire crew of the schooner had landed in safety, he having helped them, with their dories, through the surf. Part of the men then returned in charge of the boat while the rest continued on to the scene of the wreck. Fifteen fishermen were found on the beach, and, with their effects, were taken to the station, where the captain, who had gone to Chatham to telegraph to his owners, soon afterwards joined them. The party were sheltered until the next day, when the keeper obtained free transportation for them to their homes over the Old Colony Railroad. The vessel was the *Richard K. Fox*, of Gloucester, Massachusetts, from the George's Banks, bound to Boston with a cargo of fish. She proved almost a complete loss, the hull and what was saved of her rigging realizing only a small amount at public sale.

December 30.—At about midnight of the previous day the brig *Christina Moore*, of and from Windsor, Nova Scotia, ran ashore on Lloyd's Point, some five miles to the westward of the Eaton's Neck Station, (Third District,) coast of Long Island. She was bound to New York with a cargo of plaster and carried a crew of seven men. It began snowing in the night and the vessel was not discovered until 8 o'clock in the morning of this date, when the life-saving crew launched the surf-boat and went to her assistance. The captain and crew were ashore, and the surfmen conducted them around the point of beach to an unoccupied dwelling, where a stove was found, and they were made comfortable and sheltered from the storm. As nothing could be done at that time to relieve the vessel the station men started back, but owing

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to the strong wind and rough head sea they were obliged to make a detour of nearly fifteen miles, by the way of Cold Spring Harbor, with difficulty hauling their boat across a strip of sand into Huntington Bay, and working it through the ice, before they reached their quarters at 6 o'clock in the evening. On January 4th, after her cargo had been thrown overboard, the brig was pulled off the beach by two steamers.

December 30.—At daybreak the keeper of the Cape Henlopen Station, (Fifth District,) coast of Delaware, discovered a brig ashore on the Hen and Chickens Shoal, about three miles east-southeast of the station. A strong northeast breeze with driving sleet and snow had prevailed, and it was impossible during the night to distinguish objects any distance away. The life-saving crew succeeded in making a launch, but while trying to pull through the heavy breakers the surf-boat nearly filled and was carried by the fierce undertow along the beach to the southward. As the men backed in for the purpose of making another attempt two boats were seen approaching from the wreck. The station men, therefore, quickly landed, and got ready to assist the people should any accident befall them in coming through the surf. The keeper and one of the life-savers, with lines fastened around their waists, waded out and helped the party, numbering eight sailors, to reach the shore in safety. They were at once conducted to the station. The vessel proved to be the *L. J. Westaway*, of Charlottetown, Prince Edward Island, bound thence to Philadelphia, Pennsylvania, with a cargo of potatoes. It appears that she struck at half-past 4 o'clock in the morning, during the storm, after unavailing efforts to obtain a pilot. A torch was burned on board to attract attention, but the thick weather, which was aggravated by intervals of dense fog, made it next to impossible to see the signal from the beach—the vessel being three miles off; although the patrolmen were especially vigilant in their rounds. The sailors were sheltered over night, and the captain expressed his appreciation of the kind treatment received. The vessel soon went to pieces and, with the cargo, became a total loss.

December 30.—At a quarter to 4 o'clock in the morning the patrol of the Rehoboth Beach Station, (Fifth District,) coast of Delaware, descried a vessel heading directly for the beach. He tried to warn her off by flashing a Coston light, which was answered by a signal from on board, but having approached too near she took bottom in attempting to go about, and stranded on the outer bar, a quarter of a mile from the shore. The night was intensely dark, a strong northeast wind blowing, with driving sleet and snow; in fact the weather was so thick and stormy that her discovery at the time mentioned was a matter of surprise, evincing the sharp vigil kept by the patrolman. As soon as he had assured himself that the craft had struck he hastened to alarm his fellow-surfmen. All hands were immediately called, and manning the beach-apparatus started for the scene of the accident, which was about a mile to the northward. Although comparatively but a short distance, the trip was a difficult one in the teeth of the blinding storm, and taxed the men to their utmost. The vessel was found pounding along the shoals to the southward, and the gear had to be moved three times before operations were begun. The line was sent successfully over her at the first fire, she being some two hundred and fifty yards from the shore, but owing to the darkness and thick weather it was not found by the sailors until day-break, and then they had hard work in hauling off the whip and making the tail-block fast to the fore-mast, as nearly all were suffering from cold and exposure. Communication was finally established, however, and in forty minutes' time thirteen of the crew were

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safely landed in the breeches-buoy. The heavy seas knocked the vessel about so that her masts were momentarily expected to go by the board, and many of the men were hauled through the breakers completely submerged. Fortunately she swung broadside to, acting as a breakwater to the incoming surf and affording a smooth lee. No time was therefore lost in sending for the surf-boat with which to go alongside and rescue the others. When it arrived the rest of the crew, numbering thirteen, were brought off, the captain being the last to leave the ship. He was almost wholly used up from hardship and exposure, besides suffering from a very painful burn on the right hand, received while endeavoring to fire a rocket. The surfmen dressed his wound and did all in their power to alleviate his condition, notwithstanding which he was confined to his bed at the station for twenty-four hours. The wrecked people were all comfortably cared for and provided with dry clothing and food. The vessel was the large British ship *Salamanca*, of Glasgow, Scotland, bound, in ballast, to Philadelphia, Pennsylvania, from Rio Janeiro, Brazil. The following morning (31st) the life-saving men put the crew on board, although the wind and sea were still high, that they might secure their baggage. The former then staid by with their boat during the entire day, to be on hand in case of emergency, while the sailors furled the canvas and straightened up the gear. They all returned to the station towards evening. On January 1 the surf had run down sufficiently for wreckers to begin operations on the vessel, and by laying out anchors and discharging ballast they succeeded in floating her on January 8, though not before she had sustained considerable damage. At the captain's request the keeper transported all the ship's papers, letters, and instruments that had been left in his charge, to Lewes, where they were put on board the vessel. The crew of twenty-six men were sheltered and fed at the station three days in all.

December 30.—While on his south beat, at 6 o'clock in the morning, the patrol of the Pope's Island Station, (Fifth District,) coast of Virginia, descried a steamer coming head-on to the beach, and quickly warned her off with a Coston signal. The weather was thick and in a few minutes she would have been ashore.

December 30.—In the night one of the crew of the Assateague Beach Station, (Fifth District,) coast of Virginia, warned off by Coston light a steamer that was in danger of stranding on Ship Shoals.

December 30.—The north patrol of the Cape Henry Station, (Sixth District,) coast of Virginia, at a quarter past 11 o'clock at night, discovered a stranded steamer about two miles northwest of the station and some three hundred yards from the shore. After firing a red Coston signal he hastened back and alarmed the crew. A strong north wind prevailed at the time, with rain and sleet. The beach-apparatus was quickly manned, but the men made slow and toilsome progress with the cart over the soft and slushy sand, and did not reach the scene until past 1 o'clock, (31st.) Little delay was experienced in setting up the gear, and, although nothing could be seen through the darkness but the vessels head-light, the first fire of the gun sent the shot line squarely over her. It was not long before the whip and hawser were hauled off and communication established. When the surfmen were ready, however, to land the people in the breeches-buoy no effort was made on their part to take advantage of the situation, and it was concluded that they had given up the intention of leaving. So, at daylight, the keeper went on board. He found her to be the *Pirate*, of Glasgow, Scotland, bound to Kingston, Jamaica, from Baltimore, Maryland, with a cargo of lumber, and having sixteen persons on board. Assistance was of-

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fered, but as the wind and sea were abating, and the steamer was lying in an easy position, the captain desired nothing more than that a message be taken to the telegraph office for him. This was accordingly done. Meantime the life-saving crew unrigged their apparatus and supplied its place with a set of spare and older gear, holding themselves in readiness in case their services should be required. In the afternoon of January 1st she was floated by wreckers having sustained little or no damage.

December 30.—As the fog lifted in the afternoon in the vicinity of the Little Island Station, (Sixth District,) coast of Virginia, an English steamer was sighted dangerously near the beach, with her engines at a standstill. She signaled to the station, by means of the international code, saying that she was unacquainted with the coast and asking for her position. The keeper answered by giving her the desired information, when she shaped a course for the capes of the Chesapeake.

December 30.—In the first night-watch, during thick weather, the south patrolman of the False Cape Station, (Sixth District,) coast of Virginia, descried a light to the eastward of the station, dangerously near the shoals in that locality. He quickly fired his red Coston signal, and in a few minutes saw that the warning had been effective, as the changing position of the vessel's lights showed that she was hauling off shore. She proved to be a steamer, and from the slowness of her movements the surfman thought she must have touched bottom.

December 31.—During a norther, in the afternoon of this date, two men whose boat had capsized in the inner bay were provided by the surfmen of the Brazos Station, (Eighth District,) coast of Texas, with dry clothing from the supplies donated by the Women's National Relief Association, and were fed and sheltered two days.

January 2, 1887.—The lookout of the Nag's Head Station, (Sixth District,) coast of North Carolina, in the afternoon of this date, sighted a schooner standing in towards the land with her ensign at half-mast, union down. At 4 o'clock she anchored about a mile off-shore, abreast of the station. The weather was clear, with a moderate northwesterly wind and a rough sea. The life-saving crew immediately launched the surf-boat and pulled out to her. She was loaded with lumber, and proved to be the *Joseph Baymore*, of Philadelphia, Pennsylvania, bound home from Charleston, South Carolina, with eight men on board. The captain informed the keeper that the vessel was leaking and that the crew refused to work the pumps. The surfmen, therefore, promptly turned to and pumped the water out of her and offered to assist in any other way that they could, but as no further help was apparently desired they finally returned ashore. The captain stated that the craft had been run in under the beach for fear she would fill and roll over outside, and in order to be near a life-saving station in case of accident. Bad weather set in and for a number of days it continued stormy, the sea being so high that it was impossible to board her, although an attempt was made in the morning of the 5th, the life-saving crew getting as far as the outer bar, where their further progress was completely obstructed by the huge breakers. A strict watch was kept on the vessel, however, day and night, and several dispatches were sent off pursuant to her signals, which were made by prominently displaying a board marked with the message in large letters and which the station men deciphered by the aid of a glass. On the morning of the 7th flags of distress were set in the rigging, and the word MUTINY was made out on the board. A surfman was at once sent on horseback to the telegraph office at Kitty Hawk, some nine miles up the coast, to report the condition of affairs, while

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the rest of the crew, for the second time, exhausted every means in efforts to launch their boat, but the wind and sea were so high that it was utterly impossible to get clear of the beach. Suddenly, at about noon, all the signals on the craft were taken down, sail was made, the chain slipped, and she stood away out of sight to the southward in the direction of Cape Hatteras.

January 2–13.—While the steamer *Aransas*, of New Orleans, Louisiana, (the same vessel assisted on December 21st by the crew of the Aransas Station), was crossing the Brazos bar, coast of Texas, at 5 o'clock in the evening of January 2d, she took bottom, lost steerageway, and brought up on what are known as the south breakers, three-quarters of a mile to the northeastward of the Brazos Station, (Eighth District). She was bound in to Brazos de Santiago, from Galveston, with a valuable cargo of general merchandise, and carrying a crew of twenty-nine persons, besides eleven passengers, the district superintendent being among the number. The life-saving crew had just got the surf-boat ready for the purpose of taking off the latter as soon as the steamer was safely in the harbor, but when they observed the accident no time was lost in reaching the scene. They helped to put a large anchor on a pilot-boat that had gone alongside, and this, with a hawser, subsequently hauled taut, was carried to windward into deep water. Darkness now coming on, it was decided to suspend further operations until morning. By direction of the superintendent the surfmen remained on the vessel, so as to be at hand in case of emergency and to render to the ship's company any aid that might be necessary. The wind blew pretty strong during the night, making up a rough sea, and at 3 o'clock in the morning (3d) the hawser parted, causing the steamer to work farther to the southward on the shoal. The starboard anchor was let go, which held her for about an hour, when a heavy surge snapped the cable and she swung head toward the beach. A pilot-boat was now dispatched to Point Isabel for an anchor and lines, but did not return until late in the evening, when it was too dark to resume work. The life-saving crew, however, still continued on board. At about midnight the vessel, which had all along been lying in an easy position, began to pound heavily, the sea having perceptibly increased, and at daylight (4th) the passengers, consisting of six men, three women, and a child, becoming alarmed for their safety, were landed in the surf-boat on Brazos Island beach, two trips through the breakers being necessary for that purpose. The entire day the station men assisted in running anchors and hawsers, and, in the evening, before returning to their quarters, ran a short line, as a matter of precaution, from the steamer to the shore. From this time on to the 13th the surfmen were in constant attendance, actively pushing the work preparatory to floating the vessel, and carrying dispatches to and fro, averaging nearly five trips a day in their boat. After unloading two-thirds of her cargo she was finally gotten clear on the last-mentioned date and taken inside, having sustained considerable damage to the hull. The next day she proceeded to New Orleans, under convoy, for repairs. The annexed letter was received by the keeper from the agent of the steamship line.

"SOUTHERN PACIFIC COMPANY, BRAZOS DE SANTIAGO,
"*January* 14, 1887.

"MY DEAR SIR: Before leaving this harbor I beg to return the thanks of the company I represent, as well as my own, for the efficient service rendered the steamship *Aransas* by yourself and boat's crew

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during the last ten days that the ship has been stranded among the breakers of Brazos bar. And I desire to say that launching boats through the surf, running lines, etc., in such weather as has been experienced during this time, are not only unpleasant but dangerous. I repeat my thanks for your prompt action on this occasion, and of which I shall take pleasure in communicating at an early day to the general manager of this company.

"I remain, yours, very truly,

"CHARLES FARLEY,
"*Agent Southern Pacific Company.*

"Captain NORMAN,
"*Life-Saving Service at Brazos Island.*"

A few weeks later the steamship line, through its agent, in recognition of the valuable services rendered on this occasion, presented the life-saving crew with several hundred dollars.

January 3.—When the south patrol of the Nauset Station, (Second District,) coast of Massachusetts, was some two miles from the station he descried a vessel standing directly for the shore and in imminent danger of striking the bars. Hastening abreast of the craft, which was found to be a large three-masted schooner, he burned a Coston light, when she promptly went about and made a good offing. It was a close shave, as she could not have been more than a few feet from the bottom when the surfman flashed his signal.

January 3.—At 5 o'clock in the morning the barkentine *Lotus*, of Windsor, Nova Scotia, ran ashore on Long Island, about a mile and three-quarters east of the Long Beach Station, (Third District,) and became a total wreck. She was from Fowey, England, bound to New York, with a cargo of china clay, and carried a crew of ten men. The vessel was discovered by the patrol, and the life-saving men as speedily as possible launched the surf-boat and went alongside of her. The weather was intensely cold and the wind blowing fresh from the northwest. The surfmen rescued the entire crew, two of whom were sick, the captain badly frost-bitten, and all suffering more or less from exposure to the cold. Three trips were made in the surf-boat before the imperiled people and their effects were safely landed. The keeper then accompanied the captain some distance to a telegraph office, which enabled the latter to make arrangements to send the sailors to New York that night. Two days later the life-saving men conveyed the captain, first and second mates, who had been sheltered at the station, and the clothing belonging to the wrecked crew, to the main-land. Valuable assistance was rendered, the morning the brig went ashore, by the crew of the Point Lookout Station, who joined in the work of rescue.

January 3.—After returning from the wreck of the barkentine *Lotus* (see preceding case), the crew of the Point Lookout Station, (Third District,) coast of Long Island, New York, were attracted by a flag floating on a small oyster-house, about a mile northeast of the station. Three of the surfmen at once proceeded to ascertain the cause of the signal, having to drag their boat all the way over the frozen surface of the bay. Arriving on the scene they found a colored man named Ernest Rushmore badly frozen. They brought him to the station and employed the methods practiced in the service for the treatment of frost-bites, consisting of applications of cold water and carron oil. The sufferer was made as comfortable as possible during the night, and the next morning, there being no perceptible improvement in his condition, he was taken by the crew to the main-land and placed under the care of an experienced physician.

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January 4.—In the morning of this date the crew of the Crumple Island Station (First District,) coast of Maine, after carrying their mail to Jonesport, learned at that place that the lumber-laden schooner *Lottie B.*, of Saint John, New Brunswick, was ashore on Nash Island, between six and seven miles west-northwest of the station. Without further delay they proceeded to the scene and found the vessel lying at her anchors, badly water-logged, and with her rudder unshipped. It appears that she struck on an outlying ledge the night of December 28th, but subsequently worked clear, having sustained considerable damage. The life-saving crew got her under way and made sail for Jonesport, but the wind dying out and darkness coming on they were obliged to bring her to an anchor before reaching the harbor. The boat's crew having had nothing to eat since morning then returned to the station. At sunrise the next day (5th) they again pulled off to the disabled craft and found a tug waiting to tow her inside. The surfmen accordingly hove up her anchors and she was taken to a wharf and safely moored. The schooner was bound to Providence, Rhode Island, from Saint John, and carried a crew of five men.

January 4.—At 6 o'clock in the morning the patrol of the North Beach Station, (Fifth District,) coast of Maryland, discovered a schooner ashore nearly four miles south-southwest of the station. He fired a Coston signal to let those on board know that assistance would soon be at hand, and then hastened back to summon his comrades. The latter arrived alongside the vessel in their boat at 8 o'clock, and found her to be the *Helena*, of New London, Connecticut, bound from New York to Norfolk, Virginia, with a cargo of coal. She had stranded on the outer bar, the accident being ascribed to a disarrangement of the compass, and was lying some two hundred yards from the shore with her anchor down and fifteen fathoms of chain out. The life-saving men assisted to heave up the anchor, in order to lessen the danger of the schooner going to pieces on the shoal, furled the sails, and then landed the crew of six men, together with their personal effects. About this time the vessel pounded over the outer bar, drifted several hundred yards to the southward, and grounded on the inner bar. The sailors were conducted to the station and sheltered over night. The following day (5th) the craft worked a half-mile farther down the beach and commenced to break up, the seas taking possession of her. By the 11th she had become a complete wreck and, with the cargo, was given up as lost.

January 4.—Shortly after dark the patrol of the San Luis Station, (Eighth District,) coast of Texas, observed a vessel approaching the beach and burned his Coston light. The craft heeded the signal and changed her course. The weather was very hazy at the time, and no doubt she would soon have been ashore but for the surfman's warning.

January 5.—The master of the sloop *Little Mary*, of Crisfield, Maryland, applied to Parramore's Beach Station, (Fifth District,) coast of Virginia, for medicine for a member of his crew who was sick on board the vessel. The latter was about five miles southwest of the station fast in the ice. As the case seemed an urgent one the keeper supplied from the station medicine-chest the remedy he thought most likely to give relief.

January 5.—The crew of the Durant's Station, (Sixth District,) coast of North Carolina, on this date boarded the lumber-laden schooner *Marcus Edwards*, of Philadelphia, Pennsylvania, which was at anchor, with a flag of distress flying, some five miles southeast of the station. It was ascertained that she was in a leaky condition and the crew were in want of food. The wind being fresh and the sea very rough the

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surfmen could do nothing for her until the following morning (6th) when they pulled off and furnished the sailors with provisions.

January 6.—Just before 4 o'clock in the morning, during a thick northeast snow-storm, the north patrol of the Rye Beach Station, (First District,) coast of New Hampshire, descried a vessel's lights coming directly for the beach. He quickly fired a Coston signal, but the warning was too late to prevent her going ashore. She struck on Locke's Point, a quarter of a mile to the eastward of the station. The alarm was immediately given and the life-saving crew without delay launched the surf-boat and started to her assistance. When about half way they fell in with four dories containing ten fishermen who had taken to their boats as soon as they could be got overboard after the accident. There was a heavy and dangerous sea surging in along the beach, and it being very dark the keeper advised them not to attempt landing until daylight. Two of the party were then taken into the surf-boat, and the latter leading the way through the breakers, three of the dories followed, and all reached the shore in safety. The other dory with its two occupants set out for Portsmouth Harbor, some five miles to the northward, but was overtaken by two surfmen who hurried to a point farther up the beach, where they went out in a boat and brought the men in and back to the station. The schooner was the *Flying Dart*, of Portsmouth, New Hampshire, bound home from Ipswich Bay. The wrecked crew were provided with breakfast and dinner, and in the afternoon the station-men assisted them to save the sails, rigging, anchors, and chains, and also the cargo of fish. A tug subsequently tried to pull the vessel afloat, but without success, the surfmen helping in the operations.

January 6.—During rainy weather, at 5 o'clock in the morning, the south patrol of the Cahoon's Hollow Station, (Second District,) coast of Massachusetts, discovered a schooner through the darkness standing too close to the shore for safety. He at once burned his Coston signal which caused her to haul off out of danger.

January 7.—The schooner *Breeze*, of Red Bank, New Jersey, in the morning of this date, drifted with the ice into Sandy Hook Bay, and fetched up a mile and a half southwest of the Sandy Hook Station, (Fourth District,) coast of New Jersey. The weather was bitterly cold with a fresh northwest wind blowing. The crew of two men, who were out of provisions, abandoned the vessel and came ashore on the ice. They were met by the life-saving crew who conducted them to the station and gave them food. The surfmen then launched their boat, and taking the sailors and a box of supplies rowed two miles out to sea and spoke the light-house steamer *John Rodgers*, with a view of getting her to attempt the release of the schooner. She towed the surf-boat to the edge of the ice and then made vigorous efforts to work her way to the imprisoned vessel, but after an hour of persistent trial was compelled to relinquish the undertaking. The stationmen with difficulty pulled back to the shore, where they found the captain of the schooner, who was in a state of much anxiety, as it appears he had been in search of his craft for several days. It now transpired that he left her anchored at Jersey City in charge of the crew, with instructions not to get under way until his return. Not re-appearing at the appointed time the crew set sail for Waackaack, whither the captain had gone, and after passing through the Narrows got caught in the ice, and drifted around for four days until they brought up in the bay as described. The surfmen again launched their boat and endeavored to intercept a tug that was passing, but without avail. The party were therefore sheltered over night

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at the station. On the following morning (8th) another unsuccessful effort to obtain assistance was made by the life-saving crew, who pulled off through the ice a long distance in the bay. Later a tug was signaled and a contract made to tow the schooner to Jersey City, which was subsequently done.

January 7.—About sunrise a steamer, which was discovered running dangerously near the shore, was warned off by the crew of the False Cape Station, (Sixth District,) coast of Virginia, who hoisted the International Code signal J. D. ("You are standing into danger.")

January 7.—During rough northeasterly weather, at about sunrise, a steam-ship was seen from the Wash Wood's Station, (Sixth District,) coast of North Carolina, running towards the Pebble Shoals, on which she would be likely to strike if not quickly signaled. The International Code flags J. D., ("You are standing into danger,") were promptly hoisted, when the vessel at once changed course and stood seaward out of sight.

January 8.—At 8 o'clock in the morning a schooner was observed to the eastward of Pond Island, about a mile from the Hunniwell's Beach Station, (First District,) coast of Maine, with her colors flying at the mainmast head. The life-saving crew launched the surf-boat and boarded her. It was ascertained that a tug was wanted to tow her into the Kennebec River. The weather being very cold (the thermometer standing below zero) with a thick vapor hanging over the water, none of the small pilot-boats would venture out. The station men rowed up the river to Cox's Head and left word at the telephone office for a tug, which, in due season, came and towed the vessel inside to a safe anchorage. She was the *B. W. Morse*, of Bath, Maine, from Boston, Massachusetts, in ballast, with a crew of ten men. The captain cordially thanked the surfmen for their services.

January 8.—During the night the south patrol of the Rye Beach Station, (First District,) coast of New Hampshire, discovered a small steamer running directly for the beach, and dangerously near an outlying ledge of rocks. He at once burned a Coston signal, when she stopped and began blowing her whistle, remaining still so long as to cause the surfman to suppose she was ashore. He hurried to the station and gave the alarm, but when the life-saving crew reached the scene in the surf-boat she had disappeared. It is probable that, being warned of her danger, she had steamed farther off the land.

January 8.—For an account of the wreck of the German ship *Elizabeth* and the drowning of her entire crew, together with five men belonging to the Dam Neck Mills and Little Island Stations, (Sixth District,) coast of Virginia, see page 30.

January 10.—During the night a vessel which was observed to be running into danger was promptly warned by a patrolman of the Watchapreague Station, (Fifth District,) coast of Virginia, who flashed a red Coston signal. The craft quickly tacked and stood to a safe offing.

January 12.—At half-past 12 o'clock at night the east patrol of the Highland Station, (Second District,) Cape Cod, Massachusetts, discovered a vessel approaching the land from the westward which, from her unusual movements, he judged to be in distress. Without further delay he hastened back and alarmed the crew. There was a brisk northwest breeze blowing at the time and the weather was clear and cold. The surf-boat was quickly launched and in ten minutes the life savers were alongside. She was found to be the schooner *Carrie W.*, of Eastport, Maine, laden with pig-iron, and in a sinking condition. The only

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course left open was to beach the craft, which was accordingly done at a point about half a mile east of the station. Her crew of five men, with their effects, were taken ashore and afterwards to the station, where the castaways were provided with food and dry clothing and otherwise kindly cared for. All but the captain, who remained until the 15th, left for their homes the next day, the keeper obtaining for them free transportation to Boston, over the Old Colony Railroad. The schooner proved a total loss, though about half the cargo was saved. When the accident occurred she was on her way from Perth Amboy, New Jersey, to Plymouth, Massachusetts. The following commendatory letter from the master appeared in one of the local papers:

"HIGHLAND LIFE-SAVING STATION,
CAPE COD, MASSACHUSETTS,
"*January* 13, 1887.

"In behalf of myself and crew I wish earnestly to thank Captain Worthen and crew, of the Highland Life-Saving Station, for the very prompt assistance they rendered us on the occasion of the stranding of my vessel on Cape Cod, on the night of January 12th, 1887, and to testify to the efficiency of the Life-Saving Service in the cause of humanity.

"We further wish to express to Keeper Worthen our gratitude for the warm hospitality extended to us while at the station under his charge.

"ANGUS HOLMES,
"*Master of wrecked schooner Carrie W., of Eastport, Maine.*"

January 13.—At 10 o'clock at night the north patrol of the Chatham Station, (Second District,) coast of Massachusetts, by means of a Coston signal, warned a steamer, which was approaching the shoals, of her danger. She quickly hauled off.

January 14.—At a quarter to 10 o'clock in the morning, during the prevalence of a northeast gale of wind and thick snow-storm, the schooner *Afton*, of and from Saint John, New Brunswick, struck on the southeast point of Little Cranberry Island, about a third of a mile east of the Cranberry Isles Station, (First District,) coast of Maine. The patrol discovered her, and the life-saving crew at once manned the beach apparatus and hurried to the scene. There was a very heavy sea running and the vessel was driving along in the breakers some three hundred yards from the shore. As she was constantly changing position the sailors did not succeed in obtaining a hold on the line until after five shots were fired. The gear was then hauled off, but in making it fast on board, the whip and hawser were got foul of each other, and the efforts of the surfmen to have the ropes cleared were unavailing. Finally the schooner swung around heavily and the lines parted. An attempt was then made to launch the surf-boat, but it stove before getting away from the beach. Additional gear was now procured from the station, and as the craft meanwhile had driven higher up, she had become more steady. On the third shot a line was successfully sent over her, and this time the apparatus was rigged in proper working order, and communication established by means of the breeches-buoy. The crew, numbering four men, were safely landed and conducted without delay to the station, where they were provided with stimulants and dry clothing. They were thoroughly drenched and suffering from cold and exhaustion. The next day the surfmen assisted in saving some of the sails and rigging from the wreck, and also a small portion of the cargo. The schooner was bound to Portland, Maine, with a load of shingle bolts and heading. On the 16th the chest of clothing belonging to the mate was recovered, it having washed ashore on Great Cran-

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berry Island. Three of the sailors were put aboard a British vessel bound to Saint John on the 20th, having received food and shelter for a week, and the captain was conveyed to Southwest Harbor two days later. The following letter from the wrecked crew was received at the office of the General Superintendent:

"CRANBERRY ISLES STATION,
"*January* 20, 1887.

"SIR: In view of the gallant services rendered by the crew of Cranberry Isles Life-Saving Station, (First District,) in saving our lives, we beg leave to express our sincere thanks and appreciation.

"Very respectfully,

"W. ODELL, *Master.*
"LEVEART ODELL, *Mate.*
"WM. D. WHELPLEY.
"JAMES MCCAVORN.

"The GENERAL SUPERINTENDENT,
"*U. S. Life-Saving Service, Washington, D. C.*"

January 14.—On the previous day the schooner *Addie M. Chadwick*, of Providence, Rhode Island, while entering Plymouth Harbor, Massachusetts, whither she was bound from Baltimore, Maryland, with a cargo of coal, met a field of drift-ice and was obliged to anchor between Duxbury Pier light-house and the flats, some two miles and three-quarters to the westward of the Gurnet Station, (Second District.) By the next morning a gale was blowing from the eastward and, at about 8 o'clock, a signal of distress was hoisted on the vessel and she was noticed to have changed position. The surf-boat was immediately launched and the life-saving crew started to her assistance. The men had great difficulty in passing several lines of heavy breakers, and it was only by the most strenuous exertions that they finally succeeded in forcing their way through them to a point across the channel to windward of the vessel where they could drop down alongside. She was found with her bow on the shoals and an anchor, with some forty-five fathoms of chain out, holding her stern up to the wind. As a matter of precaution, the keeper advised the crew of six men (the captain having gone to Boston the previous day to engage a tug) to seek safety, for the time being, ashore, since, if the storm continued unabated from the same quarter, the craft would surely drive farther up on the flats and, when the tide rose, would be in the midst of a mass of breakers; while again if the wind changed and floated her off all hands could easily return. This advice was followed and the surfmen were desirous of going to the light-house close by, where they would be able to take prompt advantage of any favorable circumstance that might occur, but not effecting a landing after repeated efforts they had to row the sailors to Saquish, a mile away. In about half an hour, however, the wind suddenly veered to the south and the schooner came off. The surf-boat was again launched and the crew were taken on board. As she had begun to leak it was necessary to keep the pumps in operation while getting her under way, and quite two hours were spent in raising the anchor on account of the poor windlass gear. It was then thought best to work her under short sail to Saquish Cove, but, by the time the vessel had reached that point, the wind came out fresh from the northwest and, as the water was continually gaining in the hold, she was brought about and headed for the inner harbor with the view of getting her, if possible, to Plymouth, or, in case of failure, to ground her in

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some desirable place. The ice, meanwhile, had cleared away sufficiently to admit of passing through the channel. Fortunately, at about dark, the station men, one of whom was a commissioned pilot and acted in this capacity, succeeded in getting the schooner to within twenty feet of the wharf, where she was to unlade, before they were obliged to run her into the mud. This ended a hard day's work for the surfmen, who had labored steadily in the wet and cold without having had anything to eat since breakfast. It was little wonder that they were almost fagged out at the finish. In the evening the keeper took the mate to a telegraph office so that he could send a message to the captain advising him of the vessel's safe arrival in port. She was subsequently hauled to the wharf, where her leaks were stopped entirely, and it was the opinion that she had sustained no damage.

January 14.—During a light wind and foggy weather, in the watch between 8 o'clock and midnight, the surfman on the south patrol from the Long Branch Station, (Fourth District,) coast of New Jersey, descried a vessel close to the outer bar. He quickly burned a Coston light, when the craft dropped anchor. Clearing weather showed her to be a schooner. She was entirely out of her reckoning, and but for the patrolman's ready signal would certainly have stranded.

January 14.—The crew of the Ocean City Station, (Fifth District,) coast of Maryland, between 2 and 3 o'clock in the morning, proceeded with the beach-apparatus to the assistance of the schooner *Louisa A. Grout*, a vessel which had been discovered ashore by the patrol at a quarter past 1. She had stranded on the outer bar, at a point about three miles south-southwest of the station, shortly after midnight. The weather was rainy and thick at the time and the surf moderately high. When the life-saving men reached the scene, the sailors, numbering six men, had landed in their own boat. They were taken to the station with what effects they had saved, and fed and sheltered during several days. The schooner hailed from Provincetown, Massachusetts, and was on her way to New York from Gonaïves, Hayti, with a cargo of logwood. She was pulled afloat by a wrecking tug on the 17th, after having sustained considerable damage, besides losing her deck-load, and was towed to Lewes, Delaware, and subsequently to her destination.

January 15.—At half past 11 o'clock in the forenoon the crew of the Crumple Island Station, (First District,) coast of Maine, launched the surf-boat and went to the assistance of the schooner *Speedwell*, of and from St. John, New Brunswick, which was ashore on Green Island Ledge, some three miles northeast of the station. She had dragged on the rocks the previous evening during an easterly gale of wind and driving snow-storm, and was not discovered until the weather cleared the following day. The craft had a cargo of lumber and was bound to Newport, Rhode Island, with a crew of four men. Her rudder had unshipped and she was found badly water-logged. The surfmen ran a line to another vessel, hove up the schooner's anchors, and when the tide served hauled her off the ledge to a safe anchorage. As nothing more could be done they returned to the station, getting back shortly after dark.

January 15.—The east patrol of the Peaked Hill Bars Station, (Second District,) coast of Massachusetts, while on duty between sunset and 8 o'clock, saw a vessel dangerously near the outlying shoals. He quickly burned a Coston signal, and the craft heeding it kept off and went clear.

January 15.—The total destruction of the schooner *Parallel*, of San Francisco, California, on this date, a mile to the northward of the Golden

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Gate Park Station, (Twelfth District,) California, was attended with peculiar circumstances, and came near killing two surfmen who were employed at the time in the vicinity of the disaster. The vessel was bound from her home port to Astoria, Oregon, with a cargo of general merchandise and some forty tons of giant powder. She stranded at half past 9 o'clock at night, during fair weather, on Point Lobos, her crew of eight men having abandoned her, shortly after leaving port. It was subsequently ascertained that they reached San Francisco in safety. The schooner worked within twenty feet of the shore, where she lay broadside on, pounding heavily, with most of the sails set, and the surf breaking over her. When the life-saving crew discovered that she had no one on board they immediately instituted a diligent, but what proved a fruitless, search along the beach for the missing sailors. It being quite dark, one of the men accidentally fell from an embankment and dislocated his ankle, obliging his companions to carry him to a neighboring hotel, whence he was afterwards taken to the station for treatment, the keeper's wife bandaging the wound and caring for him. As no traces of the vessel's crew could be found, two of the life-savers were stationed near the craft to watch her the rest of the night and note whether any cargo came ashore. The keeper visited the injured member of his crew, and, finding that he was properly provided for, concluded to return to the stranded vessel. Accordingly, accompanied by one of the beachmen, he started for the scene. It was now shortly past midnight. The pair had not proceeded far when they were startled by a terrific explosion, followed by a shower of flying rocks and pieces of timber, which fell thickly around them. Fortunately neither was hurt, and as soon as they could collect their senses they hurried on, their surmises filling them with grave fears for the safety of the two surfmen who were on watch near the vessel. On reaching the spot it was found that the schooner had blown to pieces, nothing remaining but scattered débris. A short distance away the watchmen were lying badly hurt and nearly unconscious, one from a fractured elbow and severe scalp wounds, and the other with broken nose, contusions all over his body, and painful internal injuries. It seems almost a miracle that they escaped alive. Both men were cared for until surgical aid arrived and they could be conveyed to a hospital. No signal had been displayed on the schooner to show the dangerous nature of her cargo, nor does it appear that ordinary precaution was exercised by the crew before leaving the vessel to prevent her from going ashore. The explosion was so violent as to do considerable damage to property in the neighborhood, though the fact that it occurred in the middle of the night, when the beach was practically deserted, accounts for the fact that the consequences were not more serious. Some idea of the force of the concussion can be formed when it is stated that china and glassware were broken at the station, a mile distant.

January 16.—The surfman on the north beat from the Cape Henlopen Station, (Fifth District,) coast of Delaware, during the second night patrol, discovered a brig heading directly for the beach and almost ashore. By quickly flashing a red Coston light he was just in time to save her from stranding. On the signal being made she at once stood out of danger.

January 17.—At 3 o'clock in the afternoon, during a northwest gale of wind, a small sloop in Pensacola Bay was driven on the beach three-quarters of a mile to the eastward of the Santa Rosa Station, (Eighth District,) coast of Florida. The surfmen assisted in saving the boat and sheltered the captain over night at the station, he being the only per-

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son on board at the time of the accident. In the afternoon of the following day, the storm having abated with a change of wind, he was enabled to sail for Warrington, whither he was bound with a load of wood.

January 18.—During a strong north-northeast wind and stormy weather, at 10 o'clock in the forenoon the keeper of the Gilbert's Bar House of Refuge, (Seventh District,) coast of Florida, sighted a small sloop, with no canvas on her, some four miles to the northward of his station, and about two miles off shore, which he took to be at anchor and apparently in distress. He hurried up the beach, and knowing that the Gardner brothers had a steamer near their camp on Indian River, he asked them to go for the life-boat and crew of the Jupiter Inlet Station, which they cheerfully volunteered to do, and at once commenced to get steam on their vessel for that purpose. Before starting it was thought advisable to take another look at the sloop, but on reaching the outside shore nothing could be seen of her, and it was at first feared that she had capsized. A closer scrutiny however, revealed the fact that the craft was stranded over two miles down the beach. The men hastened to the scene, fully expecting to find that her crew had been dashed against the jagged rocks, which line the shore for more than a mile, and killed, but luckily the boat struck at a point a hundred yards above the reef, where the occupants were enabled to save themselves. They were two in number and were traced towards the station by the foot-prints on the sand. It was ascertained that the sloop, which was the *Outing*, of New York, on a pleasure trip from Saint Augustine, Florida, to Nassau, New Providence, had carried away her principal gear and sprung a leak, but had been kept afloat by throwing over oil whenever a high sea threatened to board and swamp her. The captain stated that when this was done the wave would almost immediately flatten out and pass harmlessly by, scarcely wetting the decks. The action of the wind was such as to keep her drifting slowly towards the land all the morning. One of the men, who had swallowed considerable salt water in swimming ashore through the surf, and was more or less exhausted, was relieved by the application of proper remedies drawn from the station supply. The following day, (19th,) the men who had previously offered their services, together with the keeper suceeeded in boarding the vessel, and after considerable exertion saved most of her effects and provisions. On the 20th the castaways, who had been sheltered and cared for at the station since their mishap, started up the river on a steam-launch. The sloop was subsequently hauled out for repairs, and in the spring the keeper assisted in safely launching her.

January 19.—At 2 o'clock in the morning a surfman on patrol from the Quoddy Head Station, (First District,) coast of Maine, discovered through the thick vapor that hung over the water a vessel steering directly for Warmell's Ledges. He promptly flashed a red Coston signal, when she immediately came to and let go her anchor. As the weather cleared it was found that she had just escaped going on the rocks.

January 20.—At twenty minutes past 8 in the morning the fishing schooner *Annie E. Fowler*, of Somers Point, New Jersey, while beating out of Absecom Inlet, misstayed and stranded on the bar half a mile north-northeast of the Atlantic City Station, (Fourth District,) coast of New Jersey. By the time the life-saving crew reached her in the surf-boat her crew of four men had succeeded in carrying out an anchor. The surfmen went on board, assisted to man the windlass, and by backing the head sails she was floated off the shoal without damage, and subsequently taken to a safe anchorage in the harbor.

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January 20.—Between 12 and 1 o'clock in the afternoon a report was received that a boy had broken through the ice on Lake Huron and drowned, a short distance from the Sand Beach Station, (Tenth District.) The regular life-saving crew being off duty at this season, the keeper, together with the keeper of the Sturgeon Point Station, who happened to be in the immediate vicinity at the time, manned a small boat, and breaking their way through the ice, proceeded to the scene of the accident. The water being clear the body was soon discovered on the bottom, and by means of a hook was raised to the surface. It was at once conveyed ashore and every possible effort made, according to the methods employed in the service, to restore consciousness, but failing in this the men, on account of the extreme cold, carried the body to the station. Here, with the aid of two physicians and the district superintendent, another attempt was made to resuscitate the boy, but without success, it soon becoming evident that life was extinct. Later in the day the body was claimed by friends and removed from the station. The lad's name was Harry Winterhalter. He was 12 years old and lived at Sand Beach.

January 21.—During the morning watch, between 4 o'clock and sunrise, the patrolman on the west beat from the Far Rockaway Station, (Third District,) coast of Long Island, New York, observed a steamer heading in for the beach and almost ashore. He quickly burned a red Coston light from which she took immediate warning and stood out of danger.

January 21. One of the crew of the Cobb's Island Station, (Fifth District,) coast of Virginia, on patrol at about 10 o'clock at night, discovering the lights of a vessel approaching the beach, quickly burned a red Coston signal. As the lights soon disappeard the craft must have changed her course and stood off the land.

January 22.—The first patrol to the southward from the Absecom Station, (Fourth District,) coast of New Jersey, fired off a Coston signal at a quarter past 7, and warned a vessel out of danger, which was approaching the shore. In a few minutes she would have grounded.

January 23.—When two miles north of the Green Run Inlet Station, (Fifth District,) coast of Maryland, the beach patrol fired a Coston signal to warn off a three-masted schooner, which was running into danger. The craft at once tacked to a safe distance from the land.

January 23.—At about 3 o'clock in the afternoon, while the keeper of the Golden Gate Park Station, (Twelfth District,) California, was in the vicinity of the Seal Rock House, he saw a boat with two men in it capsize in the surf. He hurried to the station to alarm the crew, but the latter had already manned the surf-boat, the lookout having also observed the accident, and were on their way to the rescue. They had not gone far when a young man drove down the beach in a buggy with the information that the two men had reached the shore. The keeper accordingly landed and went with him to see what assistance could be rendered them. One was found very much exhausted and had narrowly escaped drowning. After expelling the water from his stomach and chest he was taken to the Seal Rock House and put to bed. The district superintendent happened to arrive on the scene, and by his direction the man's limbs were rubbed and bottles of hot water applied to his feet and body. In a few hours he was able to proceed to his home. Meantime the surfmen had recovered the capsized boat and the mast, sail, rudder, and oars that had washed adrift.

January 24.—The details of the capsizing of a yawl belonging to the pilot boat *Francis Perkins*, of New York, in the vicinity of the Tom's

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River Station, (Fourth District,) coast of New Jersey, and of the drowning of the pilot and one of the crew, will be found on page 36.

January 24.—Shortly before 6 o'clock in the morning, during the prevalence of a strong southwesterly wind and thick, stormy weather, the steamer *Aries*, of Boston, Massachusetts, stranded on the outer bar, about two hundred and fifty yards from the shore, and half a mile north-northeast of the Cedar Creek Station, (Fourth District,) coast of New Jersey. She was on her way from Fall River, Massachusetts, to Philadelphia, Pennsylvania, with a valuable cargo of print cloths and paper, and carried a crew of twenty men all told. The morning patrol discovered her and at once reported to the keeper. Without delay the life-saving force manned the beach apparatus and proceeded to her assistance. In consequence of a thaw the sand was so soft that the wheels of the cart sank to a depth of some eight inches, and it was fully an hour before the men succeeded in reaching a favorable position abreast of the vessel. The crew from the Island Beach Station arrived on the scene about the same time (with the help of a team of horses) and two of their number were dispatched for a No. 4 shot-line, as it was evident after the first trial that it would be impossible to fire the larger No. 9 line, which had been provided, across the vessel. When the men returned the small line was substituted and the next attempt made to reach the steamer proved successful. It was not long before the gear was in perfect working order, although it required the most strenuous efforts of the entire ship's company to haul off the tail-block and whip owing to the strong set of the current. The sailors were safely landed in the breeches-buoy at the rate of one every six minutes, and, with a single exception, all came ashore dry notwithstanding the high surf. On the 26th the steamer was floated off, having sustained considerable damage. The following card subsequently appeared in the New York Herald of February 14th:

"*To the Editor of the Herald:*

"Will you have the kindness to permit me, through the columns of your widely-read newspaper, to publicly express the sincere gratitude of myself and crew toward Captain Penn and his able crew, of Cedar Creek Life-Saving Station No. 15, for the faithful performance of perilous duties, in which they succeeded in landing my crew and myself from the stranded steamer *Aries* on the morning of the 24th of January last? Too much praise can not be accorded the Life-Saving Service in general if the working of the men at Cedar Creek Station in particular is taken as a criterion, for their promptness and efficiency is certainly commendable, and in the handling of their apparatus they displayed great skill indeed, and I felt very much relieved when I saw that our safety rested in such able hands backed by brave hearts. The good deeds of these noble-hearted men did not end while we were with them, for we were constantly the recipients of the most kind and hospitable treatment, and I gratefully add my name to the long list of those who are indebted to the service of such brave men as Captain Penn and his associates.

"Very respectfully,

"WINSLOW LOVELAND,
"*Captain of the Aries.*

"PHILADELPHIA, *February* 12, 1887."

January 25.—In the mid-watch (12 to 4 o'clock at night) the north patrolman of the Townsend's Inlet Station, (Fourth District,) coast of

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New Jersey, discovered a vessel in danger of stranding. He burned a Coston light, when she quickly changed her course and kept away.

January 25.—The surfman on the eastern patrol from the Santa Rosa Station, (Eighth District,) Gulf coast of Florida, noticed a schooner evidently out of her course standing in towards the beach. He at once signaled her by waving his beach-lantern, when she quickly went about and stood off on the other tack.

January 26.—At about half-past 5 o'clock in the evening a schooner stood in toward the shore and anchored about three miles north of the Kill Devil Hills Station, (Sixth District,) coast of North Carolina. The weather was stormy and it being evident that something was amiss the surfmen manned their boat and started out to her. After a hard pull they got alongside and ascertained that she was the *Delhi*, of Saco, Maine, on her way from Booth Bay, in the same State, to Jacksonville, Florida, with a cargo of ice and a crew of seven men. Experiencing a succession of gales for ten days she had finally lost her rudder and was further disabled by having her head sails blown away. While the keeper was on board the wind shifted to the north and increased to almost a hurricane. The night was intensely dark and the breakers, getting higher every moment, swept furiously in towards the beach, but as the captain was anxious to send a dispatch to his owners the life-saving crew, undeterred, shoved off to bear his message. The vessel was a mile and a half from the land, and with the wind and sea on shore it required the most skillful maneuvering to take the boat successfully through the surf, which seemed to rise up as if by magic. By excellent management, however, they reached the beach without accident and the next patrol carried the telegram to the Kitty Hawk Signal Station, nearly five miles up the coast, where it was transmitted. The storm continued unabated during the night and a strict watch was kept on the schooner, whose anchor-light could be faintly discerned through the darkness. The following day (27th) the wind moderated, but the sea was too heavy for the station men to launch their boat. In the afternoon a revenue-cutter put in an appearance and took the vessel in tow for Norfolk, where the captain was desirous of going for repairs.

January 28.—During the watch before sunrise the north patrol of the Turtle Gut Station, (Fourth District,) coast of New Jersey, warned a vessel out of danger by flashing a red Coston light.

February 1.—In the morning of this date a man by the name of Wolf, who was on his way from Fall River, Massachusetts, to Norwich, Connecticut, in a small row-boat, being without a compass, got lost and came ashore on Block Island, a mile and a half north of the Block Island Station, (Third District.) His hands were badly frost-bitten and he was otherwise suffering from exposure to the cold. He was brought, with his boat, to the station and the surfmen cared for him nearly a week, giving him food and shelter, after which he left for his home very grateful for the attentions and kindness shown him.

February 1.—During the night the west patrolman of the Short Beach Station, (Third District,) Long Island, New York, warned off by Coston signal a vessel which was running too close to the beach and in danger of getting ashore.

February 1.—A gentleman who had started with his twelve-year old son on a gunning trip and had anchored his yacht about two miles from Corson's Inlet Station, (Fourth District,) coast of New Jersey, was taken suddenly sick in the night and the following morning (February 1st) made his way to the station. The keeper administered medicines and stimulants, doing what he could to relieve him, but the man growing

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no better the surfmen wrapped him in warm clothing and blankets and he was driven to Ocean City, where he could obtain the services of a physician and also take passage for home. The yacht was brought to the station and taken charge of by the life-saving crew.

February 2.—Shortly after dark, during thick and stormy northeasterly weather, the south patrol of the Monmouth Beach Station, (Fourth District,) coast of New Jersey, discovered a large ocean steamer close inshore and heading directly for the land. He immediately flashed a Coston light to warn her off and then took measures to alarm the life-saving crew. The north patrol likewise saw the vessel, which was steaming cautiously ahead at half speed, and also attempted by means of a red signal to apprise her of the danger that threatened. The engines, however, were not reversed in season to prevent her grounding on the outer bar, but owing to the timely warning given by the surfmen she worked clear after a few minutes, and doubtless escaped serious disaster. The station crew, who were making preparations to go to her assistance, could plainly see the water breaking outside of her as she stopped on the shoal.

February 2.—In the watch after midnight, during thick northeasterly weather, the south patrol of the Indian River Inlet Station, (Fifth District,) coast of Delaware, sighted a vessel heading for the beach and in great danger of stranding. He promptly flashed a Coston light, when she immediately tacked in safety off shore. Had it not been for the surfman's warning she must have struck.

February 3.—At a quarter past 2 the surfman of the Cape Henlopen Station, (Fifth District,) coast of Delaware, having the afternoon watch, reported that a bark was in a dangerous position not more than a hundred yards from the shore, at a point about a mile and a half north of the station. There was a heavy sea running, with a light easterly breeze and thick, foggy weather. The life-saving crew launched the surf-boat and pulled to her assistance, arriving alongside in fifteen minutes' time. They found the vessel in close proximity to the breakers. She proved to be the *Sodium*, of Parrsborough, Nova Scotia, bound to New York from Cuba with a cargo of sugar, and carrying a crew of ten men. The sailors having got a kedge into their boat the surfmen towed them well off shore, where the anchor was planted. All hands then returned, manned the windlass, and hove the craft into deep water, where there was more sea-room. The station crew then helped to get her under way and she proceeded safely on her voyage. The captain was very thankful for the assistance rendered, as he no doubt had made a narrow escape from disaster.

February 3.—Towards evening the keeper of the Rehoboth Station, (Fifth District,) coast of Delaware, recovered a cedar gunning skiff, which was found adrift off the station, and towed it ashore. After hauling it out for safe-keeping steps were taken to find the owner.

February 3.—In the forenoon of this date the small steamer *Dawn*, of Astoria, Oregon, while crossing the Columbia River near its mouth, burst one of her steam-pipes, which prevented the use of the boiler pump and disabled the machinery. The captain and engineer who were on board endeavored to bring the vessel to an anchor, but the chain parted, and two kedges which were subsequently thrown over failed to hold. A northeast gale was blowing with a strong ebb-tide and heavy sea. The craft helplessly drifted out over the bar and was carried off shore. At the time of the accident the keeper of the Cape Disappointment Station, (Twelfth District,) Washington Territory, was on his way to Astoria in the Army boat *General Canby* and discovered that something was

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amiss with the little steamer. He suggested the advisability of going to her assistance to the master of the *Canby*, but as the latter seemed to think that she was in no immediate danger nothing was done. The keeper watched the vessel safely drift to sea with prospects of being blown beyond the reach of aid. On arriving at Astoria he made every effort within his power to get a tug to go to the succor of the imperiled boat, offering to pay for the services rendered, but for some not clearly explained reason no move was made. The *Dawn*, which had but a small quantity of fuel and scarcely any provisions, drifted about for some ten days, most of the time out of sight of land, the two men on board just managing to live, and was finally picked up thirty-five miles off shore by the steamer *Empire*. The latter towed her to Coos Bay, and at daylight of the 16th the vessels were discovered off the bar at that point by the keeper of the Cape Arago Station, Oregon. He supposed that they were waiting a chance to cross in. Between 9 and 10 o'clock the *Empire* set her ensign, union down, at half-mast, and as there was no tug in the vicinity the keeper deemed it prudent, owing to the threatening appearance of the weather, to put off and inform the steamers of the fact. Accordingly he borrowed a small boat of the assistant lighthouse keeper, provided it with a compass, and donning a cork jacket started for the scene, three miles distant. There was quite a heavy sea running, but he arrived safely alongside the *Empire* and explained the situation to the captain. The latter then decided to start at once for San Francisco with the *Dawn* in tow, holding on to her as long as the wind and weather permitted. The two men on the *Dawn* were at first reluctant to leave her, as they were afraid she would sink if abandoned, but when the keeper called their attention to the impending storm and the danger of their remaining on board the craft during the night in the event of some accident befalling, such as the breaking of the hawser, they consented to have him transfer them to the *Empire*. The two vessels soon proceeded, and the keeper returned to the station. When he was passing through the surf one of the rowlocks slipped from its socket, and before he could replace it a breaker capsized the boat, throwing him under it, and sweeping him high up on the beach. He crawled out from under the boat, fortunately unharmed, and after gathering the loose articles and gear that had washed ashore obtained shelter at a neighboring house until the condition of the tide afforded him an opportunity to reach his quarters. The boat was somewhat damaged by the mishap and the oars were broken. Altogether the keeper made a narrow escape with his life. When the steamers were off Cape Blanco at about midnight, the sea being heavy, the towing-hawser parted and the *Dawn* went adrift and was lost. Had not her crew taken the advice of the keeper of the Cape Arago Station and gone aboard the *Empire* they would undoubtedly have shared the fate of their vessel. As it was they arrived safely in San Francisco.

February 4.—The schooner *Fred W. Chase*, of Augusta, Maine, from New York, loaded with granite, while being towed across the bar into Charleston harbor, South Carolina, whither she was bound, collided with the out-going steam-ship *Atlanta*, and at about 4 o'clock in the afternoon was driven in a disabled condition on Folly Island breakers, two miles southeast of the Morris Island Station, (Seventh District,) and at least a mile and a half from the nearest beach. At the time of the accident the weather was thick and gloomy. Just as the schooner struck the shoals the tug succeeded in getting her line for the second time; but at this juncture the wind, which had been light and variable during the day, came out in a heavy squall from the northeast and blew

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with great and increasing violence, at once raising a high and dangerous sea. The vessel was now past help from the tug, which had herself become imperiled by the furious gale and surge. The hawser was therefore cut and the tug stood up the harbor for safety. The keeper discovered the schooner's signal of distress and immediately ordered the surf-boat out, but on account of the breakers found it impossible to effect a launch abreast of the station. By the aid of the light-house keeper and his assistant the crew hauled the boat on its carriage to Folly Inlet, a mile and a half to the southward, where it was gotten clear of the beach shortly after 5 o'clock. There was a tremendous sea running and the gale continued with unabated fury. The life-saving men strained every energy to reach the wreck, whose crew had taken to the rigging, and finally, towards night-fall, got within three hundred yards of her, where it was seen that she lay in the midst of the worst line of breakers, which were making a clean breach over her. After battling with the wind and seas for fully two hours, his men becoming exhausted, without the slightest chance of rescuing the imperiled people, the keeper at last abandoned the attempt, turned for the shore, and succeeded in landing several miles south of the place where he launched. The boat was then with difficulty tracked along the surf shore back to the inlet, which was crossed, and the crew returned to the station, where they changed their wet clothing. This being done a fire was built on the beach, which was vigilantly patrolled until daylight. From the exertions of the previous day and night one of the life-saving crew gave out and was unfit for duty on the morning of the 5th. As there was still a heavy sea running, though the wind had somewhat abated, it was necessary to obtain a man to take the disabled surfman's place before going to the vessel and this occasioned some delay, the men having to row a mile up the inlet for that purpose. At once returning, however, they pulled off to the wreck and managed by skillful maneuver to get alongside. About the same time a boat manned by sailors from the revenue-cutter *McCulloch*, reached the schooner and took off three of the crew, the station men rescuing the others, which included the captain, pilot, and four seamen, all of whom had been in the rigging some sixteen hours. The unfortunate men, who had lost everything except the clothes they wore, were well-nigh spent with their long-continued exposure to the storm and cold, with hunger and thirst, and with the exertions necessary to maintain their cramped and perilous positions. After a long and hard pull, they were transferred to the tug *Hercules*, where they received good care and attention while being conveyed to Charleston. The life-saving crew returned to their station, exhausted by their severe and unintermittent toil. Their efforts, though they had not availed at the first trial to deliver the shipwrecked crew from their situation of horror, were at last crowned with success and are worthy of the highest commendation. The life-savers did all that could be done. No boat, however well commanded and manned, could have fought its way through that storm-tossed sea and turmoil of waters. The vessel and cargo were lost. Before she went to pieces, however, the surfmen succeeded in saving some of the sails and gear.

February 4.—During hazy weather, in the first watch after sunset, the patrol of the San Luis Station, (Eighth District,) coast of Texas, by the timely discharge of a Coston light, warned off a schooner that he observed heading towards the beach.

February 5.—The crew of the New Shoreham Station, (Third District,) Block Island, about 9 o'clock in the morning, went to the assistance of

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the small fishing sloop *Favorite*, of New London, Connecticut, which was discovered ashore a short distance northeast of the station. They found that she had struck a rock, stove a hole in her bottom, and was nearly full of water. The surfmen removed her ballast, pumped and bailed her out, repaired the leak, and floated her off at high water. She had a crew of four men.

February 5.—Shortly after 10 o'clock in the morning the crew of the Little Kinnakeet Station, (Sixth District,) coast of North Carolina, manned a small boat and put off to the assistance of a schooner with a signal of distress flying, which was discovered ashore in Pamlico Sound about two miles and a half west-northwest of the station. She proved to be the *Avoset*, of Hatteras, bound light to Big Kinnakeet from Edenton, and had grounded at low tide the previous evening. The surfmen ran her anchor out to windward and took the crew of two men, who were without means of getting ashore, into their boat.

February 5.—On their way back to the beach from assisting the vessel mentioned in the preceding case, the crew of the Little Kinnakeet Station, (Sixth District,) coast of North Carolina, saw another schooner, which had been standing down the sound, strand while crossing what is called the outer reef, some two miles to the westward of the station. The life-saving crew hastened to board her and found that she was the *Vennor*, of New Berne, North Carolina, unladen, and bound between the same ports as the *Avoset*. Having been obliged to slip her anchors and chains on the previous day, during the prevalence of a high wind and sea, there was no way left of mooring her as she lay aground. The captain being dangerously sick and in need of medical attendance, the station crew lost no time in taking him and his two men ashore, where the latter were given the boat to convey the ailing man to his home at Big Kinnakeet. The vessel was subsequently floated, having sustained little or no damage.

February 5.—In the forenoon of this date, during a fresh easterly gale and rough sea, while the keeper and one of the surfmen belonging to the Santa Rosa Station, (Eighth District,) coast of Florida, were on their way to Pensacola in the supply-boat, and when several miles to the northward of the station, they observed a cat-rigged boat with a signal of distress flying. Losing no time in going to her assistance they gave the man on board a line and towed the craft, which had a disabled rudder, safely to the city. She was loaded with swine for the Pensacola market.

February 7.—In the forenoon of this date, at about 10 o'clock, the crew of the Ocracoke Station, (Sixth District,) coast of North Carolina, went to the assistance of the schooner *Scud*, of and from Norfolk, Virginia, which was ashore some four miles northeast of the station, with signals of distress hoisted. She proved to be badly water-logged. The life-saving men—including the crew of the Durant's Station, which had also arrived on the scene—bailed and pumped her out, and after six hours' hard work succeeded in floating her and anchored her safely in Hatteras Roads. She was loaded with pine lumber, and had two men on board.

February 8.—Between 9 o'clock and midnight the patrol on the north beach from the Whale's Head Station, (Sixth District,) coast of North Carolina, flashed a Coston light and signaled off a vessel which was very close to the shore and in danger of striking the bar.

February 10.—Shortly before midnight the eastern patrol of the High Head Station, (Second District,) coast of Massachusetts, seeing a

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schooner dangerously near the inner bar flashed his red Coston signal to warn the craft of her danger. She at once headed off shore.

February 10.—One of the night patrólmen of the Tatham's Station, (Fourth District,) coast of New Jersey, warned a vessel out of danger by firing his Coston signal. The craft was running too close to the shore for safety.

February 10 —During the night, when some two and a half miles south of the Ocean City Station, (Fifth District,) coast of Maryland, the beach-patrol saw a sloop standing dangerously near the bar. He fired his Coston signal, when she speedily tacked and headed off-shore.

February 11.—During smoky weather, at about half-past 7 o'clock in the evening, the south patrol of the Hog Island Station, (Fifth District,) coast of Virginia, saw the lights of a sailing-vessel approaching the shore, and immediately flashed a Coston signal. The craft heeded the warning and kept away.

February 11.—At 3 o'clock in the morning the beach-patrol of the Cobb's Island Station, (Fifth District.) coast of Virginia, warned off a vessel that was standing too near the shore by flashing his Coston signal.

February 11.—During a strong northeast wind and snow-storm, at about half-past 1 o'clock in the afternoon, while two men in an open boat were towing up the Genesee River against a strong current, a skiff, which had blown adrift and they had just recovered, a heavy comber struck their boat, causing it to broach to and capsize, precipitating the occupants into the water. The keeper of the Charlotte Station, (Ninth District,) Lake Ontario, who witnessed the accident, at once ran to the station for heaving-lines, and succeeded in getting the latter, with the aid of a bystander, to the imperiled men, who made them fast to the boat, to which they had clung, and were hauled safely ashore. It was a timely rescue, as the weather was cold and the men were being rapidly carried beyond reach towards the mouth of the stream, where they would soon have perished in the rough seas.

February 12.—As the patrol of the Georgica Station, (Third District,) coast of Long Island, New York, reached the limit of his eastern beat he discovered a steamer approaching the beach and evidently out of her course. He quickly flashed a Coston light, which caused her to at once haul offshore.

February 12.—At 2 o'clock in the morning the schooner *Louise Hastings*, of Bangor, Maine, parted her cables during a northwest gale of wind and heavy sea, and went ashore in the bay some fifty yards from the beach, a mile south-southwest of the Sandy Hook Station, (Fourth District,) coast of New Jersey. She was bound from New York to a Mexican port, loaded with case-oil and a general cargo, and had a crew of six men on board. The life-saving force went to her assistance in the surf-boat, but the captain did not wish to land, and at daylight a signal was set for a tug. When the latter arrived the surfmen ran a heavy hawser to her, and the schooner, at 10 o'clock in the forenoon, was successfully pulled afloat with no other loss than that of her two anchors.

February 13.—The south patrol of the Absecon Station, (Fourth District), coast of New Jersey, shortly after sunset, caught a runaway horse and buggy and restored them unharmed to the owner. The surfman severely sprained his back in bringing the fractious animal under control.

February 13.—Shortly before 2 o'clock in the afternoon the crew of the Little Kinnakeet Station, (Sixth District,) coast of North Carolina,

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went off to the assistance of a small schooner which was seen to strand in Pamlico Sound, about two miles west of the station. She proved to be the *Fox*, of Elizabeth City, unladen, on her way to Big Kinnakeet. The tide being low at the time all that could be done was to lay out an anchor to windward, after which the surfmen landed the crew of three men. The vessel subsequently got off without damage.

February 14.—The surfmen of the Gull Shoal Station, (Sixth District,) coast of North Carolina, at about 8 o'clock in the morning, in response to a signal for assistance on the schooner *Vennor*, of New Berne, pulled off alongside, and, after ascertaining that the crew were out of fuel and short of provisions, furnished them with needed supplies. The vessel had anchored several days previous in Pamlico Sound, and the wind changing caused the tide to fall away and leave her fast aground.

February 14.—At half-past 8 o'clock in the morning the lookout of the Little Kinnakeet Station, (Sixth District,) coast of North Carolina, reported a small schooner ashore in Pamlico Sound, some four miles northwest of the station, flying a signal distress. The life-saving crew manned a small boat and reached her in about an hour's time. She was found to be the *Little Betty*, of Hatteras, light, bound from Edenton to Big Kinnakeet, and in no immediate danger. The crew of two men, desiring to reach their homes, were taken ashore by the surfmen. Subsequently the vessel was floated off and proceeded in safety.

February 14.—A vessel that was heading for the beach and in danger of going ashore near the San Luis Station, (Eighth District,) coast of Texas, was warned off, at half-past 4 in the morning, through the vigilance of the patrolman who promptly flashed his Coston signal.

February 15.—Shortly before daylight the surfmen of the Green Run Inlet Station, (Fifth District,) cost of Maryland, when near the limit of his north patrol, saw a steamer running dangerously close to the beach and almost ashore. He quickly flashed a red Coston signal, when the craft changed course and stood clear. A few minutes more and she would have stranded.

February 16.—The British steamer *Wisconsin*, of and from Liverpool, went ashore during a thick fog, at 4 o'clock in the morning, on the Long Island coast about midway between the Bellport and Blue Point Stations, (Third District,) and some three hundred and fifty yards from the beach. She was bound to New York with a general cargo and had on board two hundred and three passengers and a crew numbering eighty-five all told. The vessel sent up several rockets and the patrol lost no time in summoning their respective crews. A number of ineffectual attempts were made to reach the craft with a line, and finally the surf—which had previously been quite heavy—having moderated somewhat, the life savers launched their boat and succeeded in boarding her. They then brought off a line and with little difficulty set up the beach-apparatus, but the people on the steamer decided not to land until high water. The sea now began to increase again, and the surfmen, entertaining fears for the safety of the ship, rowed off to her a second time and brought ashore six of the passengers. Before others could be landed, however, the rising tide floated the steamer clear, and she proceeded on her way in safety.

February 16.—At about 8 o'clock in the morning the fog, which had prevailed since the previous day at the Cape Fear Station, (Sixth District,) coast of North Carolina, cleared up for a short time and the lookout discovered a bark that appeared to be ashore on Frying Pan Shoals, some eight miles to the southward. The surf-boat was immediately launched, but after pulling out nearly five miles the fog shut in thick

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again and the life savers, being unable to find her, were obliged to return ashore. Shortly before noon two boats, with signals hoisted, were seen by the aid of a glass approaching the beach on the west side of the cape. The surfmen put off and found them to contain eleven men, composing the officers and crew of the vessel that had been noticed in the direction of the shoals that morning. They were taken to a safe landing place and thence to the station. The craft was ascertained to be the Spanish bark *Maria*, of Bilbao, with a cargo of sugar, bound to New York from Havana, Cuba. During the thick weather she had been run in dangerous proximity to the shoals and narrowly escaped stranding by coming to an anchor in time. The surfmen conveyed the captain to Smithville, six miles distant, to obtain the assistance of a tug, while the crew were sheltered over night at the station. The next day the sailors, with their two boats, were also taken to Smithville and subsequently boarded the bark which, meantime, had been towed safely up to the bar. It appears that the crew had become unnecessarily alarmed when the water shoaled up and hastily abandoned the vessel.

February 18.—During a heavy northwest blow, which prevailed on February 12th in the vicinity of Sandy Hook, the schooner *William Mazyck*, of and from New York, parted her cables while lying at anchor in the bay, and was driven ashore in the night, high and dry, a mile south-southwest of the Sandy Hook Station, (Fourth District,) coast of New Jersey. The life-saving crew offered assistance at the time, but as the vessel was so deeply imbedded in the sand nothing could be done to relieve her until the tides were higher. When the wind abated, several days afterward, attempts were made by the surfmen to float her, but it was not until the morning of the 18th that they were finally successful. An anchor was run out, and by means of a spare hawser, obtained from the station, she was hove clear without damage. The captain was very grateful for the services rendered and gave the entire credit of the work to the life saving force. The vessel had a crew of six men and was bound, in ballast, to Virginia for a cargo of oysters.

February 18.—On this date, at 1 o'clock in the morning, the Italian bark *Quattro*, of Genoa, bound from Lewes, Delaware, to Pensacola, Florida, in ballast, stranded on the bar five miles and a quarter north-northeast of the Ocean City Station, (Fifth District,) coast of Maryland, and was totally wrecked. The life-saving men hastened to the scene but found her already in charge of wreckers. The crew of fourteen sailors and one passenger landed on the beach in their own boat, all but the captain taking up quarters in an unoccupied house near by. They remained there until proceeding to Philadelphia on the 25th. The captain was brought, with his baggage, to the station and sheltered two days. He then went to a neighboring hotel, where he staid until matters pertaining to the disposition of the wrecked vessel were finally settled.

February 18.—At half past 10 o'clock in the forenoon the schooner *Mary L. Vetra*, of Eastville, Virginia, by an error of the pilot, ran ashore, while entering Smith's Island Inlet, at a point about two miles and a half southwest of the Smith's Island Station, (Fifth District,) coast of Virginia. She was from Norfolk, loaded with stone, and had a crew of two men. The life-saving crew found her pounding heavily on the bar, but by throwing overboard a portion of the cargo, they succeeded in working her clear. She was then taken inside to a safe anchorage. At the time of the accident a fresh southeast wind was blowing and there was a high sea running.

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February 20.—Just after dark the patrol going north from the Plum Island Station, (Second District,) coast of Massachusetts, sighted a vessel dangerously close to the breakers at the entrance to the Merrimac River. He quickly flashed a Coston light, when she managed to sheer off somewhat but not in time to prevent grounding. She, however, shortly drifted clear and proceeded in over the bar. The warning signal undoubtedly averted a disaster, for had the craft struck hard on the shoal she would most likely have remained fast.

February 20.—Shortly after 4 o'clock in the morning, during misty weather, the three-masted schooner *Harry A. Barry*, of New Haven, Connecticut, went ashore about four hundred yards south of the Point Judith Station, (Third District,) coast of Rhode Island, and subsequently became a complete wreck. She was bound to Fall River, Massachusetts, from Baltimore, Maryland, with a cargo of coal, and carried a crew of seven men. At the time of the accident there was a light northwesterly breeze with a high sea running. The vessel was discovered by the patrol immediately after she struck, and in less than thirty minutes the surfmen had reached the scene in the life-boat. It was yet very dark and the heavy breakers made it impossible to at once go alongside. The keeper, on seeing that the schooner's yawl had been lowered, called to the captain to remain on board until daylight, when the people could, in all probability, be landed in safety, as any previous attempt to reach the shore through the surf would be attended with great danger, if not with serious results. One of the sailors, however, heedless of the advice, jumped into the boat and began to stow the crew's baggage, which was passed over the side. No sooner had he got fairly to work than a number of tremendous seas were seen coming that were certain to sweep the vessel with terrific force. The keeper again hailed the crew and besought them to seek shelter, else they would be washed overboard. As was predicted, the onrushing waves crashed violently over her, nearly submerging the hull, but the timely warning saved those on her decks. The yawl was capsized and the sailor who was in it dashed against the fore-rigging, whence he fell into the sea. He fortunately grasped a piece of board and was carried shoreward in the surf. As soon as it was discovered that the man was swept adrift the life-savers pulled with all speed for the beach, but had to go a quarter of a mile to the northward before making a landing. They hurried along to where they supposed he would come ashore and found that the station cook, hearing the man's cries, had rushed into the surf and rescued him. He was very much exhausted and nearly drowned. Two of the surfmen took him in charge and by proper use of stimulants and the methods employed in the service in such cases, succeeded, after some difficulty, in restoring him. It was now decided to land the crew in the breeches buoy, but when the apparatus had been transported to a position abreast of the vessel day began to break and the sea had so far subsided that the conditions admitted of again launching the life-boat. The latter was carefully backed down to the schooner between the seas and one man taken off at a time. In this way they were all rescued and at once conveyed to the station, where dry clothing was provided from the supplies donated by the Women's National Relief Association. Some of the crew were almost destitute, as when their yawl-boat capsized many articles of wearing apparel were lost. In the afternoon the life-saving crew returned to the vessel with the captain for the purpose of obtaining a number of valuables which had been left on board. The following day, (21st,) and until the schooner was finally abandoned on the 26th, the surfmen variously assisted the wreckers who had been em-

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ployed in running hawsers, boating spars, and gear ashore and saving a portion of the cargo. They also placed range-lights in position enabling the wreckers to land safely in the night, and on one occasion sheltered the entire party at the station. The stormy and unpropitious weather which prevailed most of the time materially interfered with successful operations. The craft broke up and went to pieces on the 27th. The sailors were comfortably cared for until the 25th, when the keeper procured free transportation for them, by rail, to their homes. The captain remained more than two weeks longer, or until March 14th, after the wreckage had been sold at public auction. The subjoined communication was subsequently received from him by the General Superintendent:

"NEW HAVEN, CONNECTICUT, *March* 17, 1887.

"DEAR SIR: On the 20th of February last the schooner *Harry A. Barry*, which I commanded at the time, was run ashore on Point Judith by the mate. The surf was very heavy when we struck, at times breaking over the vessel. The vessel struck at 4.10 a. m., but so perfect is the system of discipline which you, as Chief of the Service, have established at the station that, notwithstanding the darkness, we were discovered instantly, and the glare of the Coston light, backed by the good record of the Service, flashed hope to us all. The life-boat was rowed out through the surf, backed down to us as near as the surf would permit, and the keeper told us to remain by the ship, as they would lay by until daylight and then take us off. All this occurred within thirty minutes after we struck. Everything would have gone well, but my crew became panic-stricken, and, against the directions of the keeper, launched the yawl-boat. It was soon capsized, and one man who was in her was hurled by the surf towards the shore. The life-savers at once rowed ashore, resuscitated the sailor, who had providentially caught hold of a plank, and then returned to the wreck and rescued us all. The tier of seas that capsized the yawl-boat completely submerged the schooner, and if we had not had warning of their approach by the life-boat, which lay off-shore of us, we would have been in all probability washed overboard. At the life-station we remained several days, receiving every attention. When my crew left they were enabled to reach their homes by the kindness of Keeper Knowles, who furnished them with a certificate which the railroad accepted. I have frequently read of the feats of daring performed by your heroic men, and I think my crew and myself owe our lives to the heroism of the Point Judith life-saving crew. I have written the above with the feeling that if I did not write I would be deficient in gratitude for the aid furnished by the Point Judith life-saving crew, the promptness of which I consider is due in a great measure to the efficiency of the General Superintendent of the Life-Saving Service.

"Gratefully yours,

"C. W. CHATFIELD,
"*Late Master of Schooner Harry A. Barry.*

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

February 20.—At 9 o'clock in the morning a vessel was discovered ashore near the north breakwater, a short distance to the eastward of the New Shoreham Station, (Third District,) Block Island. The life-saving crew went to her assistance in a small boat, ran out anchors, and were some three hours making preparations to float her. The wind

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fortunately shifted and on the flood tide she was worked clear with the sails and came off undamaged. She proved to be the fishing schooner *Phebe*, of Noank, Connecticut, with a crew of four men, and had mistayed, causing her to strand.

February 20.—The north and south patrols had just returned to the Chicamicomico Station, (Sixth District,) coast of North Carolina, from their respective beats between 8 o'clock and midnight, when they discovered a vessel's light a short distance to the eastward of the station. It was seen that the craft was running a very dangerous course that would soon bring her upon the shoals. A red Coston signal was speedily ignited, when she at once came to an anchor. She proved to be a steamer and at daylight continued her course, having narrowly escaped going ashore.

February 21.—One of the crew of the Highland Station, (Second District,) coast of Massachusetts, while on patrol between 8 o'clock and midnight, warned off by Coston signal a steamer which was in danger of running on the bar.

February 21.—A steamer heading for the beach was warned off in the watch from midnight to 4 o'clock by the north patrol of the Cape Henlopen Station, (Fifth District,) coast of Delaware, who burned a red Coston light in time to save her from going ashore.

February 21.—In the morning of this date the sloop-yacht *Rattler*, of New York, anchored to leeward of Tracy's Point, a short distance southeast of the Assateague Beach Station, (Fifth District,) coast of Virginia. At about 4 o'clock in the afternoon the weather, which had been threatening during the day, began to grow stormy, endangering the vessel, and the keeper, mistrusting that those on board were strangers to the locality, caused the surf-boat to be launched and went off to her assistance. The offer to take her to a safe anchorage was gladly accepted by the captain, who proved to be unacquainted with the harbors. Accordingly she was got under way by the life-saving crew and sailed into a sheltered cove out of harm's way. She was from Norfolk, Virginia, bound to Rockaway, Long Island.

February 21.—The day lookout of the False Cape Station, (Sixth District,) coast of Virginia, seeing a steamer running too close to the beach and in danger of stranding, ran up the International Code signal J D, ("You are standing into danger,") when she immediately took warning and changed her course farther off shore.

February 21.—The surfman on watch at the Cape Disappointment Station, (Twelfth District,) Washington Territory, between 8 o'clock and midnight, burned a Coston signal and warned off a vessel that was running into danger.

February 22.—About half-past 8 o'clock the first night patrol on the beach south of the Little Island Station, (Sixth District,) coast of Virginia, observing a vessel nearing the shore and pursuing a course which if followed would be likely to strand her, fired a red Coston light and warned her out of danger. The weather was rainy and thick and the surfman's timely signal no doubt prevented an accident.

February 22.—During rainy weather, at half-past 8 o'clock in the first night watch, one of the patrolmen of the Kitty Hawk Station, (Sixth District,) coast of North Carolina, warned off with a Coston light a schooner sailing too near the beach for safety. She at once took heed of the signal and kept away out of danger.

February 23.—At 9 o'clock at night the watch of the Crumple Island Station, (First District,) coast of Maine, saw a vessel running very close to the shore and almost in the breakers. Coston lights were quickly

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ignited, when the craft took warning and hauled off. The prompt signal undoubtedly saved her from stranding.

February 23.—Between 12 and 4 o'clock at night a patrolman of the Brigantine Station, (Fourth District,) coast of New Jersey, discovered a vessel in close proximity to the outlying shoals, and at once flashed a red Coston light. The craft, as soon as the signal was displayed, kept off.

February 25.—At 9 o'clock in the morning the small schooner *Ina*, of Key West, plying between local ports, while entering Jupiter Inlet, coast of Florida, during a light breeze and strong flood tide, went ashore about a mile to the northward of the Jupiter Inlet Station, (Seventh District.) The life-saving crew, who happened to be near the scene at the time, waded out to her, ran an anchor, and attempted to heave and push her afloat, but, the tide commencing to ebb, they were obliged to wait for more favorable conditions. At 9 o'clock that night, at high water, they succeeded in getting her off and she proceeded safely on her way. The vessel was loaded with vegetables and had three men on board.

February 26.—While the small sloop *J. C. Wood*, of Chincoteague, Virginia, was trying to make a harbor, during the prevalence of a southeast gale of wind and thick rain-storm, at about 8 o'clock in the morning, she carried away her mast and was obliged to anchor near Tracy's Point, a mile and a half southeast of the Assateague Beach Station, (Fifth District,) coast of Virginia. The accident was seen by the lookout and the life-saving crew at once launched the surf-boat and proceeded to her assistance. After getting the wreckage cleared up, and the mast and sail inboard, they ran out her small anchor and hedged her as far as possible to windward. Repeating the operation they finally succeeded in moving her to a safe anchorage. The captain was very thankful for this timely help and, with his crew of three men, came ashore and started for Chincoteague to obtain a new spar. The sloop was on her way from Hog Island to Fikes Cove with a cargo of seed oysters.

February 27.—The can-buoy on the end of Brenton's Reef, which marked Seal Rock Ledge, coast of Rhode Island, was washed ashore in the afternoon during a fresh westerly wind and heavy sea, and was subsequently rolled up to a safe place above high-water mark by the crew of the Brenton's Point Station, (Third District.) In a few days it was moved back and set in position by the buoy-tender.

February 27.—During a snow-storm in the mid-watch (midnight to 4 in the morning,) the west patrol of the Far Rockaway Station, (Third District,) Long Island, New York, descried a vessel in danger of running ashore. He flashed a Coston light, whereupon the craft quickly changed course and stood out of danger.

February 27.—On this date one of the surfmen of the Little Island Station, (Sixth District,) coast of Virginia, found on the beach the headless body of a man in an advanced state of decomposition. There was nothing to serve as a means of identification, though it was supposed that the remains were those of a German sailor lost at the wreck of the ship *Elizabeth*, January 8th. The body was placed in a suitable box and buried.

February 28.—At half past 7 o'clock in the morning, during the prevalence of a strong northwest gale of wind and a high sea, the schooner *Daniel Webster*, of East Haddam, Connecticut, parted one of her chains and dragged from her anchorage onto the outer bar a mile south-southwest of the Eaton's Neck Station, (Third District,) coast of Long Island, New York. The keeper who was on the beach saw her strike, and no

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time was lost in mustering the crew and launching the surf-boat. After a brisk pull the vessel was reached, but the crew of four men, although advised of the danger of their situation, declined to abandon her. The captain's wife, who was on board, was taken ashore and received accommodations with the light-house keeper's family. No sooner had the life-saving men left the schooner than her other chain parted and she was driven high up on the beach, the seas breaking completely over her. The crew escaped unharmed to the shore and were conducted to the station. The following day (March 1st) the surfmen swept for and found one of the lost anchors, ran a hawser, and made an unsuccessful attempt to heave her clear. They calked and stopped the worst of the leaks and early the next morning, (March 2d) the weather being calm, got her afloat with but slight damage. In the forenoon the revenue cutter *Manhattan* towed her to City Island for repairs. The captain and crew were sheltered and fed at the station while the work of saving the vessel was in progress. She was without cargo, bound to New York from Stonington, Connecticut.

February 28.—During the watch between 8 o'clock and midnight, the surfman from the Assateague Beach Station, (Fifth District,) coast of Virginia, on the south patrol, burned his Coston light and warned off a vessel which was too near the shore for safety.

February 28.—The lookout of the Ocracoke Station, (Sixth District,) North Carolina, at 10 o'clock in the morning discovered a three-masted schooner some six or seven miles southeast of the station, heading for the land with distress signals flying. The wind was blowing fresh from the northwest with a moderately rough sea. The surf-boat was immediately launched, and the life saving crew at about noon got alongside. She proved to be the *Florence Shay*, of New York, bound to Perth Amboy, New Jersey, from Savannah, Georgia, with a cargo of pine lumber and a crew of eight men. She had struck on Lookout Shoals the previous night, unshipping her rudder, and was almost unmanageable. The surfmen succeeded in anchoring her near Hatteras Inlet bar, and then, at the captain's request, bore messages ashore for the assistance of a tug. The latter arrived later in the day and took the disabled vessel to Norfolk, Virginia, for repairs. The station men reached their quarters at 6 in the evening, though had it not been for a pilot-boat which towed them to the beach they would have had a hard pull getting back against wind and sea.

March 4.—A schooner that passed out of Coos Bay, Oregon, in the afternoon soon afterwards tacked ship and stood in towards the shore. She was seen about dark dangerously near the bar by the keeper of the Cape Arago Station, (Twelfth District,) who at once flashed a red Coston signal and warned her off.

March 6.—At twenty minutes of 4 o'clock in the morning, during thick and rainy weather, with the wind blowing a gale from the eastward and a heavy sea running, the British steamer *City of Chicago*, of Liverpool, bound thence to New York, ran ashore a third of a mile east-southeast of the *Petunk* Station, (Third District,) coast of Long Island. Her cargo consisted of miscellaneous freight, and she had on board six hundred and thirty-nine persons, more than five hundred of whom were passengers. The patrolman, who at the time happened to be on the beach apposite the place where the vessel stranded, immediately discovered her, and, after discharging a Coston light, at once hastened to the station and alarmed his comrades. The breakers were sweeping furiously in alongshore, making it impossible to successfully launch a boat, and the life-savers therefore hurried to the scene with

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the beach-apparatus. It was found that the steamer had struck at least six hundred and fifty yards from the land, and was consequently so far off that it seemed almost futile to attempt to reach her with a line, though this was the only way within the means at hand that assistance could be effectively rendered. Word of the casualty had been sent to the adjacent stations of Quogue and Moriches, and their crews had promptly responded with their apparatus, which so materially augmented the force and appliances that it was clear that nothing but the vessel's extreme distance from the shore could debar favorable operations. The men began work in earnest, and repeatedly fired lines of different sizes, but the shots fell short, and it was feared they would be unable to accomplish their purpose. Meantime the vessel had worked a little nearer, and, as well as could be judged, had approached to within six hundred yards of the beach. After several more equally ineffectual trials to reach her, resort was had to a method which has more than once proven of advantage in similar cases. The life savers carried the gun and faking-box as far out as possible, and then, waiting for a *slatch*—an interval of smooth surf—followed the receding breaker as far as they dared, and before the coming of another fired their piece. By this adroit maneuver they gained considerable distance, and the line landed successfully over the steamer. The No. 4 line—the smallest one used in the Service—had been employed, and the men were obliged, on account of the strong set of the current, to pay out a large portion, causing a long sag to leeward, to prevent its breaking. They then doubled the inshore part, and as soon as that had been hauled off a No. 7 line was bent on. The sailors managed to get this on board, but not until a good deal had been slacked away from the shore. The force of the current swept the line far to leeward, requiring several of the surfmen to hold it, and finally the people on the vessel, in hauling it off, produced such a strain as to part it. All further efforts to establish communication failed, and the surfmen after exhausting every resource at their command, concluded to wait until the sea moderated somewhat and then try to reach the craft in a boat. They signalled this intention to the vessel by means of the International Code. At noon, however, the tide rose sufficiently to enable the steamer to back off without assistance. She then proceeded in safety, having narrowly escaped serious disaster.

March 7.—During the night the eastern patrol of the Race Point Station, (Second District,) Cape Cod, Massachusetts, warned off by Coston light a steamer which was in danger of running ashore. She changed her course as soon as the signal was shown.

March 8.—The schooner *Freedom*, of Addison, Maine, bound home from Portland, in the same State, with a general cargo and a crew of two men, while beating into Seal Harbor during a fresh northwesterly wind, ran on Long Ledge, about a mile to the northeastward of the White Head Station, (First District,) coast of Maine. The accident occurred at half past 10 o'clock at night, and was observed by the surfmen on patrol, both of whom flashed their Coston lights, which were immediately answered from the vessel. The keeper, seeing the signals from the station, at once mustered the crew and was ready for action when the patrolmen reported. No time was lost in launching the surf-boat and pulling alongside. She was found hard and fast, and as the tide was falling it was deemed useless to attempt floating her until the conditions were more favorable. The life-saving men, therefore, took some planks, sawed them the proper lengths, and shored the craft up to keep her from heeling over and being stove on the jagged rocks. They

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worked on her until the water had left her high and dry, and then, at 5 in the morning, (9th,) returned to the station for breakfast. At twenty minutes past 6 the surfmen resumed operations, ran an anchor well to windward, and shifted the cargo so as to lighten her forward. At high tide she was successfully hove clear and sailed to a safe anchorage, having sustained no perceptible damage.

March 8.—During the prevalence of a thick fog, at about 4 o'clock in the morning, the German steam-ship *Rhein*, of Bremen, bound thence to Baltimore, Maryland, with a general cargo, and having nine hundred and thirty passengers on board besides a crew of ninety-three persons, struck on the outer bar three miles to the southeastward of the Hog Island Station, (Fifth District,) coast of Virginia. Her whistle was heard before she stranded by the patrol, and when the weather sufficiently cleared so that her position could be determined with a degree of certainty, the surfmen manned the life-boat and put off. A high sea was running and, the fog shutting in thicker than ever right after the men got away from the beach, it was some time before they succeeded in reaching her. She was found pounding heavily on the shoal with the breakers all around her. The passengers were very much alarmed at the situation but their fears were soon allayed on being assured by the keeper that there was no immediate danger. The captain was anxious to send a telegram to Baltimore for assistance and one of the life-saving crew was dispatched to the main-land for that purpose. Meantime a passing steamer was signaled that came and stayed by the vessel during the day and night. The following forenoon, (9th,) therebeing indications of an approaching storm, communication was openen with the stranded ship from the station, by means of the internatioal code of signals, and the captain was advised, as a precautionary measure, to transfer the passengers to the steamer lying near. This was accordingly done and by dark all had been safely put on board. At daylight the next morning (10th) a signal was seen flying from the ship and the station crew set out again in the life-boat, but, owing to the fog coming in thick, were unable to find her after a search of several hours. Finally, when the fog lifted she was discovered to be afloat and proceeding slowly on her way. A portion of the cargo had been jettisoned and she was leaking badly.

March 8.—A few minutes before 10 o'clock the day watch of the False Cape Station, (Sixth District,) coast of Virginia, discovered a steamship running dangerously close to what are known as the Pebble Shoals. He lost no time in hoisting the international code signal J D, ("You are standing into danger,") when the vessel quickly hauled off to the northeastward to a safe position and showed her answering pennant.

March 9.—At half past 4 in the morning the south patrolman of the Parramore's Beach Station, (Fifth District,) coast of Virginia, fired a Coston light on seeing a schooner running a dangerous course and almost ashore. She instantly kept off and thereby avoided stranding.

March 10.—At a quarter to 1 o'clock in the morning the north patrol of the Cape Henlopen Station, (Fifth District,) coast of Delaware, reported a vessel stranded on the Hen and Chickens' Shoal, about two miles east-northeast of the station. The weather was foggy, with a fresh northeasterly breeze blowing and a high sea running. The life-saving crew at once turned out, launched their boat in a furious surf, and pulled with all speed in the direction of the light which could be dimly discerned through the misty darkness. She proved to be the three-masted schooner *Grace Bradley*, of Thomaston, Maine, from Cienfuegos, Cuba, bound to Boston, Massachusetts, with a cargo of sugar.

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The captain was very anxious to have his wife, who was on board, conveyed ashore, but finally concluded to land the entire crew, consisting of himself and eight men. They were accordingly brought off and taken to the station. By daybreak the vessel had pounded over the shoal, and there was a chance of saving her. After much difficulty the surf-boat was again launched through the heavy breakers, and, taking with them the mate and three sailors, the station crew succeeded in boarding her. This was a hazardous undertaking, and required the most careful maneuvering. She was found in a sinking condition, and no time was lost in getting sail ready, with a view of running her on the main beach, but when on the point of carrying out this plan the tug *North America* put in an appearance and the men shifted to the pumps in an endeavor to keep afloat until the steamer could reach them. The surfmen got a line to the latter as soon as she arrived, and then by dint of hard work kept the schooner above water until she was towed inside the Delaware Breakwater and put ashore. She was left in charge of wreckers, and the life-saving crew, worn out by their labors, returned to the station. The vessel was considerably damaged, and lost more than half of her cargo.

March 10.—A patrolman of the San Luis Station, (Eighth District,) coast of Texas, at half-past 7 in the evening signaled a steamer, which was heading for the shore, out of danger by flashing a Coston light. The vessel at once sheered off and shaped a safe course.

March 11.—During the mid-watch (midnight to 4 o'clock) the surfman on the north patrol from the Parramore's Beach Station, (Fifth District,) coast of Virginia, signaled a schooner out of danger by means of a red Coston light. The craft was almost ashore when discovered.

March 12.—An account of the wreck of the schooner *James Watson*, of Saint John, New Brunswick, in the vicinity of the Coskata Station, (Second District,) Nantucket Island, Massachusetts, and of the drowning of the mate before assistance could reach him, appears on page 38.

March 14.—The schooner *Margaret A. Amelia*, of Somers Point, New Jersey, while beating in past the point of Sandy Hook, during the prevalence of a strong head-wind, split her foresail and, being too close to the land to work clear, went ashore a half mile northwest of the Sandy Hook Station, (Fourth District,) coast of New Jersey. The accident occurred at half-past 8 o'clock in the evening, and was seen by the patrolman, who immediately flashed a Coston signal and called out to those on board that help would soon be at hand to rescue them. He then hurried to the station and alarmed the life-saving crew. A horse was harnessed to the boat-wagon and a short cut taken over the beach hills. When the surfmen arrived on the scene the vessel was not more than a hundred feet from the shore, and the crew were grouped on the top of the house, under the lee of the reefed main-sail, which was still set. The freezing spray was flying as high as the mast-heads, covering the vessel with ice. The surf-boat was launched with as little delay as possible and the life-savers pulled off alongside and brought the three men safely ashore. They were drenched to the skin and nearly frozen, and on reaching the station were provided with cordials and dry clothing, the latter being drawn from the stores donated by the Women's National Relief Association. During the 16th the surfmen stripped the schooner of her sails and rigging, and also saved the masts. She soon went entirely to pieces, nearly half the cargo being lost with her. At the time of the accident she was on her way from Little Egg Harbor to New York with a load of cord-wood. The wrecked crew were sheltered and fed at the station for a period of three days.

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March 14.—At 4 o'clock in the afternoon, during a fresh northwest wind a large foreign bark ran in near the shoals off the Assateague Beach Station, (Fifth District,) coast of Virginia. It was evident to the keeper that she had mistaken her position and fallen into the error, common to foreign vessels, of supposing that she was approaching the capes at the entrance to Delaware Bay. The surfmen first ran up the International Code flags J D, ("You are standing into danger,") but the craft seeming to take little heed of the warning, they were hauled down and the geographical signal B Q F H (indicating that she was off Assateague Island) was hoisted in their place. On making out these flags she kept away and headed to the northward. It was a narrow escape from accident.

March 14.—In the afternoon of this date the lookout of the Wallop's Beach Station, (Fifth District,) coast of Virginia, reported a bark running directly for the land and towards what is locally known as Turner's Shoal. The keeper without delay caused the International Code signal J D, ("You are standing into danger,") to be hoisted, when the vessel quickly changed her course and stood seaward. The timely warning averted a disaster, as the craft in a few minutes would have fetched up hard and fast.

March 14.—A few minutes before 8 o'clock in the evening, a fresh northwest gale blowing, the south patrol of the Parramore's Beach Station, (Fifth District,) coast of Virginia, discovered a vessel running a dangerous course and nearly ashore. He warned her off by means of a Coston signal.

March 14.—On this date the crew of the Hog Island Station, (Fifth District,) coast of Virginia, recovered and hauled upon the beach, above high-water mark, a can buoy which had come ashore. They subsequently turned it over to the Light-House Establishment.

March 14.—The surfman on the first night-patrol to the northward of the False Cape Station, (Sixth District,) coast of Virginia, sighting a steamer standing a course dangerously near the beach, fired a Coston light to warn her off. She at once took heed of the signal and steered clear.

March 15.—At half past 7 o'clock in the morning the schooner *Sadie A. Kimball*, of Boothbay, Maine, bound from Rockland, in that State, to Salem, Massachusetts, while passing through Muscle Ridge Channel, during a strong north breeze, carried away her main boom and wet the deck-load of lime, causing the latter to slake and get on fire. She had a crew of three men and ran into Seal Harbor, and anchored about a mile northeast of the White Head Station, (First District,) coast of Maine. The life-saving crew went off to her, broke out all the burning casks, and threw them overboard. The rest of the cargo was then carefully re stowed, the broken boom repaired and shipped in place, and the mainsail bent. Everything was put in good order before the surfmen returned to the station. This timely assistance was the means of saving the vessel and cargo.

March 15.—For the particulars of the loss of two of the crew of the wrecked schooner *J. H. Eells*, of Camden, Maine, see page 39. The vessel struck the edge of the bar, during a snow-storm and heavy weather, a mile and a half to the southward of the Nauset Station, (Second District,) Cape Cod, Massachusetts.

March 15.—At a quarter past 11 o'clock at night a schooner was warned off by the south patrolman of the Orleans Station, (Second District,) coast of Massachusetts, who burned a Coston signal on seeing that she was standing into danger.

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March 15.—One of the patrolmen of the Sea Isle City Station, (Fourth District,) coast of New Jersey, discovering a vessel standing close inshore, during the night, promptly flashed a Coston signal, which caused her to quickly haul off out of danger.

March 16.—In the night the western patrols of the Peaked Hill Bars Station, (Second District,) coast of Massachusetts, warned off, during their respective watches, two vessels, one of which was a steamer, that were discovered running into danger near the bar. As soon as the Coston signals were fired by the surfmen both crafts at once hauled offshore.

March 16.—The north patrol of the Cahoon's Hollow Station, (Second District,) coast of Massachusetts, between midnight and 4 in the morning, warned off by Coston signal a schooner which he discovered standing towards the land and in danger of stranding. She at once took heed and tacked off-shore.

March 16.—On the morning of the 15th the schooner *Chromo*, of Franklin, Maine, which had anchored off Chatham, Massachusetts, the previous night, during a fresh northerly wind parted her chain and was obliged to make sail and seek shelter. A thick snow-storm prevailed at the time, and in running across the shoals to the southward, to reach smoother water, she struck on Pollock Rip several times, causing the mainsail to jibe, and the main boom to carry away. By means of a small anchor and kedge she succeeded in coming to about a mile to the westward of Shovelful Lightship, where she remained through the night. The following morning (16th) the captain set a signal for assistance, thinking that some of the people living on Monomoy Point, seeing the vessel's disabled condition, would bring him material for fishing his broken boom. There were only three or four men residing in the vicinity, however, and they made no attempt to board her. The Monomoy Station, (Second District) is situated nearly four miles to the northward of the point where the schooner lay, and her signal was seen by the lookout as soon as it was raised. The life-saving crew immediately launched the surf-boat, and in an hour's time were alongside, although there was considerable of a sea on. They at once set to work to repair damages, and before long the vessel was placed in condition to resume her voyage. A passing tug was hailed, which took her in tow to Vineyard Haven. She was bound to Bar Harbor, Maine, with a load of coal from Hoboken, New Jersey, and her crew numbered five men all told.

March 18.—During the night the south patrolman of the North Scituate Station, (Second District,) coast of Massachusetts, discovered a steamer standing into danger, and warned her off with a Coston light. It was snowing hard at the time, and the vessel was out of her course.

March 18.—The east patrol of the Race Point Station, (Second District,) Cape Cod, Massachusetts, during the night flashed his red Coston signal and warned a vessel, which was running for the shore, of her danger. She quickly altered her course and stood away in safety.

March 18.—Between 4 o'clock and sunrise the surfman of the Cahoon's Hollow Station, (Second District,) coast of Massachusetts, patrolling the south beach, discovered a large three-masted schooner heading directly for the land and close in. He speedily flashed a Coston light, which caused her to go about and stand off-shore. It was a narrow escape from stranding.

March 19.—Shortly after dark a vessel was discovered in danger of stranding on the outer bar by the east patrol of the Peaked Hill Bars Station, (Second District,) Cape Cod, Massachusetts. He lost no time in

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flashing a red Coston signal, when she altered her course and stood clear.

March 19, 20.—While entering New Inlet in the afternoon, during a strong northwest breeze, the schooner *Mary S. Tibbitts*, of and from New York, stranded on the middle ground shoal about a mile and a half south of the Little Egg Station, (Fourth District,) coast of New Jersey. She floated off and came to an anchor before the life saving crew could reach her. The captain was not acquainted with the channel and at his request the keeper piloted the vessel inside, the surfmen first assisting to get her under way. She was bound to Beach Haven with a cargo of ice and carried a crew of five men. In standing through Little Egg Harbor she ran aground a second time. The station men laid out anchors, but their efforts to heave her clear proved unsuccessful until the following morning (20th,) when they managed to get her afloat. She then proceeded in charge of a pilot.

March 19.—The schooner *Ira Laffrienier*, of Boston, Massachusetts, from Boothbay, Maine, with a cargo of ice and carrying a crew of five men, while beating into Great Egg Harbor Inlet, at 5 o'clock in the evening, ran on the shoals one mile nort east of the Ocean City Station, (Fourth District,) coast of New Jersey. The life-saving crew proceeded in the surf-boat to her assistance and ran out an anchor. As nothing more could be done at that time, the tide being ebb, the surfmen returned to the station. The next morning (20th) they planted two more anchors, using the station hawser in running one of them. An attempt was then made to lighten her so that she could be hove clear, but after throwing overboard nearly a hundred tons of the cargo the wind came out fresh from the eastward and forced her farther up and more firmly on the shoal, where several subsequent efforts to move her proved ineffectual. Finally the work was placed in the hands of a wrecking company and on the 26th the vessel was floated off in a leaking condition, and proceeded to Ocean City, whither she was bound.

March 19.—The three masted schooner *Enos B. Phillips*, of Boston, Massachusetts, bound thence to Philadelphia, Pennsylvania, with a cargo of empty barrels, and carrying a crew of seven men, stranded, during a northeast snow squall, on the north bar of Townsend's Inlet, a mile southeast of the Townsend's Inlet Station, (Fourth District,) coast of New Jersey. The accident occurred shortly after 4 o'clock in the morning, and was caused by a disarrangement of the compass. The life-saving crew went to her in a surf-boat and tried to work her clear by means of the sails, but were unsuccessful. They then brought the captain ashore, who communicated by telegraph to the owners and also sent word to a wrecking company for assistance. In the afternoon the surfmen made another effort to float the craft, which proved as ineffectual as the first. Towards evening two wrecking steamers arrived on the scene and commenced to lay out anchors and cables. During the several days following the station men co-operated with the wreckers in making preparations to save the vessel. A strong northeast gale of wind materially interfered with the progress of the work, and on the 27th one of the steamers was obliged to put to sea, leaving nine of her men on board the schooner. They landed in their own boat and were conducted to the station, where they received food and shelter for three days. The storm continued unabated until the 30th, after which the cargo was transferred to a lighter and the schooner pumped out. On April 6th she was pulled off the shoal, in a damaged condition, and proceeded in tow to Philadelphia.

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March 20.—The schooner *Mary S. Tibbitts*, of New York (the vessel assisted in the morning of this date by the crew of the Little Egg Station, as above narrated), ran ashore for the third time while on her way to Beach Haven, whither she was bound in charge of a pilot. The accident occurred at half-past 3 o'clock in the afternoon on a shoal in Little Egg Harbor known as Goose Bar, a mile west of the Bond's Station, (Fourth District,) coast of New Jersey. The life-saving crew at once boarded her in the surf-boat, ran out a kedge, and by utilizing the sails succeeded, after considerable effort, in heaving her afloat. The captain was very grateful to the station men for their services and reached his destination without further mishap.

March 20.—The schooner *R. F. Hastings*, of Eastville, Virginia, while on her way out of Great Machipongo Inlet, bound to Chincoteague, stranded on the south point of Rogue's Island, two and a half miles southwest of the Hog Island Station, (Fifth District,) coast of Virginia. The accident occurred at half past 9 o'clock in the morning. The surfmen went alongside in the life-boat and found her in a dangerous position, but the tide being unfavorable nothing could be done to relieve her until about 3 in the afternoon, at which time they succeeded in floating her off, with little or no damage. She was then taken to a safe anchorage. Her cargo consisted of oysters, and there were seven persons on board, four of whom were passengers.

March 21.—The schooner *Harriet Samantha*, of Boston, bound thence to Essex, Massachusetts, without cargo, and having a crew of four men on board, in attempting to enter the Essex River during low water, at about 3 o'clock in the afternoon, stranded on the bar two and a half miles west-northwest of the Davis Neck Station, (Second District.) She was discovered by the day-watch and in half an hour's time the life-saving crew were alongside of her in the surf-boat. There was a high sea running and the craft was pounding heavily on the shoal and in great danger of going to pieces. The surfmen ran out an anchor, then hove her bow round until the sails would draw, after which they assisted to spread the canvas, manned the windlass, and by strenuous exertion managed to heave her afloat. She reached port in safety, having sustained no perceptible damage.

March 22.—As the patrols of the Peaked Hill Bars Station, (Second District,) Cape Cod, Massachusetts, were starting out on their respective beats at 4 o'clock in the morning, a vessel's light was seen about a mile and a half off the beach, but, as there was nothing unusual in the circumstance, the surfmen separated, one going east and the other west. The latter had not proceeded far when he discovered that the craft was all the while nearing the land, and unless she could be apprised of her danger and made to change her course would soon be ashore. Accordingly he quickly fired a red Coston light as a warning, but the signal was apparently unheeded, and, in a few minutes, as he had apprehended, she struck the bar. This was at a point several hundred yards from the shore and not more than a quarter of a mile north of the station. The east patrol had likewise flashed his Coston and had been answered by the waving of a torch. The men hurried back and alarmed the crew, who quickly turned out and got the surf-boat down to the water's edge. A strong easterly wind was blowing and heavy breakers were sweeping the beach, but the life-savers finally got their boat safely through them and reached the stranded vessel without mishap. She proved to be the schooner *Edith B. Coombs*, of Lamoine, Maine, bound to Boston from New York, with a cargo of coal, and hav-

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ing on board a crew of five men and the captain's two daughters. Efforts were made to get the vessel off the bar, the surfmen first running out a kedge, but this failed to hold and came home as soon as a strain was applied to the line. A larger anchor, with sixty fathoms of hawser, was then planted, but also proved of little use, and so the attempt to dislodge the craft had to be, for the time being, abandoned. The wind, which kept increasing, was now almost a gale, and the seas were getting higher and more dangerous every moment. It was evident that the sooner steps were taken to land the people the better. All hands were therefore taken into the surf-boat, while their effects were put in the schooner's yawl, and, with the latter in tow, the life-saving crew pulled for the shore, which they reached in safety, though not without subjecting the party to a complete drenching. They were conducted to the station and furnished with dry clothing, the two girls afterwards going to Provincetown, where they were kindly cared for by the keeper's wife. Just as breakfast was about to be served the influx of the tide floated the schooner clear of the bar and she swung to her anchor, a condition of things that made it necessary to go to her assistance at once if they hoped to save her. So the surfmen, taking the sailors with them and leaving their meal untouched, again manned their boat and ran it out through the heavy surf, partly filling it and splitting the garboards, but managing after much difficulty and hard pulling to reach the vessel. The mainsail and jibs were speedily set, the hawser cut, and she was worked into deep water, striking bottom only once on her way off shore. She was then headed for Provincetown Harbor and there brought to an anchor at about 11 o'clock in the forenoon, apparently uninjured. This prompt action, which was indeed a signal achievement on the part of the station crew, unquestionably saved her from disaster. The surfmen, who had had nothing to eat since the previous night, now went ashore, changed their wet clothes, and provided themselves with necessary food. They reached their quarters at 3 o'clock in the afternoon, having hired a horse to haul their boat back to the station. The following acknowledgment subsequently appeared in the Boston Herald.

"PROVINCETOWN, *March* 24, 1887.

"We, the undersigned, captain and crew of the schooner *Edith B. Coombs*, of Lamoine, Maine, desire to express our thanks to Captain Isaac Fisher and crew of the Peaked Hill Bars Life-saving Station for the valuable service rendered to us in our late extremity. At 4.20 o'clock on the morning of Tuesday, March 22, while a heavy easterly gale was blowing we struck on the bar, and in about half an hour Captain Fisher and his men were on board of our vessel. They immediately got out an anchor to hold the vessel and removed the people on board, consisting of seven persons, including the captain's two girls, and very soon the rescued found themselves in the warm quarters of the station. The children were brought to town and domiciled in the house of Captain Fisher. Soon after reaching the shore our vessel was seen to float with the rise of the tide and swing at her anchor. Captain Fisher and his gallant crew decided to save the vessel if possible, and notwithstanding a very heavy sea was running they pulled again through the rapidly rising surf, filling their life-boat and splitting both garboards. With the assistance of our own crew they got the vessel under way, cut the cable, and worked her out over the bar and around the shore in face of one of the severest gales of the season, anchoring her in Provincetown Harbor at about 11 o'clock a. m. the same day, having rescued not only

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every person on board, but having saved as well every dollar's worth of the property. We feel that it is a pleasure to thus publicly express our thanks to these noble men who have thus risked their lives in our behalf and in behalf of our owners.

"F. G. THOMPSON, *Captain.*
"F. M. THOEPSON, *Mate.*
"LOREN W. THOMAS, *Cook.*
"JAMES COVEY,
"ITHIEL SAUNDERS, *Seamen.*"

March 22.—Shortly before 8 o'clock in the morning the crew of the New Shoreham Station, (Third District,) Block Island, launched the surf-boat and went to the assistance of a vessel that was anchored in a dangerous position on a sand shoal, outside of the breakwater, about three-quarters of a mile to the northward of the station. The wind was blowing a gale from the eastward with a heavy sea running, and it required a hard pull before the surfmen got alongside. She was found to be the fishing schooner *Active*, of Providence, Rhode Island, with seven men on board. The captain was sick and said that he was unwilling, in his feeble condition, to take the risk of getting under way, being afraid of losing the vessel. He therefore gave the life-saving men entire charge. The latter accordingly at once set to work, close reefed the mainsail, and got a spring to the cable. They waited for a smooth chance between the broken seas, slipped the chain, and succeeded in taking the schooner safely into the harbor. In getting away she struck several times on the shoal, causing her to leak some, but was otherwise uninjured.

March 22.—At about sunset the three-masted, coal-laden schooner *Samuel H. Walker*, of Taunton, Massachusetts, stranded on the outer bar five miles southeast of the Hog Island Station, (Fifth District,) coast of Virginia. She was from Baltimore, Maryland, bound to Bridgeport, Connecticut, and had nine men on board. At the time of the accident a fresh gale was blowing from the westward and a high sea running. The vessel was seen by the day-watch approaching the shoals, but before warning signals could be made she struck. The station crew launched the life boat and started out to her, but darkness setting in, and the schooner showing no lights, they were unable to find her until half past 9 o'clock. At that hour, the tide being ebb, nothing could be done to relieve her, but the life-saving force staid by during the night, and early the following morning (23d) succeeded, by means of the sails, in swinging her bow round to a more favorable position. Not being able to float the craft at high water, and fatigued from their labors, the surfmen returned to the station. Shortly afterwards the revenue cutter *Hamilton* arrived on the scene and attempted to pull the vessel clear, but her efforts were unavailing. In the forenoon of the 24th, in response to a signal, the life-saving crew again manned their boat and went off alongside. They worked during the entire day throwing over cargo to lighten her. Towards evening the master made a contract with a wrecking company, and the latter took charge of the operations. All the sailors except the captain were brought ashore and sheltered over night at the station. Next day they were put on board in the life-boat, and the surfmen rendered the wreckers what assistance they could in further lightening the vessel. On the 26th she was floated off the bar by the aid of a tug and taken to Norfolk, Virginia. During the progress of the above work the station men were assiduous in their efforts to save the schooner, and their action was heartily commended by the captain,

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who subsequently expressed his appreciation in the subjoined letter to the General Superintendent:

"BRIDGEPORT, CONNECTICUT, *April* 6, 1887.

"DEAR SIR: I wish to tender my thanks to Capt. J. E. Johnson and crew, of Hog Island Life-Saving Station, Virginia, for their prompt assistance rendered to schooner *Samuel H. Walker*, of Taunton, Massachusetts, March 22, while stranded on Hog Island Shoals.

"Respectfully, yours,

"I. KELLEY,
"*Master of Schooner Samuel H. Walker.*

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

March 24.—In the morning of the 22d, during the prevalence of high westerly winds, the small fishing schooner *Extra*, of Elizabeth City, North Carolina, dragged from her anchorage in Pamlico Sound and went ashore half a mile southwest of the Chicamicomico Station, (Sixth District.) Two days later (24th) the captain called upon the life-saving crew for assistance and several of the surfmen helped him to launch his boat, which had sustained some damage.

March 25.—At half past 3 o'clock in the morning a vessel's light was discovered by the patrol of the Fletcher's Neck Station, (First District,) coast of Maine, about a mile and a quarter north-northeast of the station. The wind was blowing fresh from the southwest, with rain. It was at first thought that she was ashore on Negro Island. All hands were immediately called and the surf-boat was launched from the relief-house on the harbor side. It was found, on reaching the scene, that the craft was anchored dangerously near the rocks, and that it was necessary to take prompt measures to save her. Accordingly the surfmen hastened back, obtained an extra anchor, then went off and slipped her chain, and moved her to a safe berth. The following day the life saving men recovered her anchor and put it on board. She proved to be the schooner *Edward Everett*, of Camden, Maine, bound to Rockport, in that State, from Boston, Massachusetts, with a cargo of corn and a crew of three men. It being dark and the weather thick the captain had misjudged his distance from the shore.

March 25.—At about half past 4 o'clock in the morning the coal-laden schooner *Oliver Ames*, of Taunton, Massachusetts, stranded some four hundred yards from the shore, midway between the Peaked Hill Bars and High Head Stations, (Second District,) Cape Cod. The weather was rainy with the wind blowing fresh from the south. The patrolmen from the stations discovered her about the same time—fifteen minutes later—and, after a Coston signal had been fired to let the people know that they were seen, they hastened back to alarm the life-saving crew. The men from the High Head Station, having the wind in their favor, reached the vessel in their boat first and were soon followed by the surfmen from Peaked Hill Bars. Both crews turned to with a will and assisted the seamen in working the sails and, as the accident occurred at low water, it was not long before the tide flowed sufficiently to float the craft clear of the bar. This was a fortunate turn as shortly afterwards the wind came out with force from the west-northwest, and had the schooner remained aground she would likely have been badly damaged if not lost. As it was she escaped without apparent injury, and was sailed to a safe anchorage in Provincetown Harbor. The vessel was on

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her way from Norfolk, Virginia, to Boston, and carried a crew of seven men all told. Subsequently the following card, expressive of the captain's gratitude for the service rendered by the station crews, was published in the Boston Globe:

"*To the Editor of the Globe:*

"I wish to publicly express my thanks to Captain Isaac Fisher and crew of the Peaked Hill Bars life-saving station, and Captain Charles Kelley and crew of High Head life-saving station, for the valuable assistance rendered my vessel in the moment of peril. We struck on Peaked Hill bars, between the two stations, about 4 o'clock Friday morning, during a thick rain squall. Both crews were quickly on board, and with their timely assistance we succeeded in floating her out over the bars all right. Our position was one of peril, and with a change of wind our craft would have remained on the beach but for their prompt arrival and help.

"J. H. HANDY,
"*Master of Schooner Oliver Ames.*

"PROVINCETOWN, *March* 26."

March 25.—At half-past 4 o'clock in the morning the French steamship *Scotia*, of Marseilles, France, stranded on the outer bar, opposite the Blue Point Station, (Third District,) coast of Long Island, at a point about two hundred yards from the shore. She was bound to New York from Naples, with a general cargo, and had eight hundred and thirty passengers, most of whom were Italian immigrants, and a crew of forty-two persons on board. The accident was thought to have been caused by the strong lateral set of the current, which had not been anticipated. The weather was clear at the time, with a fresh breeze blowing from the westward and a high sea running. She was seen from the station, and the life-saving crew at once turned out and manned the beach-apparatus. The gear was speedily got in position, and at the first discharge of the gun the shot was landed on the deck of the vessel, but some one on board picked it up and threw it overboard. Two more attempts were made before the line was successfully fired over the ship, and then a difficulty arose in getting the people to haul off the whip. International Code signals were set, but for some reason they were not properly understood on the steamer, although there was plenty of daylight, and the operations came to a stand-still. Meantime the crews from adjacent stations of Lone Hill and Bellport arrived on the scene. Under the circumstances, it was evident that the only way to establih communication was for the surfmen to board the vessel and rig the gear themselves. Accordingly the crew of the Blue Point Station, notwithstanding the high and dangerous surf, launched their boat and pulled out alongside. In a short time things were put in working order and some fifty of the passengers were safely landed in the breeches-buoy, and sixty more by means of the surf-boat, which made seven successful trips through the breakers. Towards evening the captain received a telegram from the agents not to land any more people unless there was emergency, as a barge had been dispatched to convey them to New York. Those who had already been set ashore were sheltered over night at the Blue Point Station and provided with food. The following morning, (26th,) the sea continuing unabated, it was decided to land the rest of the passengers. The crews of the Lone Hill and Blue Point Stations, asssisted by the keeper and a surfman from the Point of Woods Station, and also two surfmen from the Bellport Station,

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brought off in boats and the breeches-buoy five hundred and forty persons, while the others were landed by the wreckers and by means of a launch sent out by the revenue-cutter *Grant*, which vessel took on board many of the people and conveyed them to New York. Two of the passengers with broken limbs were cared for at the station, and the next day (27th) transferred to the city and placed in hospital. On the 28th the ship's company were landed in the breeches-buoy. The *Scotia* was floated on April 24th by wreckers.

March 27.—At half-past 9 o'clock at night of the 26th, during a strong westerly breeze and clear weather, the schooner *Leaping Water*, of Vinalhaven, Maine, bound to Lincolnville, in that State, from New Bedford, Massachusetts, ran on old Cilley Ledge, eight miles southwest of the White Head Station, (First District,) coast of Maine, and became a total wreck. She had a miscellaneous cargo and a crew of four men. Owing to the darkness and distance from the station, she was not discovered by the patrol until daylight the following morning, (27th.) The surf boat was immediately launched, and, after a hard pull of two and a half hours, the life-saving men boarded her, and found that she was abandoned and fast breaking up. It was thought at the time that the crew had been picked up by a three-masted schooner which was seen to pass inside with a small boat in tow. The surfmen assisted a party of wreckers in saving most of the cargo and then returned to their quarters. Three days later, (30th,) hearing that the vessel's crew had not been heard from, the station force went to Metinic Island, between five and six miles to the southward, cruised along the shores, and made every effort to obtain tidings of the missing sailors, but without success. From information subsequently received it appears that they took to their boat as soon as the accident occurred, and, losing the oars, made a line fast to the schooner to ride by, but the end slipped and they were cast adrift at the mercy of the wind and seas, being buffeted about for thirteen hours, having nothing but a peice of board to steer with. Finally, much exhausted and almost frozen by exposure to the cold, they made a landing on Matinicus Island, some sixteen miles to the southeastward from where they were wrecked, and were kindly treated and cared for by the inhabitants during a period of five days, when they were taken to Rockland in the packet schooner *Julia Fairbanks*.

March 27.—One of the surfmen of the Peaked Hill Bars Station, (Second District,) coast of Massachusetts, on patrol from 8 o'clock until midnight, sighted a vessel almost ashore and at once flashed a Coston signal to warn her, when she speedily changed her course and escaped stranding.

March 27.—The night patrol, when about three miles south of the Orleans Station, (Second District,) coast of Massachusetts, flashed a red Coston signal and warned off a vessel which he saw approaching too near the shore.

March 27.—Between 11 and 12 o'clock in the day a sixteen-foot Whitehall boat was discovered lying in the surf near the beach a short distance east of the Coney Island Station, (Third District,) coast of Long Island, New York. It contained a pair of oars marked with the owner's name, and had probably been abandoned by the parties who hired it, The life-saving crew carried the boat upon the beach to a safe place and subsequently delivered it in good condition to the owner.

March 27.—One of the surfmen of the Carson's Inlet Station, (Fourth District,) coast of New Jersey, during his night patrol discovered a steamer running a course which would fetch her up on the shoals at

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the entrance to the inlet. He quickly fired a Coston signal, when the vessel sheered off and went clear. It was a narrow escape from stranding.

March 27.—On this date, a large foreign ship, with her ensign flying at her mizzen-peak, stood in near the shoals off the Assateague Beach Station, (Fifth District,) coast of Virginia, apparently for the purpose of finding out her position. The life-saving crew ran up the geographical International Code signal B▸Q F H, ("Assateague Island,") after which the vessel went about and stood out to sea.

March 28.—Shortly after 4 o'clock in the morning, during a fresh south wind and foggy weather, the schooner *Rapidan*, of New York, belonging to the Merritt Wrecking Company, while running for Sandy Hook to make a harbor, mistook the lights and went ashore a mile south of the Monmouth Beach Station, (Fourth District,) coast of New Jersey. She came well up, enabling the crew of six men to reach the beach without difficulty. The patrol discovered the vessel and informed the captain who was anxious to send to New York for assistance, that a message could be transmitted by the station telephone to Sandy Hook, where it would be promptly forwarded to the point indicated. This was accordingly done and the schooner soon had the desired aid. She was subsequently floated in a damaged condition.

March 28.—At 11 o'clock at night when the north patrol of the Green Run Inlet Station, (Fifth District,) coast of Maryland, was about a mile north of the station, he fired a Coston signal and warned off a steamer that was dangerously close to the beach.

March 28.—An hour or so before daybreak the north patrol of the Little Island Station, (Sixth District,) coast of Virginia, flashed his red Coston light and warned off a vessel that was approaching too near the beach.

March 29.—The day watch of the Hog Island Station, (Fifth District,) coast of Virginia, at about 3 o'clock in the afternoon, discovered a large vessel running in towards the bar. The signal J.D., ("You are standing into danger,") was at once hoisted to warn her, but in attempting to keep off she struck on the outer bar. Before the surfmen could launch a boat, however, the wind, which was blowing a gale from the west, forced her clear of the shoal into deep water, and she stood away, having narrowly escaped disaster.

March 29.—At 3 o'clock in the morning a steam-barge left a sailor, who had had his leg broken at the Chicago Station, (Eleventh District,) Lake Michigan. He was cared for by the keeper and made as comfortable as possible until the afternoon, when the Government ambulance called and took him to the Marine Hospital for treatment.

March 31.—At 6 o'clock in the evening, during the prevalence of a fresh easterly wind and thick snow-storm, the schooner *Cornelia Soule*, of New London, Connecticut, on her way from Baltimore, Maryland, to Cambridge, Massachusetts, with a cargo of soft coal, stranded on Brigantine Shoals, some two and a half miles east-southeast of the South Brigantine Station, (Fourth District,) coast of New Jersey. As there was every indication of an approaching storm, and the vessel was lying in a dangerous position, too far off to be discernible from the shore, the captain and crew of five men almost immediately abandoned her and sought safety by landing in their own boat. They came to the station and were provided with dry clothing, (a portion of which was from the stores donated by the Women's National Relief Association,) given a warm supper, and otherwise cared for. The intense darkness, combined with the unfavorable condition of the weather, made it unadvisable to

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attempt reaching the schooner before daylight. Early in the morning, (April 1st,) the patrol discovered that she had drifted from the shoals to Absecon Inlet Bar, a distance of some five miles. The surf-boat was accordingly launched from the inside beach, and on reaching the inlet a very rough and dangerous sea was encountered, but after a hard and venturesome pull the life-saving crew succeeded in boarding her. She was found full of water. The sails, which had been left standing the previous night, were taken in and the effects belonging to the sailors brought off. The surfmen from the Atlantic City Station assisted in the work and furnished shelter to the captain and mate for twelve days, the others being cared for at the South Brigantine Station until April 3d, when they were transferred, with their baggage, to the schooner. On the 12th a wrecking company floated the vessel clear of the bar and anchored her in the harbor. She sustained considerable damage, and was subsequently taken to New London for repairs. About half the cargo was lost.

March 31.—During the midwatch a patrolman of the Cobb's Island Station, (Fifth District,) coast of Virginia, seeing a vessel standing into danger close to the shore, quickly flashed a Coston signal, when she immediately hauled off.

March 31.—The keeper of the South Haven Station, (Eleventh District,) Lake Michigan, in the afternoon of this date, ran lines to a schooner and otherwise assisted to clear her from the ice, which had closed in around her at the mouth of the harbor.

April 1.—At half-past 3 o'clock in the morning the south patrol of the New Shoreham Station, (Third District,) Block Island, reported a small vessel close ashore outside of the breakwater, about a quarter of a mile east-northeast of the station. The weather was thick, with a fresh easterly wind blowing, and a high sea running. The life-saving crew launched the surf-boat as soon as possible and pulled off alongside. She proved to be the schooner *Pathfinder*, of Newport, Rhode Island, bound on a fishing cruise from New Bedford, Massachusetts, and was found with three anchors down, in momentary danger of being driven on the rocks. No time was lost in taking off the crew of four men and conveying them to the station. The surfmen then returned and attempted to save the vessel by running out an anchor which they had provided, but the wind blowing directly on shore made up such a rough sea that, together with the blinding snow-storm, it was found utterly impossible to do anything to relieve her. She was, therefore, reluctantly abandoned. In the afternoon her chains parted and she was dashed on the rocks and totally wrecked. It was ascertained that the trouble had been caused by mistaking the range lights while running for the harbor. The crew were sheltered at the station four days.

April 2–9.—During the prevalence of a strong northerly gale of wind and thick snow-storm, at fifteen minutes past 6 o'clock in the evening, the schooner *Oceana*, of Orland, Maine, stranded on Duxbury Beach, a little over four miles north-northwest of the Gurnet Station, (Second District,) coast of Massachusetts. The vessel was loaded with lime, bound to New York from Rockland, Maine, and carried three men all told. She struck on the first of the ebb tide, in the midst of heavy breakers, and was driven within fifty yards of the shore. The crew would have been safe in the cabin had not the suffocating fumes of the lime, which had almost immediately taken fire, compelled them to seek refuge on deck and in the rigging. The captain had been washed overboard early in the day, but luckily the next wave brought the vessel within his reach, and he was rescued by the mate, who pulled him in over the side, though

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not before he had sustained several painful wounds, besides having his hands badly frost-bitten by exposure to the severe cold. The sailors remained clinging to the schooner for nearly an hour, when they made efforts to leave her. Meantime the combined action of the under-tow and falling tide had caused her to work broadside on, affording something of a lee from the violence of the surf. Leading a long painter from their yawl, which hung from the stern davits, around to the starboard or inshore bow, they watched their chance and, during a temporary lull, cut the falls, letting the boat drop into the water and swing to the line, bending on another of sufficient length to reach the beach. They landed in the boat one at a time, the mate, who went first, pretty nearly losing his foothold and being swept seaward by the treacherous under-tow after he jumped out. The cook would have suffered a similar, or even worse, experience had it not been for the timely assistance of the mate, who stood ready to keep him from the surf. The captain, although hardly able to care for himself, was the last to abandon the burning craft, and, happening to strike a succession of low breakers, had no difficulty in getting ashore.

The party were drenched to the skin, chilled through, and almost exhausted, and did not know which way to turn for shelter. They were ignorant of the locality they were in and by the merest chance started to the southward in the bewildering storm. It was not long before they came across footprints in the snow that proved to be those of the life-saving patrol, which they followed and soon after arrived at a small house that stands at the extreme limit of the beat, and which the surfmen had erected some time previous and supplied with a stove, fuel, and light. A good fire was quickly made, which emitted warmth and comfort to the jaded men, while the rude hut securely screened them from the raging elements without. It appears that the patrolman, who had left the station at 4 o'clock in the afternoon, had, after an arduous and difficult tramp of some four miles, over hills and through hollows, (the tide being so high that traveling on the beach was out of the question,) in the face of the wind and blinding snow, succeeded in getting to the key-post at half-past 6 in the evening, and then went to a point further on where he could obtain a partial view of the adjacent beach. The schooner was ashore at this time, though so far off that it was impossible to distinguish her. The impressions that the surfman made in the snow, which extended considerably beyond the confines of his patrol, guided the castaways, as has been seen, to a place of refuge. They were discovered by the next patrol, who reached the scene shortly after 10 o'clock. He offered to conduct them to the station, but, as the captain was severely hurt, the mate bruised in the leg, and their clothing still wet, they did not feel able to undertake so long a journey on foot, and decided to remain where they were while more fuel and some provisions could be obtained. The patrolman directed them to break up the shelves in the house and burn them if necessary, and then hurried back to the station, the nearest available point, for the needed articles.

After the circumstances were made known two of the life-saving crew were fitted out with what they could carry of fuel, clothing, food, and stimulants and immediately put off to the relief of the distressed men. The keeper got his horse and cart ready and followed with an abundant supply of everything likely to be required on such an occasion, two surfmen going ahead with shovels and a lantern to clear the way through the crusted ice and snow to the beach. The men who preceded him arrived at the post-house at fifteen minutes past 1 in the morning, (3d,) and he got there three-quarters of an hour later. Hot

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coffee and a warm meal were speedily prepared for the wrecked people, and while they were partaking of these refreshments the station men went out to the scene of the disaster. The schooner had been ablaze ever since the tide had left her. The surfmen were on hand in time to save the yawl, which had drifted under one of the anchors hanging from the bow rail, where it was in danger of being stove, as the rail was burnt to a cinder and would have soon given way. When the keeper returned he insisted on the captain and his men being conveyed to the station, but when search was made for the horse and wagon, which had been left under the lee of a sand hill close by, it was found that they had disappeared. The surfmen tracked the animal, by the aid of a lantern, to the inner beach, and then in a zig-zag direction for about a quarter of a mile over the hills, and finally discovered that he had walked off one of the highest bluffs in the vicinity. On ascertaining what had occurred, fears were entertained that the horse was killed and the wagon demolished. An investigation, however, disclosed the fact that the former was lying in the snow apparently uninjured, alongside of the cart, which in its fall had turned bottom up, and that the harness, a shaft, and several parts of the vehicle were broken. After a little delay the horse was got on his feet again, and the gear sufficiently repaired with materials at hand to enable the men to proceed.

On reaching the post-house the captain, whose feet were so badly swollen that he could not put on boots or shoes, was wrapped in plenty of clothing and driven to the station, the mate and cook being able to walk. One of the surfmen was left behind to watch the wreck and keep off intruders. After breakfast the keeper sent a man to the Duxbury telegraph station with dispatches, and early in the forenoon the life-saving crew proceeded to the schooner for the purpose of stripping her. It was found that the masts had burned off and fallen overboard. The men succeeded in saving the standing and the greater part of the running rigging, most of the blocks, and what was left of the sails. They procured a yoke of oxen and carted these things to the post-house and stored them. The next day (4th) the wrecked crew were taken to Plymouth in the surf-boat, and the keeper, after providing the mate and cook with money to obtain food on their journey, explained their situation to the agent of the Old Colony Railroad, who kindly furnished them with passes to Boston and promised to assist both in getting free transportation to their homes in Maine. The captain was conducted to the custom-house and the collector took measures to provide him with medical treatment. As soon as several business matters pertaining to his vessel had been attended to, he returned with the surfmen to the station to dispose of the wreck material.

The following day, (5th,) efforts were made to save the anchors and chains, but without success. Two loads of gear, however, were hauled to the Gurnet by means of the keeper's horse and a pair of oxen. It was not until the 7th that the weather was suited for further work, and on that day the life-savers got both anchors and chains, and put one set of tackle, together with a lot of rigging, on two schooners that were loading at the Point with gravel, and which had been engaged to take the gear to Boston. On the 8th the master was again conveyed to Plymouth in the surf-boat, having made arrangements for the disposition of everything that was saved, and received a certificate from the collector of the port to enter the marine hospital at Chelsea on his arrival there. Through the efforts of the station men, who headed the list, a subscription paper was circulated among the citizens, and

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forty-four dollars were realized for his benefit. He was also furnished, at the request of the keeper, with free passage to Boston. The day following, (9th,) the surfmen boated off the rest of the wreckage and put it aboard the schooners, which finished up the work. In other respects the *Oceana* and her cargo were a complete loss. It is evident that the crew of the stranded vessel, especially the captain, would have met with a different fate—most likely perished in the storm—had they not found timely shelter in the post-house. The clothing used for the comfort of the castaways was from the donations of the Women's National Relief Association. The three men were very thankful for their rescue, and the following "card of thanks" was subsequently published by the captain:

"*To the Editor of the Boston Journal:*

"In the heavy gale and snow-storm of April 2, 1887, at 6.15 p. m., my schooner, the *Oceana*, of Orland, on a voyage from Rockland, Maine, to New York, with a cargo of lime, was driven ashore and burned on Duxbury Beach, about four miles from the Gurnet Light, Plymouth, and I, who had been badly injured, and my crew were in great peril for a time, but all finally, with much difficulty, reached the shore, where we were cared for with great kindness by the crew of the Gurnet Life-Saving Station, Captain John F. Holmes, W. A. Carlton, Thomas W. Baker, James M. Snow, Benjamin Manter, James P. Thurston, and George Delano; also, Mr. Gorham, keeper of the Gurnet Light. Now I desire to express my heart-felt thanks for their kindness to me and my crew and for the assistance rendered in saving what remained of the vessel's outfits; also for contributing so liberally to my needs and bringing them to the notice of the people of Plymouth, who also generously contributed, and to whom I am very grateful. Words fail me to express the great obligation I feel under to all those people for their kindness and generosity. Had I been one of their own people they could not have done more than they did for me, a stranger.

"PHILIP MOORE.

"BOSTON, *April* 11, 1887."

April 3.—In the afternoon of the preceding day, during a northeast gale of wind and thick snow-storm, the schooner *S. J. Gilmore*, of Rockland, Maine, came to an anchor in Quoddy Bay about a mile east-northeast of the Quoddy Head Station, (First District,) coast of Maine. She was loaded with lumber, and carried a crew of five men, besides having on board as passengers the captain's wife and child, and was bound to New York from Saint John, New Brunswick. The weather was so thick that she was not seen by the patrol until late in the evening and then only for a moment. A strict watch was kept along the beach through the night, as it was feared that she would drag or part her chains and go ashore. The lumber that continued to wash up indicated that her deckload was being either swept adrift or thrown overboard. At daylight, (3d,) however, she was still riding at her anchor. An hour or so later a signal of distress was made out in the main rigging. The life-saving crew hastened to the relief-house, launched their boat, and, although the storm was abating somewhat, were three hours in reaching the vessel, when in ordinary weather the trip could have easily been made in ten minutes. Everything movable was washed from her decks, hawsers and lines gone, sails blown from the gaskets, the cabin windows smashed and the apartment flooded. She was leaking badly and the captain and one of the crew were severely hurt from having been vio-

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lently thrown against the rigging. The captain's wife and child were found more dead than alive. The keeper offered to take them to the station where they could be cared for and made comfortable, but they declined to go. The surfmen set about clearing up the gear, got in and furled the sails that were hanging over the sides, and put everything in as good order as possible. They then conveyed dispatches to Lubec and engaged a tug to come to the schooner's assistance the next day. Early in the morning of the 4th the life-saving men again boarded her, re-stowed and secured the loose lumber, hove up the anchors, and made fast to the tug, which arrived on the scene at 9 o'clock. The schooner was towed into Lubec, where the surfmen hauled her alongside of the wharf for repairs. They then returned to the station.

April 3.—Towards evening of this date the lookout of the Hog Island Station, (Fifth District,) coast of Virginia, reported a steamer running directly in for the bar. The weather was smoky at the time, and the vessel was evidently unaware of the danger that threatened her. The life-saving crew at once set the International Code signal J D, ("You are standing into danger,") when she altered her course and kept away all clear. Had it not been for the warning, in a few minutes she would have struck.

April 4.—The surfman of the Parmet River Station, (Second District,) coast of Massachusetts, returning from the first patrol after sunset, met a crippled man making little progress and in danger of spending the night on the beach. A wagon was sent for him, and he was taken to a neighboring hotel.

April 4.—Just before daylight the surfman patrolling the west beach from the Amagansett Station, (Third District,) coast of Long Island, New York, discharged a Coston signal and warned off a steamer that was close ashore and in danger of striking on the bar.

April 4.—At half-past 3 o'clock in the morning, during a moderate south wind with hazy weather, the south patrol of the Bayhead Station, (Fourth District,) coast of New Jersey, was attracted by the burning of a torch some two hundred yards off shore. He hastened along the beach in the direction of the light and discovered a vessel stranded on the outer bar about a mile south of the station. He at once flashed a Coston signal and hurried back to alarm the men. The north patrol, however, having observed the signal, had preceded him, and by the time the latter arrived the crew were all ready to start out with the surf-boat. A launch was made with as little delay as possible and, although the night was very dark, the vessel was safely reached at a quarter past 4. She proved to be the British bark *Levuka*, of Windsor, Nova Scotia, bound to New York from London, with a cargo of iron, cement, and empty barrels, and had twenty-two persons on board, including the captain's wife and child. There being no immediate danger, the keeper advised the captain, who was much distressed at the unfortunate turn of affairs, to send for the assistance of a tug. Accordingly dispatches for that purpose were taken ashore in the surf-boat and transmitted by telephone via Sandy Hook. At half-past 7 the station crew again boarded the bark and landed the captain's wife and child, the latter a little girl about six years old, and secured quarters for them with a private family near by. They subsequently proceeded to New York by rail. The district superintendent, who lives in the vicinity, went off to the vessel during the forenoon, and advised the captain as circumstances required. Between 10 and 11 o'clock a steam-tug arrived from New York and, after a contract had been made, the surfmen ran her hawser, but it was not until the assistance of a wrecking steamer had been obtained that the bark

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was finally pulled afloat, with more or less damage, late in the afternoon. The life-saving crew staid by while the operations were in progress, and rendered what help they could. The keeper of the Mantoloking Station, with several of his crew, aided the others in getting the surf-boat off and on the beach.

The following "card of thanks" was published in the New York Journal of Commerce, under date of April 6:

"I venture to encroach on your space to call attention to the prompt and efficient service rendered the bark *Levuka* by the crew of the Bayhead Station, Life-Saving District No. 4, New Jersey, while my vessel was ashore on the 4th instant, about a mile south of said station. In an incredibly short space of time my signal was answered, and within twenty-five minutes Capt. Thompson B. Pearce and his crew came alongside to my assistance, and they, together with Supt. John G. W. Havens, have my warmest gratitude for the kind and hearty manner in which they aided me.

"T. H. HARRIS,
"*Master British Bark Levuka.*"

April 4.—The steam-barge *Philetus Sawyer*, of Green Bay, Wisconsin, while making the port of Pentwater, Michigan, during a northwest gale, struck bottom and disabled her starboard engine. She whistled for assistance, and the keeper of the Pentwater Station, (Eleventh District,) after first sending a surfman out on the pier to take the vessel's lines, hastened to obtain a tug, but the harbor being filled with ice none would venture out. The life-saving crew, therefore, went to the steamer's assistance and succeeded, by means of lines, in working her well up the river into safe quarters.

April 4.—On this date the crew of the Grand Haven Station, (Eleventh District,) Lake Michigan, recovered a pile-driver and a fish-boat which broke adrift from their moorings. They were turned over to the owners.

April 5.—At 9 o'clock in the morning the crew of the Jupiter Inlet Station, (Seventh District,) coast of Florida, manned their boat and pulled to the assistance of a small sloop that was bound out of the inlet. They recovered and righted her skiff, which had broken adrift and capsized in the breakers. As soon as the vessel reached a safe offing the surfmen returned to their quarters.

April 5.—While the three-masted schooner *Flora Woodhouse*, of New York, was going out through Aransas Pass, between Mustang and Saint Joseph's Islands, coast of Texas, she got into the eddying current and, losing steerage way, drifted ashore several hundred yards to the eastward of the Aransas Station, (Eighth District.) This was at about 7 o'clock in the morning. The vessel was in ballast, from Corpus Christi bound to Vera Cruz, Mexico, with seven men on board. The life-saving crew went to her in the surf-boat, ran out a heavy kedge, and attempted to heave her afloat, but the tide being unfavorable at the time she could not be moved. Later in the day, however, they assisted to get her off, and she was anchored in the stream, having sustained no apparent injury.

April 5.—In the afternoon an intoxicated man who was out sailing in the harbor, three-quarters of a mile south of the Chicago Station, (Eleventh District,) Lake Michigan, through mismanagement capsized his boat. The accident was witnessed by the keeper's son, who immediately gave the alarm. Before the crew, however, could reach the scene in the surf-boat the man, and a dog he had with him, were rescued and landed on the breakwater by two huntsmen who happened to be

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near at hand in their skiff at the time. The surfmen righted the overturned boat and towed it to the station, taking the man, who was none the worse for the ducking, with them. He soon left for his home. The boat, after being bailed out, was turned over to the owner.

April 6.—At half-past 2 o'clock in the afternoon the lookout of the Parramore's Beach Station, (Fifth District,) coast of Virginia, discovered a three masted schooner running dangerously near the outlying shoals, but owing to the fact that she was some distance from the shore his repeated efforts to signal her off proved unavailing. She struck on Little Machipongo Bar, between five and six miles south-southwest of the station. The life-saving crew at the time were at work on a boat-landing a mile away, but on being summoned speedily launched the surf-boat and proceeded under sail to the stranded vessel. She was found to be the *Harry C. Shepard*, of Somers' Point, New Jersey, bound from Newark, in that State, to Port Deposit, Maryland, with a cargo of superphosphate, and having on board a crew of six men, besides the captain's wife and two children. The surfmen ran out an anchor and as the tide was rising, by utilizing the sails, succeeded in getting her head to the sea, when she floated clear. It is evident that the schooner would have suffered serious damage, but for the prompt assistance rendered, as she was lying in a dangerous place, where the nature of the sandy bottom allows few vessels to escape that once go ashore there. Her crew, being few in number, were not able to handle the anchor-gear and sails at the same time so as to keep her head off-shore, and she was constantly working farther in on the shoal.

April 6.—At 9 o'clock in the morning the keeper of the Cape Henry Station, (Sixth District,) coast of Virginia, was notified by telephone that the schooner *Nellie Potter*, of Washington, North Carolina, was ashore and on fire near Lynn Haven Inlet, some five miles to the westward of the station. The life-saving crew were mustered and, without delay, proceeded to the scene. On arrival it was ascertained that the fire had been discovered the previous day while the vessel was off Assateague Beach. The captain had endeavored to make a harbor in Chesapeake Bay, but after passing inside the capes an adverse wind was encountered obliging him to beach the craft where he did. An attempt had been made to extinguish the flames by scuttling her, but as the water was high and the bottom hard sand, she did not sink any and continued to burn. The surfmen went on board, removed the main hatch and put out all the fire that could be reached in the hold. They then stripped her of sails and part of the rigging. The assistance rendered saved her from total destruction. She was, nevertheless, badly damaged, and her entire cargo, consisting of general merchandise, was lost. When the accident occurred the schooner was on her way home from New York with a crew of six men.

April 6.—At half-past 3 o'clock in the afternoon the alarm gong was sounded at the Louisville Station, (Ninth District,) Louisville, Kentucky, and the life-savers put off to the rescue of two men in a pleasure skiff, who were caught in the rapid current of the Kentucky chute of the falls and were in danger of their lives. The boatmen overtook them in the nick of time and towed their skiff safely to the shore.

April 7.—Shortly after 11 o'clock in the forenoon the crew of the Assateague Beach Station, (Fifth District,) coast of Virginia, launched the surf-boat and went to the assistance of the schooner *George L. Garlick*, of Somers Point, New Jersey, that had stranded on Chincoteague Bar, three miles southwest of the station. She was loaded with oysters, had three men on board, and was bound up the coast to Atlantic City. The

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life-saving crew, finding that there was not enough water on the bar for the vessel to cross, waited until the tide had flowed sufficiently, and then managed, by means of the sails, to work her clear to a safe anchorage inside the inlet. In this they were aided by the surfmen from the Wallop's Beach Station, who reached the scene at about 1 o'clock. The schooner sustained no damage, and the captain was very thankful for his fortunate escape from disaster.

April 7.—At 8 o'clock in the morning the lookout of the Ocracoke Station, (Sixth District,) coast of North Carolina, discovered a sharpie ashore in Pamlico Sound, about four miles northwest of the station. The life-saving crew put off in the surf-boat, and found that she was the *Hattie D.*, of Beaufort, bound home from Hatteras, in ballast, and had stranded in the night. The crew of two men were without food and nearly exhausted. The surfmen tried hard during the forenoon to float her, but had to abandon the attempt on account of the low tide. They then returned to the station for suitable gear, and also took off a sufficient supply of cooked provisions to last the sharpie's crew until they reached their destination. Another effort was made to get her clear, but without success. The next day the station men ran out anchors, and after several hours of arduous work hove her off and hauled her safely through the surf, which was breaking on the shoals, to where sail could be made. The two men were very thankful for the assistance rendered, and continued their journey without further mishap.

April 8.—A shallow channel, frequently used by small craft, runs between Shovelful Shoal and Monomoy Island, coast of Massachusetts, and while the schooner *Tookalita*, of Chatham, was trying to pass through it, at low water, she grounded. This was at 4 o'clock in the afternoon. The accident was discovered fifteen minutes later by the lookout of the Monomoy Station, (Second District,) which is situated some four miles to the northeastward, and no time was lost by the life-saving crew in manning the surf-boat and proceeding to the scene. On their arrival it was obvious that no trouble would be experienced in getting the vessel clear, as the sea was smooth and both wind and current were favorable. The station men assisted to run out an anchor, with a hawser attached, and by utilizing the sails as occasion required and heaving on the windlass succeeded in floating her in a few hours. She was bound to Boston, in ballast, and had a crew of four men on board.

April 8.—At half-past 12 o'clock in the afternoon the crew of the Bond's Station, (Fourth District,) coast of New Jersey, manned the surf-boat and went to the assistance of the schooner *Mary S. Tibbitts*, of New York, (the same vessel previously assisted on March 19th and 20th,) which stranded a second time on Goose Bar, Little Egg Harbor, a mile west of the station. She was light, bound out from Beach Haven, where she had discharged a cargo of ice. The life-saving men ran out an anchor and variously helped the crew in making preparations to float her off at high water. At 6 o'clock in the evening she was hove clear without damage and anchored in the channel.

April 10.—One of the crew of the Rehoboth Beach Station, (Fifth District), coast of Delaware, while on patrol duty during the night, warned off, by flashing a Coston light, a steamer that was in danger of running ashore.

April 10.—At 1 o'clock in the afternoon of this date a small sailing vessel came to off Wallop's Beach, Virginia, and hoisted a signal for a pilot. The keeper of the Assateague Beach Station, (Fifth District,) boarded her, in the absence of any other available person, and took the craft safely to Chincoteague.

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April 10.—At 1 o'clock in the afternoon the lookout of the Wallop's Beach Station, (Fifth District,) coast of Virginia, discovered a schooner, about three miles east-northeast of the station, standing in for Chincoteague bar, with a signal set in the fore rigging. The life-saving crew pulled off to her in the surf-boat and found that the captain was unacquainted with the entrance to the inlet and wanted a pilot. She was the *Charles H. Richardson*, of Baltimore, Maryland, loaded with oysters, and carrying a crew of five men. It being low water at the time, the surfmen staid by her until half-past 5 in the evening before attempting to take her inside. Meanwhile part of the cargo was shifted forward to get her on an even keel and lessen the danger of grounding on the bar. The keeper then piloted her to an anchorage in the harbor. The keeper states that without his assistance the vessel would surely have been lost.

April 11.—Early in the morning of this date the crew of the Plum Island Station, (Second District,) coast of Massachusetts, launched the surf-boat and pulled some two and a half miles to the eastward of the station and picked up a gunning float which had drifted out over the bar, where it was discovered at daylight by the patrol. It was towed safely to the beach.

April 11.—At different times during the night two of the patrolmen of the Assateague Beach Station, (Fifth District,) coast of Virginia, warned off two vessels that were running into danger by firing their Coston lights.

April 12.—The west patrol of the Cold Spring Station, (Fourth District,) coast of New Jersey, during his watch between 4 o'clock and sunrise, found the dead body of an unknown man washed upon the beach. He immediately notified the coroner, who took charge of the remains.

April 12.—A patrolman of the Cape May Station, (Fourth District,) coast of New Jersey, in the watch preceding sunrise, found the dead body of an unknown man washed up by the sea. He was about sixty years old, and though appearances indicated that he had not been in the water long, there were no signs of life apparent. The coroner, who was immediately notified, took charge of the remains and held an inquest.

April 12.—During smoky weather, in the first watch after sunset, a patrolman of the Little Kinnakeet Station, (Sixth District,) coast of North Carolina, discovered a schooner standing in dangerous proximity to the beach and warned her off by quickly flashing a Coston light. She at once changed her course and stood away.

April 12.—During the second night watch the south patrol of the Ocracoke Station, (Sixth District,) coast of North Carolina, sighted a steamer steering a dangerous course and almost ashore. He immediately ignited a Coston light, when she took warning and hauled off a safe distance from the shore.

April 13.—A three-masted schooner, which was standing very near the beach and in danger of stranding, was promptly warned off during the night by one of the patrolmen of the Harvey's Cedars Station, (Fourth District,) coast of New Jersey, who fired a red Coston signal on discovering her position.

April 14.—The north patrol of the Little Beach Station, (Fourth District,) coast of New Jersey, seeing a steamer, during his watch from 8 o'clock to midnight, running into danger, burned a Coston signal, which warned her in time to change her course and steer clear of the shoals.

April 14.—At 2 o'clock in the morning the watch of the Ludington Station, (Eleventh District,) Lake Michigan, reported that a schooner

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had run against the south pier while trying to enter the harbor under sail. The life-saving crew were at once called and quickly put off to the scene of the accident in the surf-boat. The vessel proved to be the *Daisy*, of Ludington, with a cargo of salt and a crew consisting of two men and two boys. It was ascertained that she had sprung a leak, and the captain was afraid that if he did not speedily get to a safe berth the craft would sink. The surfmen accordingly ran lines to the piers, and succeeded in towing the schooner well up into the harbor. They then discharged part of the cargo and shifted the deck-load so as to bring the leak above water, it having been found that she had split her stem open in striking the pier. The captain was very grateful to the life-savers for their prompt assistance, without which the vessel must have sunk.

April 15.—The south patrol of the Plum Island Station, (Second District,) coast of Massachusetts, between 8 o'clock and midnight, discovered a vessel standing inshore on the wind and in great danger of standing. He at once ignited a Coston light, and while it was burning the craft tacked and headed off the land.

April 16.—During the prevalence of a fresh northerly wind with drizzling rain, between 8 o'clock and midnight, the north patrol of the Fourth Cliff Station, (Second District,) coast of Massachusetts, by firing Coston lights warned off two vessels that were running into danger. Both were discovered standing in close to the beach, and had they not taken heed of the signals and quickly changed their course would doubtless have fared badly.

April 16.—Shortly before 8 o'clock in the evening, during thick and rainy weather, the patrol of the Parmet River Station, (Second District,) coast of Massachusetts, sighted a small schooner standing in dangerously near the shore. He flashed a red Coston light just in time for her to tack and avoid stranding.

April 16.—A man who was badly hurt while out with a party after a whale, and who was thought at first to be dead, was revived and cared for by the crew of the Amagansett Station, (Third District,) coast of Long Island, New York, until a physician arrived and took charge of him.

April 17.—At about noon, during a freshet in the Kennebec River, a small pleasure sloop containing three young men was carried out to sea by the current and wind and drifted some five miles to leeward, southeast of the Hunniwell's Beach Station, (First District,) coast of Maine. From the way in which the boat was handled it was evident that the party would not be able to get back without assistance. The life-saving crew overtook them in the surf-boat and, after a hard pull of three hours, by going around Salter's Island and avoiding the current, succeeded in towing the sloop inside. The occupants were very grateful for their rescue.

April 18.—In the watch preceding sunrise the south patrol of the Rehoboth Beach Station, (Fifth District,) coast of Delaware, discovered a large steamer very near the land and standing a course that would soon carry her ashore. He flashed a Coston signal which immediately caused her to haul off out of danger.

April 18.—In the forenoon of this date a bark which was running dangerously near the beach was warned off by the crew of the False Cape Station, (Sixth District,) coast of Virginia, who hoisted the international code signal J D, ("You are standing into danger"). The vessel at once wore round and stood seaward, showing, as she went, a four-flag signal which could not be made out from the shore. It ap-

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peared to the surfmen that she hung on the shoal a minute or so before hauling clear. At all events it was a very narrow escape from stranding.

April 19.—At half-past 12 o'clock at night, during a fresh northerly wind and high sea, the three-masted schooner *Emily F. Northam*, of Middletown, Connecticut, went ashore on the south point of Leaming's Beach, coast of New Jersey, a mile and a half northeast of the Hereford Inlet Station, (Fourth District). The accident was caused by mistaking the Hereford Inlet light for the one at Cape Henlopen. The vessel was loaded with lumber, bound to New York from Norfolk, Virginia, and carried a crew of eight men all told. As she kept working towards the beach and was in no immediate danger the life-saving crew decided to wait until daybreak before boarding her. As soon as it was light enough to see they launched the surf-boat, but, finding the north bar impassable on account of the heavy breakers, were obliged to effect a landing on Leaming's Beach, whence the boat was taken to a favorable position to windward of the bar and abreast of the schooner. They finally succeeded in getting safely alongside, and found her hard aground and full of water. The crew were conveyed to the station, where they were comfortably cared for, receiving food and shelter during the two following days. On the 25th the vessel was floated by wreckers, the surfmen assisting in the operations. She sustained considerable damage besides losing a portion of her cargo. While towing to sea on May 1st she grounded a second time, but was pulled clear early the next morning and proceeded, without further mishap, to her port of destination.

April 20.—During the night a surfman of the Bellport Station, (Third District,) Long Island, New York, while patrolling his beat to the westward, discovered a steamer heading towards the shore and signaled her off with a red Coston light. Had she continued her course she would undoubtedly have met with accident.

April 20.—Shortly after 1 o'clock in the morning the keeper of the Holland Station, (Eleventh District,) Lake Michigan, was called upon to attend a sick sailor on board the schooner *Addie*, of Benton Harbor, Michigan, which had just arrived in port. Appropriate remedies were applied from the station medicine chest, which speedily relieved the man's pain, and the vessel, in an hour's time, resumed her voyage. The surfmen towed her to the end of the pier so that she could get a safe offing.

April 22.—At daybreak the keeper of the Monomoy Station, (Second District,) coast of Massachusetts, discovered a vessel ashore on the western edge of Shovelful Shoal, some four miles and a quarter to the southwestward of the station. There was light, clear weather and a smooth sea at the time, and the life-saving crew immediately launched the surf-boat and put off to the scene. The craft was found to be the three-masted schooner *Leonard A. Burnham*, of Boston, bound thither from Mobile, Alabama, loaded with hard pine lumber, and carrying a crew of eight men. It appears that Monomoy Point light had been taken for the Shovelful Shoal light-ship, a mistake which was assigned as the cause of the accident. The shoal is very abrupt at the point where the vessel stranded, and as her bow lay aground her stern swung off in nearly five fathoms of water. The sailors had run out a kedge and hawser and had attempted to heave her clear, but as the tide was ebbing all the while, their efforts were unavailing. The surfmen's proffer of assistance was gladly accepted and on the flood tide they manned the capstan and succeeded, at 10 o'clock in the forenoon, in getting the schooner afloat without damage. They then helped to make

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sail and piloted her to a safe anchorage where she could await a favorable wind for resuming her voyage.

April 23.—At about half-past 9 o'clock at night two hunters came to the Erie Station, (Ninth District,) Lake Erie, apprehensive that some accident had befallen two of their companions, who were in another boat, and with whom they had been duck shooting, but had separated from them. A couple of surfmen launched the dinghy and started out in search of the missing men, and found them, in their skiff, washed upon some broken spiling of the south pier, four hundred yards to the southwestward of the station. They had lost their oars, and the driving spray had drenched them to the skin. The life-savers succeeded in extricating the boat, and brought the men to the station, where they were provided with dry clothing from the supply donated by the Women's National Relief Association, given hot coffee, and sheltered over night. In the morning they proceeded to their homes, thankful for their fortunate escape.

April 25.—A schooner, which was discovered by the night patrol of the Parmet River Station, (Second District,) coast of Massachusetts, to be approaching too near the beach for safety, tacked off shore as soon as the surfman ignited his warning signal.

April 25.—Shortly after midnight two of the crew of the Point Marblehead Station, (Ninth District,) Lake Erie, manned a small boat and recovered a yawl, which was seen by the lookout adrift off the station. It was found to belong to the schooner *Col. Cook*, of Cleveland, Ohio, and was returned to the owners.

April 26.—At about 10 o'clock in the forenoon, during a northerly gale of wind and rainy weather, the center-board dory belonging to the light-house keeper's son, while moored off Gurnet Point, coast of Massachusetts, capsized, and then dragged up on the bar a quarter of a mile southwest of the Gurnet Station, (Second District,) where it was in great danger of being dashed to pieces by the heavy seas. The life-saving crew put off in the surf-boat, and succeeded in hauling the dory clear of the breakers, after which they righted it, bailed it out, and subsequently landed it on the beach with no other damage than the loss of the rudder. The boat would soon either have chafed apart the mooring line, been driven to sea and lost, or else struck bottom at low water and pounded to pieces on the shoal had it not been for the timely action of the surfmen.

April 26.—During the night a steamer that was burning a signal for a pilot off the Cape Henlopen Station, (Fifth District,) coast of Delaware, got too close to the shore for safety and was promptly warned of her danger by the beach patrolman, who flashed a red Coston light. She immediately kept clear.

April 26.—During the same watch, between midnight and 4 o'clock in the morning, the north and south patrols of the Rehoboth Beach Station, (Fifth District,) coast of Delaware, each signaled off, with a Coston light, a vessel that was running into danger. The vessels were evidently out of their reckoning, and the weather being thick and stormy, would have fared badly but for the prompt warnings of the surfmen.

April 26.—At about daylight the patrol of the Assateague Beach Station, (Fifth District,) coast of Virginia, discovered a small sloop, with the seas breaking over her, ashore on the northeast side of Tracy's Point, a mile southeast of the station. The life-saving crew launched the surf-boat and boarded her. She was found to be the *John H. Savage*, of Chincoteague, Virginia, loaded with clams. In the night, during a

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heavy northeast wind and rain storm, there being no one on board, she had dragged her anchors and been driven high up on the beach. When the life-saving crew reached her she was half full of water. They immediately went to work, pumped and bailed her out, and tried to heave her clear, but the tide commencing to ebb the attempt had to be temporarily abandoned. At low water the cargo was removed to lighten her, and in the evening the sloop's crew of two men came back and assisted to get her off. She was safely anchored without having sustained any damage or loss of cargo, the latter being put back on board. The captain was very thankful for the service rendered, as the sloop was about all the property he possessed and his sole means of gaining a livelihood.

April 27.—Between 12 and 1 o'clock in the day a young woman in attempting to land from a skiff on one of the piers at the entrance of the Genesee River, New York, lost her balance and fell into the stream. The crew of the Charlotte Station, (Ninth District,) hearing her cries for help at once ran to her assistance. When they arrived on the scene she was some ten feet from the pier, but one of the surfmen managed to reach her from a scow that was near by as she was sinking the second time, and held on to her until the rest of the life-saving men came and pulled her out. A few moments more and she would have been beyond the possibility of rescue.

April 28.—The day watch of the Brenton's Point Station, (Third District,) coast of Rhode Island, discovered, at 8 o'clock in the morning, the small schooner *Dove*, of Newport, Rhode Island, anchored in a dangerous position near the rocks. The surfmen at once put off to her and assisted the crew of three men to get under way, but subsequently in attempting to go about, the craft misstayed and went on the reefs a short distance east of the station. The life-saving crew, aided by several fishermen, succeeded in getting her clear with the loss of her rudder. They then towed her into the inner cove, where she was left in a leaky condition. When the vessel struck the captain was thrown overboard, but was rescued by means of a line, which was got out in time to save him from drowning. The schooner was bound to Fall River, Massachusetts, light.

April 28.—In the afternoon of this date a strong southerly gale of wind prevailed in the vicinity of the Assateague Beach Station, (Fifth District,) coast of Virginia, and, at about 3 o'clock, a sloop was seen running before it towards the shoals, which lie a mile southeast of the station. As it was impossible for her to go clear the life-saving crew quickly manned the surf-boat, and by the time the vessel struck they were on the way, hurrying to her relief. She proved to be the *William C. Pruitt*, of Chincoteague, Virginia, bound home with a cargo of oysters, and carrying three men. The seas were making a clean breach over her and the outlook was anything but encouraging. The captain was greatly concerned, as the boat was about all he had, and the means of obtaining a livelihood for himself and brother. It was nearly low water when she stranded, and as soon as the tide rose she began to pound bottom. The station men lost no time, but put on all the sail she would stand and finally succeeded in driving her over the shoals, and, by quick and dexterous management, worked her, under a heavy press of canvas, clear of the beach into Chincoteague Inlet, where she was securely anchored. The crew were heartfelt in their thanks for the safety of their craft, and unstinted in praise of the prompt and efficient action of the life-saving men.

April 28.—At about 10 o'clock in the morning the schooner *Charley J. Smith*, of South Haven, Michigan, ran against the end of the south pier of Muskegon harbor and carried away her jib-boom and otherwise

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damaged herself. She managed, however, to anchor before going on the beach. The crew of the Muskegon Station, (Eleventh District,) Lake Michigan, went to her assistance in the surf-boat, ran lines to the pier, and also to a tug, which came and towed her into port.

April 28.—Two fishermen who were preparing to set their nets some two miles southeast of the Chicago Station, (Eleventh District,) Lake Michigan, capsized their boat in attempting to unship the mast, and both were precipitated into the water where they were in danger of drowning. The accident happened at about 4 o'clock in the morning, there being at the time a strong northwest wind and moderate sea. The watch at the station, seeing the mishap, quickly rang the alarm-gong, which assembled the crew. On the surf-boat being launched and the circumstances explained, a tug in the vicinity steamed out and rescued the men before the life-saving crew could reach the scene. The latter, however, picked up the mast, sail, and other articles belonging to the boat which had gone adrift. After the capsized craft had been towed to the station the surfmen righted it and bailed it out, and the following day assisted the two fishermen in recovering all their nets.

April 29.—During the night, while one of the surfmen of the Hog Island Station, (Fifth District,) coast of Virginia, was on his south patrol, he sighted a steamer, evidently out of her course, running into danger. He at once flashed a Coston signal, when she kept away and escaped the risk of stranding on the bar. The weather was fresh and squally.

April 29.—In the afternoon of this date a laborer, who accidently cut off one of his toes while at work near the Muskallonge Lake Station, (Tenth District,) Lake Superior, was brought by his companions, who were unable to stop the bleeding, to the station for relief. The keeper applied a styptic from the medicine chest, which had the desired effect.

April 30.—The crew of the Block Island Station, (Third District,) Rhode Island, closed the active season's work by launching their boat through a heavy surf, at a quarter of 4 in the morning, and going to the assistance of the ship *Mary L. Cushing*, of Newburyport, Massachusetts, which ran ashore at 1 o'clock, about half a mile north of the station, in thick and rainy weather. She was discovered by the patrol at half-past 3, who burned a Coston signal and immediately gave the alarm. The surfmen landed the captain, his wife, and daughter, and sheltered them at the station during the day. The vessel was bound from New York to Hong-Kong, with a cargo of kerosene oil, and carried a crew of twenty-four men. She was subsequently (May 4th) floated by wreckers. The following letter appeared in the Providence Journal under date of May 5th:

"*To the Editor of the Journal:*

"Will you allow me through your columns to express my gratitude to Captain Nathaniel Ball, of the West Side Life-Saving Station at Block Island, for the timely assistance he and his brave crew rendered us on Saturday morning, April 30, when my ship was driven ashore here, and we were in a position of great peril? Their immediate attendance at the wreck and the skill they showed in managing the surf-boat deserve special mention, and the kind attention of Mrs. Ball and the steward of the station bestowed on my family will always be remembered with deep thankfulness.

"L. W. BROWN,
"*Commander ship Mary L. Cushing.*

"BLOCK ISLAND, *May* 1, 1887."

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April 30.—In the evening of this date the schooner *Annie E. Pierce*, of Milford, Delaware, stranded on the New Inlet bar a mile south of the Little Egg Station, (Fourth District,) coast of New Jersey. She was bound to Atlantic City from New York with a cargo of bricks, and carried a crew of five men. While beating into the inlet under reefed sails, during a strong northwest wind, she struck on the shoal and, as there was a heavy sea running, commenced to pound heavily on the bottom. The life-saving crew launched the surf-boat and went to her assistance. The sails had been lowered, but the surfmen, after shaking out the reefs, hoisted them again and succeeded in swinging her bow round towards the channel. The heave of the sea worked the vessel ahead and in two hours' time she was floated without apparent damage, and by 10 o'clock was safely anchored in the harbor.

April 30.—Shortly after 9 o'clock at night one of the surfmen while standing in front of the Buffalo Station, (Ninth District,) Lake Erie, heard loud cries for help in the direction of the Government dock. He hastened to the scene and discovered that a man had fallen into the water and was clinging to a spile to keep from drowning. A small scow being near at hand, the surfman jumped into it and worked it to a position where he succeeded in getting the man on board. The latter, not wishing to go to the station, was landed on the opposite side of the stream, very thankful for his rescue.

May 1.—The boatmen of the Louisville Station, (Ninth District,) Louisville, Kentucky, shortly after 6 o'clock in the evening, averted what might have proved a serious accident, by promptly going to the assistance of three men in a pleasure skiff who were in danger of being caught in the swift current of the river above the cross-dam of the falls. They were overtaken in time and brought safely to the station. It was a narrow escape.

May 1.—At about half-past 3 o'clock in the morning the schooner *Carrie*, of and from Chicago, Illinois, in trying to make the harbor at Pentwater, Michigan, under sail, struck the inner corner of the north pier-head, but the captain, thinking that little or no damage had been done, brought the vessel to an anchor and proceeded ashore to engage a tug to take her inside. He was not gone longer than twenty minutes, but by that time the schooner had sunk. The crew of six men abandoned her in the yawl-boat and were towed into the harbor. The lookout of the Pentwater Station, (Eleventh District,) saw the schooner entering port, but as there was nothing apparently unusual in her movements—the accident being accompanied by very little noise and indiscernible in the darkness—and no unwonted demonstration on board, it was not supposed that anything was wrong, the vessel, although light, having the appearance of a laden craft as she lay at anchor. The station men afterwards pulled alongside and assisted to strip her of the lower sails and some of the rigging, which they boated ashore. During the next three days they helped to get steam-pumps in place, and on the 4th she was raised and floated into the harbor.

May 2.—At 8 o'clock in the evening the fishing steamer *Alert*, of New York, grounded on the bar while attempting, at low water, to enter Absecon Inlet, New Jersey, and in response to her signals the keeper of the Atlantic City Station, (Fourth District,) called together a volunteer crew of surfmen—the station being closed at this season—and went off to her in the surf-boat. The vessel struck on a shoal about a mile and a half to the southward, but by the time the life-saving men reached her she had backed off and was safely afloat. No assistance was required, but the keeper, at the captain's request, landed two passengers

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who were desirous of going ashore. The steamer then proceeded. She was from Little Egg Harbor and carried a crew of seven men.

May 2.—The body of a sailor, who had been drowned from the steamer *G. P. Heath*, a vessel which burned to the water's edge and sank some 12 miles north of the Sheboygan Station, (Eleventh District,) Lake Michigan, was brought by a tug to the station and taken charge of by the surfmen over night.

May 3.—At 8 o'clock in the morning the keeper of the Fourth Cliff Station, (Second District,) coast of Massachusetts, saw a boat drifting towards the rocks of the Second Cliff and in danger of being dashed to pieces. The station being closed at this season, he hurried to the point and discovered that there was a man in the bottom of the boat fast asleep. He called out loudly in an endeavor to rouse him, but it was not until the boat struck with force against the cliff that he came to his senses. The keeper then waded out up to his armpits to try and help the man get his boat clear, but all they could do was to keep it from pounding against the rocks. Fortunately several men happened along about this time and with their assistance it was hauled around the point into a cove out of harm's way. The keeper's promptness saved the boat from pounding to pieces, and the man, no doubt, from being badly hurt. It appears that the latter had gone to haul his lobster pots and, being under the influence of liquor, had involuntarily fallen asleep.

May 3.—While the crew of the Sheboygan Station, (Eleventh District,) Lake Michigan, were at breakfast their attention was attracted by a steamer whistling for assistance alongside an anchored schooner a mile and a half to the southeastward of the station. They speedily launched the surf-boat, but shortly after starting were taken in tow by a tug which had also put off for the scene. It was ascertained that the schooner—which was the *Australia*, of Chicago, Illinois, bound home from Ahnapee, Wisconsin, with a cargo of cedar and hemlock, and carrying six men—was leaking badly, and, having a head wind, had been obliged to come to. Both anchors were down, and the crew, who had been working steadily for twenty-four hours to prevent the water from gaining in the hold, were so much exausted that they were unable to get the craft under way. The surfmen manned the windlass, hove up the anchors, and then relieved the sailors at the pumps. When the tug arrived in the harbor with the vessel the life-savers made the latter fast to the wharf and pumped her free.

May 3.—Shortly after 7 o'clock in the evening, in response to a tug's whistles for assistance, the crew of the Sheboygan Station, (Eleventh District,) Lake Michigan, put off in the surf-boat to the schooner *J. Duvall*, which was being towed out of the harbor. It was found that one of the sailors while aloft loosing the main gaff-topsail had lost his footing and fallen to the deck, a distance of seventy feet, and been severely injured. When the life-saving crew arrived on the scene the man was being passed over the side aboard the tug. The surfmen afterwards made a litter for him, supplied it with a station mattress, carried him to his home, and aided the doctors as far as they could to make him comfortable.

May 3.—In the afternoon of this date, during a southerly gale of wind and a high sea, the crew of the Cape Disappointment Station, (Twelfth District,) Washington Territory, pulled out into the North Channel, a mile northeast of the station, and brought ashore a fishing smack that was adrift with no one on board. The boat had broken loose from her moorings in Baker's Bay and swamped. It was returned to the owner

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unharmed. The velocity of the wind at the time was some sixty-five miles an hour.

May 5.—At about half-past 4 o'clock in the afternoon an open river skiff, containing two drunken men, got caught in the rapid current of the Ohio River and was in imminent danger of being swept against the cross-dam of the falls. The lookout of the Louisville Station, (Ninth District,) Louisville, Kentucky, observing the men's plight, alarmed his fellow-boatmen, who at once put off to the rescue, arriving on the scene in time to save the boat from being dashed to fragments and the occupants probably from drowning. They were brought to the station and cared for.

May 6.—The lookout of the Cape Disappointment Station, (Twelfth District,) Washington Territory, discovered in the forenoon a fishing smack with no one on board drifting ashore on Sand Island, two miles east of the station. There was a strong southerly wind at the time, with squally weather and a high sea. The life-saving crew at once put off to the vessel in the surf-boat, and after first getting the nets and fish-gear out of harm's way, hauled her up above tide-water mark to a safe place. They then properly secured everything and sent word to her owners in Astoria, who subsequently recovered her. It was learned that she had been cut loose from her moorings at that place.

May 7.—The lumber-laden schooner *F. A. Pike*, of New York, bound home from Calais, Maine, with a crew of five men, while passing through Muscle Ridge Channel was swept by the strong current, at twenty minutes past 2 in the morning, onto Hay Island Ledge, about a mile east-northeast of the White Head Station, (First District,) coast of Maine. She was discovered by the keeper at daylight. The station being closed for the summer, he quickly mustered four surfmen, residing in the vicinity, and together they manned a small boat and boarded her. They ran out a kedge and hove the hawser well taut to keep the vessel from swinging broadside on the rocks. At high water the pumps were kept going, and she was successfully floated and sailed into Seal Harbor, having sustained but trifling damage. The surfmen got back to their quarters shortly before noon.

May 7.—On this date the watch of the Racine Station, (Eleventh District,) Lake Michigan, who was out on one of the harbor piers, averted what might have proved a serious accident by giving timely warning of danger to the tug *Henry S. Sill*, which was entering the river with a vessel in tow during a fog. The surfman, seeing that the tug was in risk of running against the pier, succeeded in hailing her, and by quickly sheering off she escaped a collision.

May 8.—In the evening, during the prevalence of a thick fog, the crew of the Grindstone City Station, (Tenth District,) Lake Huron, hearing a steamer's whistle to the northward of the station, manned the surf-boat and pulled out about a mile and a half and found that the barge *Sanilac*, of Bay City, Michigan, had lost her way. They gave the captain the proper course to steer for Grindstone City, whither he was bound. The vessel then proceeded in safety and the surfmen returned to the station.

May 8.—Towards evening of this date the steamer *T. W. Snook*, of Montague, Michigan, while loading lumber near the Muskallonge Lake Station, (Tenth District,) Lake Superior, grounded on a sand-bar close to the wharf. A considerable portion of her cargo was discharged by the life-saving crew, which enabled the vessel to work herself clear. The surfmen then put the lumber that had been removed back on board. The captain was very thankful for the assistance rendered.

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May 8.—In the evening a boy, who while fishing fell into the lake off the south pier at Racine, Wisconsin, was brought by the surfmen to the Racine Station, (Eleventh District,) where he was warmed and given dry clothing. His father, who was sent for, subsequently arrived and took the youth home.

May 9.—Near midday the three-year old child of one of the surfmen belonging to the Caffey's Inlet Station, (Sixth District,) coast of North Carolina, fell into a neighboring well. Being missed by its parents shortly after the occurrence, search was made and the little one was found, but to all outward appearances life was extinct. The keeper, however, at once brought into service his knowledge of the methods for restoring the apparently drowned and soon there were faint signs of returning respiration, yet it was some time before the breathing was clearly perceptible. Before long the child began to cry feebly and exhibited evidences of distress, but careful and intelligent treatment brought it safely through, and after several hours of sleep it was seemingly none the worse for the accident.

May 9.—Four young men frolicking in a skiff at 4 o'clock in the afternoon managed to capsize as they neared the mouth of the Kenosha River, and as the water was very cold and several of them could not swim, might have been drowned but for three of the surfmen of the Kenosha Station, (Eleventh District,) Wisconsin, who hurried out in a small boat with a heaving line, and after some brisk work got them landed on the piers.

May 10.—The schooner *Fillmore*, of Boothbay, Maine, while making the entrance to Cross Island Narrows, at 4 o'clock in the afternoon, ran on Dogfish Ledges, a mile northwest of the Cross Island Station, (First District,) coast of Maine. She was on her way from Rockland to Cutler, in the same State, without cargo, and had three men on board. The keeper, with a volunteer surfman, the regular crew being off duty for the summer, went to her assistance in a small boat, laid out an anchor, and, after several hours' hard work, hove her clear. She was then taken to a safe harbor, having sustained but slight damage.

May 10.—During a light southeast wind and squally weather, at about 2 o'clock in the afternoon, the Mexican schooner *Bravo*, of Tampico, homeward bound, unladen, and with a crew of five men, while attempting to work through the narrows of the Brazos bar, coast of Texas, was set by the strong current towards the north breakers, and the captain, finding that he could not get out, caused an anchor to be let go, but the latter failing to hold, the vessel dragged on the shoals a mile and a half north-northeast of the Brazos Station, (Eighth District,) where the heavy seas swept over her. She finally pounded across the breakers and stranded on Padre Island. The station being closed for the summer the keeper, who had been watching the craft, seeing her in distress, took immediate steps, by firing guns and running up the usual signal, to muster a volunteer crew. This consumed some little time, as most of the surfmen lived several miles away. By half-past 3 six men had responded to the call and without further delay manned a sail-boat and put off for the scene of the accident. The schooner was of a light draft and, after first running out an anchor, they succeeded in hauling her some distance through the swash channel along the beach. By 10 o'clock the tide was so low that there was not sufficient water to float her, so the life-saving crew returned to the station for supper and dry clothing. At 2 in the morning (11th) they went back and by hard work hove her clear with no other damage than a slight injury to her centre-board. She was subsequently anchored in the bay.

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May 11.—At about half-past 10 o'clock in the forenoon the small fishing schooner *Ozelia*, of Phippsburgh, Maine, while heading into the Kennebec River against a strong northwest wind, misstayed and stranded on a ledge known as Whales' Back, a mile and a quarter east-southeast of the Hunniwell's Beach Station, (First District,) coast of Maine. The life-saving force being disbanded during the summer, a volunteer crew was speedily mustered to man the surf-boat. On arriving alongside it was found that the vessel was full of water and fast going to pieces, and that the crew of two men had been taken off by a lobster boat which was close by at the time of the accident. The surfmen took them back to the schooner, when an anchor was run out and an unsuccessful attempt made to heave her afloat. She soon became a complete wreck. An anchor, part of the cable, a few blocks, and some small pieces of rigging, were all that were saved. The cargo of fresh fish was lost.

May 12–14.—A sailor came to the North Manitou Island Station, (Eleventh District,) Lake Michigan, at a quarter past 5 o'clock in the evening of the 12th, with information that the schooner *Henry Fitzhugh*, of Vermillion, Ohio, was ashore on the south side of the island. She had stranded during the prevalence of thick, foggy weather about 10 o'clock the previous night. The life-savers without loss of time manned the supply-boat and went to her assistance, the distance by water to where she lay being nearly nine miles. They found her on a rocky bottom, and in case the weather should change for the worse, in a position of great danger. The surfmen first took soundings around the vessel and ascertained that she was about a foot above ground forward. The wind at the time being off-shore the mainsail was set and hauled aback, and by heaving simultaneously on a line attached to a small anchor that had been planted in deep water, strenuous efforts were made to float her, but without success. It was then deemed advisable to send for a tug, and three of the surfmen were accordingly dispatched in the station boat to Leland, on the main-land more than twelve miles away, to telegraph for one to Manistee. During the night additional attempts were made to get the craft off by utilizing the sails and running out anchors, but the wind went down before any substantial results were obtained. Early the next morning, (13th,) another trial was made, but the kedge would not hold and its further use was found to be impracticable. The schooner's large anchor was then carried out between two boats, and the life-savers hove a taut strain on the accompanying hawser. They then turned to and shifted to a favorable position a portion of her cargo of grain, the chain cables, and all the moveable articles on the quarter-deck, a labor that consumed the entire day. Meantime the men who had gone for assistance got back. Shortly past midnight, after throwing overboard some sixty or seventy bushels of wheat, the vessel floated clear. The surfmen then sailed her to South Manitou Island Harbor, where they left her safely anchored and returned to the station, arriving at noon of the 14th. The schooner was bound to Sandusky, Ohio, from Chicago, Illinois, and carried a crew of seven men. The captain warmly expressed his gratitude for the services rendered him on this occasion.

May 13.—During this season of the year regular life-saving crews are not employed at the stations along the sea-board and, therefore, when the fishing schooner *Hattie B. West*, of Gloucester, Massachusetts, stranded on Shovelful Shoal, Nantucket Sound, at a point about four miles southwest of the Monomoy Station, (Second District,) coast of Massachusetts, no one but the keeper was on duty. The accident oc-

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curred at 6 o'clock in the evening, during light easterly weather and a smooth sea, and was ascribed to a mistake in making the channel buoys. She had come in from the banks for a harbor, was manned by a crew of thirteen, and had no other cargo than the usual amount of fishing gear. Wreckers took charge of her, and by throwing overboard the ballast, managed, on the 15th, to work her across the shoals into deep water, where she floated. Six of the fishermen (the others remaining by the vessel) were sheltered one night at the station and provided with supper and breakfast. On the 14th the keeper conveyed them in his sail-boat to Harwich and obtained free passes for the party over the railroad to their homes. The schooner was somewhat damaged and was taken to Hyannis for repairs.

May 13.—At 7 o'clock in the morning the schooner *Amelia P. Schmidt*, of Mauricetown, New Jersey, bound to Bridgeton, in the same State, with a cargo of ice from the Kennebec River, Maine, and carrying a crew of seven men, grounded on the North Shoal two miles south of the Cape May Station, (Fourth District,) coast of New Jersey. There was a fresh easterly wind and moderate sea. The keeper, who witnessed the accident, immediately hoisted the signal for a crew to assemble—the station being closed at this season—and on their arrival the surf-boat was launched and the vessel soon boarded. She was found in an easy position and not likely to receive damage unless a heavy sea set in from the southeast. The surfmen rendered all assistance in their power, such as working the sails and sounding out deep water. Being strongly built, and the wind in her favor, she pounded over the shoal at high tide, without apparent injury, whereupon the keeper piloted her into the channel and she continued her journey in safety.

May 13.—A pile-driver which had been at work several days at the mouth of the Oqueoc River, Michigan, while being moved early in the morning to the wharf at Spensville, a short distance from her anchorage off the Hammond's Bay Station, (Tenth District,) Lake Huron, where she usually went for shelter in bad weather, stranded on a shoal that makes out from an intervening point of land and stuck fast. She had five men on board. The life-savers at once launched the surf-boat and went to her assistance. They ran a line from the craft to the wharf, but being old it parted as soon as a strain was brought to bear, and they were obliged to return to the station for a hawser. This was then carried out and hove taut, by means of the driver's steam gear, but still the vessel could not be budged. On examination it was found that a large rock, on which she had caught, was holding her, and would first have to be gotten rid of before anything else could be done. Accordingly the surfmen swept a chain underneath the stern, where the obstruction lay, and after considerable effort, succeeded in removing it. She was then floated off without difficulty. Her own crew would have been confronted with an impossible task in trying to clear her had not the station men gone to their relief and supplied a strong hawser. The captain was very thankful for their aid.

May 13.—Three of the crew of the Point Betsey Station, (Eleventh District,) Lake Michigan, pulled out in a small boat to the schooner *Graham Brothers*, of Manitowoc, Wisconsin, and directed her to Frankfort, whither she was bound. The weather was very smoky at the time and she would otherwise have been delayed in reaching port.

May 13.—See page 43 for an account of the capsizing of a fishing boat near the mouth of the Columbia River, some two miles southeast of the

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Cape Disappointment Station, (Twelfth District,) Washington Territory, whereby one man was lost.

May 14.—At 6 o'clock in the morning the schooner *Daniel Pierson*, of and from Saint George, Maine, bound to New York with a cargo of paving stones, and carrying a crew of six men, ran on a sunken ledge of rocks near Northern Island, about three miles west of the White Head Station, (First District,) coast of Maine. On account of intervening islands she could not be seen from the station. The keeper was notified of the accident at 9 o'clock, and at once set a signal to assemble a volunteer crew, the regular force being off duty at this season. In a half hour's time the surf-boat had been launched and was on its way to the vessel. She was found lying in a dangerous position and leaking. The surfmen manned the pumps, assisted to shift the cargo so as to lighten her forward, and at high water she was kedged clear of the ledge without damage, and anchored in a safe berth.

May 15.—While the keeper of the Cape Henry Station, (Sixth District,) coast of Virginia, was going over the north patrol beat in the afternoon of this date, he found a drowned man washed upon the beach. It was evident that he had been dead for some time, as the body was partially decomposed. There were no marks or anything about the clothing to denote his identity, though appearances indicated that he was probably a sailor of foreign birth. The station being closed at this season, the light-house keepers assisted to carry the body above high-water mark and bury it.

May 15.—In the morning the keeper of the Pea Island Station, (Sixth District,) coast of North Carolina, found the body of a drowned man about a mile south of the station. The head and face were badly disfigured, and there were no marks by which the remains could be identified. A leather wallet in one of the trousers pockets contained a small amount of money. With the assistance of the keeper of the Oregon Inlet Station the body was decently interred.

May 15.—Just before 6 o'clock in the evening the lookout of the Louisville Station, (Ninth District,) Louisville, Kentucky, discovered a river skiff, containing two men, in danger above the cross-dam of the falls. The life-savers immediately launched a boat, overtook the skiff as it was being swept along by the swift current, and towed it safely ashore. The occupants were grateful for their prompt rescue.

May 15.—Shortly past midnight a fire was discovered in the engine-room of the tug *Sport* by the watch of the Ludington Station, (Eleventh District,) Lake Michigan. The vessel was lying near Allen's warehouse, where a section of hose is always kept connected with a hydrant ready for immediate use. The surfmen quickly ran this hose to the tug and succeeded in getting a stream of water on the flames before those on board were aware that anything was amiss. The fire was soon quenched, and no doubt the craft was saved from serious damage, if not total loss, by the prompt work of the life-saving men. Several days afterwards the owner sent each of them a present in token of his appreciation of their services.

May 15.—While the schooner *Wonder*, of Milwaukee, Wisconsin, was beating down Black Lake, and when rounding a point of land a few hundred yards east of the Holland Station, (Eleventh District,) Lake Michigan, the wind suddenly shifted and she ran aground. The keeper boarded her immediately after the accident and, finding that the captain needed assistance, returned to the station and procured requisite tackles and gear to heave her off with. The surf-boat was then launched and the life-saving crew pulled alongside and ran a line to the north pier,

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after which they succeeded, by means of purchases, in getting her afloat undamaged. They then towed her to the wharf.

May 15.—Shortly after dark, during the prevalence of foggy weather, the watch of the Racine Station, (Eleventh District,) Lake Michigan, saw a small schooner standing in towards the land three-quarters of a mile north of the piers. He hurried along the beach and when he arrived abreast of her she was not more than two hundred yards off and still heading directly in shore. He quickly flashed a Coston light and hailed her to keep away. The vessel went about as soon as the warning was made and the surfmen called out to those on board the course to steer for the harbor. An hour or so later the keeper of the station, while on the end of one of the piers, heard the fog-horn of a schooner close by, and the craft being within hearing of his voice he was enabled to direct her safely into port.

May 19.—Shortly past 3 o'clock in the evening three men in a pleasure skiff were seen from the Louisville Station, (Ninth District,) Louisville, Kentucky, in the rapid current of the Ohio River, above the cross-dam, and in danger of being swept over the falls. The boatmen quickly put off to the rescue of the party and succeeded in towing them safely to the station.

May 19.—At a quarter of 6 in the morning, in response to a signal of distress which was blown by a steamer to the northeastward of the Hammond's Bay Station, (Tenth District,) Lake Huron, the life-saving crew launched the surf-boat and pulled out about a mile to a tug which had a raft of booms in tow. The weather was thick and smoky and she was unable to find her way into the Oqueoc River. The surfmen directed her as to the course to steer and she then proceeded safely inside.

May 19.—In the evening of this date the crew of the Two Heart River Station arrived in their surf-boat at the Muskalonge Lake Station, (Tenth District,) Lake Superior, with a sick lumberman. A surfman was dispatched in a small boat to take the man to Grand Marais, twenty miles distant, where he could receive proper medical treatment.

May 20.—In the morning the body of a drowned man washed ashore near the False Cape Station, (Sixth District,) coast of North Carolina. It had evidently been in the water a long time and was very much decomposed. A small amount of money was found in the clothing, but there was nothing to identify the remains. The keeper buried the body on the beach.

May 20.—At 8 o'clock in the evening the alarm was given at the Cape Disappointment Station, (Twelfth District,) Washington Territory, and the life-saving crew put off in the surf-boat to the rescue of two fishermen whose smack had capsized in the breakers near the east end of Sand Island. They had gone but a short distance, however, when their attention was attracted by the recall-signal at the station, and another smack was discovered in danger on Peacock spit, three miles to the southeastward. At once changing their course, the surfmen started to the assistance of the latter craft and, on arriving at the edge of the breakers, found that four men were on board who were trying to keep from being carried by the strong flood-tide onto the shore. Their efforts proved futile and they were in imminent peril of being swamped in the heavy surf. The station crew, quickly taking in the situation, pulled through the breakers and succeeded, by means of the heaving-stick, in throwing a line to the party, and after it was made fast towed them safely into smooth water. It appears that the boat had stranded early in the day and lost most of its gear, but the men managed to float

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it off and were attempting to reach Baker's Bay when they were swept onto the spit by the tide. The smack that the life-savers first started for was assisted out of danger by some fishing boats which were close by at the time of the accident.

May 21.—While two boys were fishing in a small row-boat, between 5 and 6 o'clock in the evening, about half a mile to the eastward of the Saint Joseph Station, (Eleventh District,) Lake Michigan, a heavy off-shore squall came up and, despite their efforts to gain the land, kept blowing them farther out into the lake. A nasty chop-sea made up and their skiff was fast filling with water. The lookout, seeing their plight and their desperate signals for help, quickly put off with the keeper to their assistance. On reaching them the surfmen made a line fast to the half swamped boat and towed it, after a hard pull, into the harbor. The boys' lives were unquestionably saved, as in a few moments more their skiff must have sunk.

May 22.—At 2 o'clock in the afternoon the crew of the Ship-Canal Station, (Tenth District,) Lake Superior, manned the surf-boat and went to the assistance of a small sloop which was helplessly drifting towards the shore, with a broken rudder, about a mile and a half north of the station. A fresh southwest breeze prevailed at the time and a heavy sea was running. There was only one man on board, who, as soon as he found himself unable to steer the craft, let go the anchor, but it failed to hold and the sloop was in danger of being driven on the beach. The life-savers overtook her in the nick of time and towed her safely into the canal. She was the *Sea Gull*, of Keweenaw Point, Michigan, loaded with nets and fishing gear, bound to Ontonagon, in the same State.

May 23.—At about half-past 2 o'clock in the afternoon the small pleasure-boat schooner *Cornet*, of Cleveland, Ohio, with a man and boy on board, capsized, through mismanagement, near the breakwater light-house, a third of a mile to the northward of the Cleveland Station, (Ninth District,) Lake Erie. The lookout gave the alarm and the dinghy was immediately manned, but before the surfmen could reach the scene the assistant light-house keeper, who was close by when the accident occurred, lowered his boat and saved the boy who was clinging to the bottom of the overturned craft. The life-savers arrived in time to pull the man out of the water, after which they righted his boat and towed it alongside of the west pier, where they bailed it out. The pair then re-embarked, very grateful for their rescue and the assistance rendered them.

May 23.—The crew of the Ottawa Point Station, (Tenth District,) Lake Huron, in the forenoon, launched the surf-boat and pulled a mile south of the station to the schooner *G. K. Jackson*, of Cleveland, Ohio, which was in need of aid to raise her anchor. The captain had communicated a request for assistance to the keeper, stating that he was short-handed, by one of the life-saving men who was patrolling the beach during the thick fog then prevailing. The surfmen hove up the anchor and saw the vessel safely under way.

May 23.—The south patrol of the Ship-Canal Station, (Tenth District,) Lake Superior, returning over his beat at about half-past 10 o'clock at night, discovered a lighter loaded with cedar posts and railroad-ties, drifting out of the canal, in the fresh southeast breeze, with no one on her. He attempted to keep her inside, but finding no rope on board, was unable to tie her, and accordingly hurried to the station for assistance. The surf-boat was quickly launched and the craft was overtaken a quarter of a mile from the piers, but the strong head wind made it impossible for the life-savers to tow her back, and they were obliged to tem-

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porarily abandon her. After putting up a lantern so that she could be easily found again they pulled ashore and procured a tug, which went out and brought the lighter safely into the canal. The surfmen made her fast and then reported the matter to the owners. The vessel and cargo would undoubtedly have been lost had it not been for the timely action of the station crew.

May 23.—While the steamer *Wm. A. Haskell*, of Detroit, was ashore at a point some five miles to the southward of the North Manitou Island Station, (Eleventh District,) Lake Michigan, having stranded at half-past 4 in the afternoon during the prevalence of foggy weather, the life-saving crew, who went to the scene in a surf-boat, took soundings around the vessel, gave the captain information as to the depth of the water in the vicinity, and variously assisted him until a quarter past 6 in the evening, when the craft was safely backed off the shoal. She was bound to Chicago, Illinois, from Oscoda, Michigan, with a cargo of salt, and carried a crew of eighteen men.

May 23.—The schooner *Venture*, of Racine, Wisconsin, bound from that place without cargo, and a crew of six men, to Muskegon, Michigan, attempted to enter Muskegon Harbor in a thick fog about 3 o'clock in the afternoon, and struck the end of the north pier with a crash which was heard at the Muskegon Station, (Eleventh District,) five hundred yards distant, and brought the crew to the spot in the surf-boat almost immediately, the boat being launched in just one minute. The collision cost the schooner her jib-boom and head gear, but she at once recoiled, and was drifting clear to leeward, when the surf-boat crew came up alongside, ran out a line from her and fastened her to the pier. They then summoned a tug, which towed her into the harbor without further damage than she had already sustained, amounting to about $50.

May 23.—At 5 o'clock in the morning a surfman of the Sheboygan Station, (Eleventh District,) Lake Michigan, recovered a valuable skiff that was adrift in the river, and which otherwise would have been carried out into the lake and probably lost. Two days later the boat was delivered to the owner, who called for it.

May 23.—During the night the north patrol of the Sheboygan Station, (Eleventh District,) Lake Michigan, flashed a Coston light and warned off a vessel that was running towards the shore and almost on the rocks. The prompt signal was all that saved her from disaster.

May 24.—At about 1 o'clock in the morning the fishing tug *Onward* was unable, owing to the thick fog, to find her way into Pentwater harbor, Michigan. The lookout of the Pentwater Station, (Eleventh District,) hearing her whistles, went to the end of the pier and endeavored to hail her, but could not make himself heard by those on board. The keeper then had the surf-boat launched, and the life-saving crew pulled out to the vessel, about a mile distant, and directed the captain to the harbor entrance, after which the craft proceeded safely into port.

May 24.—At 10 o'clock in the forenoon a man was fishing in a small open boat on Lake Michigan about three-quarters of a mile from the Racine harbor piers. The wind commenced to freshen and blow off-shore, and he made little or no headway in his efforts to regain the land. The crew of the Racine Station, (Eleventh District,) observing his quandary, went to his assistance in the surf-boat, and towed him, after a hard pull, safely into the harbor, for which service he was sincerely grateful. When the surfmen reached him he was well-nigh exhausted, and but for their timely arrival would have been driven far out on the lake.

May 25.—The three-masted schooner *Jennie F. Willey*, of Thomaston, Maine, from Baltimore, Maryland, with a cargo of coal, and carrying a

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crew of seven men, while entering the harbor at Newburyport, Massachusetts, whither she was bound, got ashore, during a thick fog, on the north shoal of the bar, near the end of the jetty, about a mile and a quarter to the northward of the Plum Island Station, (Second District). This was at about 1 o'clock in the afternoon. At the time of the accident the vessel was in tow of a tug, and the latter in subsequently trying to pull her off got the hawser fouled in the propeller-wheel and became disabled. The captain of the schooner went to the city in his own boat for assistance, and on the way apprised a surfman of the accident, who hurried to the station with the tidings. The keeper, with as little delay as possible, mustered a volunteer crew—the regular force being off duty at this season—who put off to the stranded craft in two dories, arriving alongside at fifteen minutes past 4 in the afternoon. She was found hard aground in four feet of water, and the tide still ebbing. After a consultation with the mate and pilot the surfmen sounded out the best channel they could find that led to deep water, and, when the captain returned, planted an anchor, backed with a heavy kedge, some two hundred yards astern. The sails were then lowered and furled. A tug had been engaged to aid in the operations, but the weather was so thick that she could not find her way over the bar. At about 11 o'clock at night the rise of the tide caused the vessel to pound heavily on the bottom, and it was only by the most strenuous exertion that she was finally hove up to her anchors, where she fortunately floated clear of the shoal. Sail was speedily set, but the wind was so light that little or no progress was made, and some time elapsed before she was fairly clear of danger. At half-past 12 the fog lifted, which enabled the tug to reach the scene and take the schooner in tow to the city, where she was safely moored at her wharf. A local paper, commenting on the performance of the life-saving men on this occasion, said: "It was fortunate indeed that he (the captain) could command the services of such a first-class crew in getting his vessel off, for it would otherwise doubtless have proven a serious loss to her owners, the vessel being valued at $10,000, and being uninsured." The master regarded the saving of the schooner as due entirely to the prompt and energetic work of the surfmen, and expressed his appreciation in the subjoined card:

"*To the editor of the Herald:*

"The subscriber tenders his thanks to Capt. J. W. Elliott and crew, of the Plum Island Life-saving Station, for their efforts in getting his vessel off the North breakers on Thursday morning. Without their assistance the vessel would not have been afloat to-day.

"THOMAS H. CHADWICK,
"*Master of Schooner Jennie F. Willey.*"

May 25.—While the small sloop *Rio Grande*, of Manasquan, was entering the inlet of that name, coast of New Jersey, the wind died out, and the heave of the sea caused her to strand on the shoals nearly a mile south of the Squan Beach Station, (Fourth District). She was from Chincoteague, Virginia, loaded with oysters. The accident occurred at half-past 6 o'clock in the evening. The station was closed for the summer, and the keeper, taking a lantern, waded out to her, as she was only about sixty yards from the shore, and found no one on board. He afterwards ascertained that her crew of three men were safe, and had left for their homes in a small boat. During the whole of the next day (26th) he assisted them to discharge their cargo, and near midnight they succeeded in heaving her clear and getting her into the inlet, whence

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she was taken to a secure anchorage, having sustained but trifling damage.

May 26.—While the steamer *Hurricane*, of Rockland, Maine, with a cargo of lobsters and a crew of three men, was passing through Seal Harbor on her way from Vinalhaven to Saint George, the weather being foggy, she ran on a sunken ledge a mile northwest of the White Head Station, (First District,) coast of Maine. The mishap occurred at about 1 o'clock in the afternoon. As soon as a volunteer crew could be mustered—the station being closed at this season—the surf-boat was manned and the vessel boarded. The life-saving men ran out both anchors and hove her bow around, but, as the tide was falling, were unable to kedge her clear. As the fog lifted the light-house steamer *Myrtle* was seen passing, and was signaled. When she arrived on the scene the surfmen ran a hawser to her, and she succeeded in pulling the stranded steamer afloat without damage. The latter then proceeded in safety.

May 27.—At 11 o'clock at night the keeper of the Fourth Cliff Station, (Second District,) coast of Massachusetts, observed a vessel's light close inshore. It was blowing fresh from the northeast and raining hard. The craft was standing to the northward, and had it not been for the timely warning of the keeper, who flashed a Coston light, she would undoubtedly have stranded. As it was she went quickly about and stood out of danger.

May 27.—The schooner *Alexandria*, of Jonesport, Maine, at about half-past 2 o'clock in the morning, stranded on Shovelful Shoal, Nantucket Sound, some four and a half miles to the southwestward of the Monomoy Station, (Second District,) coast of Massachusetts, where she bilged and sank, becoming a total loss. She had entered the main ship channel from the westward and been carried out of her course by the strong set of the current. Accidents are frequent in this locality from the same cause, and particular attention, therefore, should be paid to the bearings of the light, as a small deviation from the true course is apt to result in a vessel going ashore. The *Alexandria* was bound to Lynn, Massachusetts, from South Amboy, New Jersey, with a cargo of coal and a crew of four men on board, all of whom landed safely after daybreak in their own boat. A contract was made with wreckers to strip the craft of her rigging, etc., and the captain and mate proceeded to Chatham, where the articles were conveyed, to take charge. The other two members of the crew were conducted to the station by the keeper, comfortably cared for, and sheltered over night. The next day they joined the officers, and the party, on certificates furnished by the keeper, received free transportation over the railroad to their homes.

May 27.—Between 10 and 11 o'clock at night a steamer blew several whistles off the Hammond's Bay Station, (Tenth District,) Lake Huron, which the keeper answered with a Coston light. The vessel proved to be the tug *Niagara*, of Detroit, Michigan, which was trying to find the entrance to the Oqueoc River. As soon as the signal was displayed at the station the craft changed her course and proceeded into the river in safety. The following day the captain thanked the keeper for firing the Coston, which enabled him to correctly get his bearings.

May 28.—While the schooner *Pierce*, of New York, was passing through Muscle Ridge Channel, and when about three and a half miles northeast of the White Head Station, (First District,) coast of Maine, she suddenly sprang a leak and was obliged to run into Seal Harbor and anchor. At the time of the accident—half-past 12 o'clock in the afternoon—a fresh northeast wind prevailed, with rain and stormy weather. She was bound from Penobscot, Maine, to Boston, Massachusetts, with

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a cargo of bricks, and had three men on board. The station being closed for the summer a volunteer crew were mustered as soon as possible, who launched the surf-boat and went to her assistance. She was leaking so badly that it was found necessary to get her under way and ground her on the flats. The pumps were kept going until the following morning, (29th,) and when the tide left her the surfmen calked and stopped the leak, which was reached by digging under the bottom. At high water the vessel was taken to an anchorage in the harbor and the life-saving crew returned to their quarters after a night's hard work.

May 28.—During the prevalence of a strong northeast wind, with rainy and stormy weather, the schooner *Chilion*, of Portsmouth, New Hampshire, was beached, shortly after 6 o'clock in the morning, near Jenness's Point about three-quarters of a mile southwest of the Rye Beach Station, (First District,) coast of New Hampshire. She was bound, in ballast, to Bangor, Maine, from Hingham, Massachusetts. Not being able to work his vessel clear of the shore the captain was obliged, as a last resort, to run her on the beach. The keeper, as soon as he could, mustered a volunteer force—the station being closed for the summer—and proceeded to the scene with the beach-apparatus. There was a heavy surf tumbling in and the schooner lay some seventy-five yards from the shore. The life-savers fired a line over her, speedily rigged their gear, and succeeded, by means of the breeches-buoy, in rescuing the three sailors who comprised the crew. At low water their personal effects were also brought off. One of the men being in need of dry clothing was furnished with an outfit from the supplies left at the station for such purposes by the Ladies' Seamen's Friend Society. The vessel was floated off by wreckers, in a more or less damaged condition, on June 9th.

May 28.—While the keeper of the North Scituate Station, (Second District,) coast of Massachusetts, was patrolling the beach, (the regular crew being off duty at this season,) at about half-past 3 o'clock in the morning, during the prevalence of a fresh northeast wind with thick and rainy weather, he discovered a three-masted schooner on what is known as Davis' Point, a mile and a half south of the station. The tide was low at the time, and the vessel was not more than a hundred yards from the shore. He approached her as closely as possible and hailed a man whom he saw on her deck, but was unable to attract his attention. The keeper then hastened to town, where he mustered a volunteer crew and got back to the scene at 6 o'clock. By this time the boat belonging to the Massachusetts Humane Society had gone alongside and taken off the captain, who had proceeded directly to Boston. The mate called out that he wanted to get the sailors and their effects ashore, and so threw a line to the life-saving men, who quickly hauled a hawser to the beach and made it fast, after which it was set taut on the schooner. A boatswain's chair was then rigged on the hawser, and one of the surfmen was sent aboard in it to superintend the operations of landing the crew and their baggage. This was successfully accomplished, and all hands, seven in number, were conducted to the station, where they were soon made comfortable. The vessel proved to be the *June Bright*, of Boston, on her way home from Fernandina, Florida, with a cargo of hard pine lumber. The accident was attributed to a disarrangement of the compass. The surfmen kept watch of the craft until the captain returned and took charge. The party were sheltered at the station some three days. On June 5th the schooner was floated by the Boston Tow-boat Company, and taken to a dry-dock for repairs, having sustained considerable damage.

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May 30.—At about 5 o'clock in the afternoon a sail-boat, with a pleasure party of four on board, including two young women, was seen to capsize in a squall of wind three-quarters of a mile to the westward of the Erie Station, (Ninth District,) Lake Erie. Two of the life-saving crew immediately put off in the dinghy, while two others followed in another boat, and reached the scene in time to rescue the occupants. The latter were clinging for their lives to the overturned cratt, and were in great danger of drowning. The surfmen took them to the station, where they were provided with dry clothing, from the stock supplied by the Women's National Relief Association, given hot tea, and cared for until they were in condition to proceed to their homes. Their boat was righted and towed safely to the shore.

May 30.—At half-past 1 o'clock a small skiff, containing a man and two women, shoved off from the shore about an eighth of a mile north and to the leeward of the Racine harbor piers, Lake Michigan. The water, screened from the force of a fresh southerly wind, was smooth where the party embarked, and they headed for the end of the piers, evidently intending to round them and get inside. The keeper of the Racine Station, (Eleventh District,) anticipating their purpose and knowing that their frail skiff would certainly swamp if they were allowed to carry it out, as there was a heavy and dangerous cross sea at the harbor entrance, with two of the crew quickly launched a boat and intercepted them. They were soon induced to turn back, and no doubt were saved from a serious accident.

May 31.—As the schooner *Reed Case*, of Chicago, Illinois, was being towed to the entrance of Erie harbor, whither she was bound from Escanaba, Michigan, with a cargo of iron ore and a crew of six men, and while keeping off for the channel, under a heavy spread of canvas, ran up on the tug and the latter was obliged to cut the hawser and free herself to save being swamped. The wind at the time was fresh from the south, with a moderate sea on. The schooner, becoming unmanageable, went to the southward of the south pier and stranded on the beach some three hundred yards from the Erie Station, (Ninth District,) Lake Erie. This happened at about half-past 3 o'clock in the afternoon. The life-saving crew, witnessing the cause of the trouble, and apprehending that the vessel would go ashore, had already launched the surf-boat and were on the way to render what assistance they could when she struck. They immediately went on board and helped to take in the sails and then ran lines to the piers and to two tugs, which came to aid in the operations, and at about dark the schooner was, by means of combined effort, successfully floated, having sustained little or no damage, and safely towed into the harbor.

May 31.—At 4 o'clock in the afternoon word reached the Louisville Station, (Ninth District,) Louisville, Kentucky, that a man was drowned some three and a half miles up the river, below the water-works. A boat's crew immediately proceeded to the scene with lines and grapnels, and after dragging the stream in the vicinity of the accident a short time the body was found and taken to the shore. The coroner was duly notified, and on arriving took charge of the remains, which proved to be those of Joseph J. Schauer.

May 31.—Information was brought to the Thunder Bay Island Station, (Tenth District,) Lake Huron, at 2 o'clock in the afternoon, that a steamer and her consort were ashore on Kenosha reef, some three and a half miles to the westward of the station. The surfmen immediately put off in the life-boat and soon reached the scene. Thick fog and rainy weather prevailed, and a fresh wind was blowing with a moderately high

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sea. The vessels were found as described, and proved to be the propeller *Mary Pringle*, of Cleveland, Ohio, and the schooner *Fame*, of Detroit, Michigan, bound from the latter port to Alpena, in the same State, without cargoes, and carrying seventeen men all told. They had stranded during the thick weather, and the schooner was lying across the other's stern. It was thought that if the former could be got out of the way the steamer might possibly be floated. Accordingly the station men set to work with that purpose in view, but after three hours of assiduous labor, not being able to budge her, they were obliged to abandon the attempt. The captain then advised the employment of a tug, and the life-savers started for Alpena, more than ten miles distant, to procure one. They had gone but a little way when the wind began to blow very hard from the east-southeast, which so increased the danger to the vessels and aroused the apprehensions of the surfmen for their safety that they turned back and remained on the scene, in order to be at hand in case of emergency. It rained and stormed throughout the night, and the two craft pounded heavily, though apparently without doing themselves much harm. The keeper stood watch on the deck and took charge of the steamer till morning, relieving the captain, who was well-nigh exhausted. At 3 o'clock (June 1st) the life-saving crew again put off in their boat for Alpena, and despite the heavy weather, arrived there at an early hour, but were unable to obtain a tug before 9 o'clock. The *Effie L.* was then secured, and reached the reef an hour or so later. By this time the wind and sea had moderated and the steamer was found afloat, the crew having shifted the fuel and successfully worked her off. She was still, however, in a bad position, and it was necessary to further assist her before she was entirely clear of danger. The surfmen then ran lines, made them fast, and labored zealously to release the schooner, and she was finally pulled off the shoal. The captains of the vessels expressed themselves in terms of the highest praise regarding the performance of the station men. The latter, after an arduous row of three or more miles against a head wind and sea, reached their quarters completely tired out, having been hard at work for twenty-four hours, the keeper not getting a particle of rest during the whole time.

June 1.—In the afternoon the crew of the Two Heart River Station, (Tenth District,) Lake Superior, labored four hours assisting the steamer *Mocking Bird*, of Saint Ignace, Michigan, to get her tow-line fast to a raft of timber lying at the mouth of the river. The aid rendered by the surfmen greatly facilitated the work, which otherwise would have required much time, if indeed it could have been accomplished at all with the steamer's available force.

June 1.—Early in the forenoon a steamer with two barges in tow arrived off Racine, Wisconsin, during a thick fog, and began blowing whistles for assistance. Two of the crew of the Racine Station, (Eleventh District,) went out in a skiff and piloted her to the harbor entrance, where a tug took charge of the vessels and towed them into port.

June 1.—In the night the patrol of the Racine Station, (Eleventh District,) Lake Michigan, discovering a steamer through the fog running into danger, warned her by flashing a Coston signal. She immediately hauled out into the lake to a safe distance from the shore.

June 2.—At half-past 9 o'clock in the day the steamer *Ohio*, of Cincinnati, en route thence to Memphis, Tennessee, with a valuable cargo of general merchandise, and having ninety-three people on board, including twenty-five passengers, stranded during a strong southwest breeze on a reef of rocks above the cross dam of the falls of the Ohio

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River, some two hundred and thirty yards northwest of the Louisville Station, (Ninth District,) Louisville, Kentucky. The day watch witnessed the mishap and immediately sounded the alarm-gong. A boat's crew at once put off to the scene with a six-inch hawser, which was taken aboard the vessel and passed round the capstan, the opposite end being run to the levee and made fast. The life-savers then took a lighter alongside the steamer, after which they carried the latter's hawser to the capstan of the harbor tug *Transit*. As soon as a portion of the steamer's freight had been removed to lighten her a strain was applied to both lines and she was in a short time hove clear, having sustained little or no damage.

June 2.—The sloop *Nomas*, bound from Grand Marais, Michigan, to Sault Ste. Marie, in the same State, with a cargo of general merchandise and carrying a crew of five men, after flying to windward all the previous day and night, was obliged, when about fifteen miles to the eastward of the Vermillion Point Station, (Tenth District,) Lake Superior, on account of the prevailing fog and heavy sea, to put back and seek an anchorage. She came to off the station named and the surfmen boarded her and brought the crew, who were much exhausted besides suffering with wet and cold, ashore. They were made comfortable and cared for over night, and the next morning the life-saving men, at the captain's request, hailed a tug, put the party aboard, and got the sloop in tow. She was then taken safely to her destination. The sailors before leaving, heartily expressed their gratitude for the kindness shown them.

June 2.—During the prevalence of a moderate west wind with foggy weather, at about 8 o'clock in the evening, the large steamer *Argonaut*, of Marine City, Michigan, ran ashore three-quarters of a mile to the westward of the Crisp's Station, (Tenth District,) Lake Superior. She was bound from Ashland, Wisconsin, to Cleveland, Ohio, with a cargo of iron ore and a crew of some twelve men. Her distress whistles attracted the attention of the life-savers who at once put off to the scene in the surf-boat, and on arriving alongside the vessel, proffered their assistance, which was gladly accepted. The keeper informed the captain of his position and where the deepest water lay, after which several ineffectual attempts were made to back the steamer off. She was so hard aground forward that it was evident little could be done to move her until at least a portion of the cargo was shifted aft. While this was being accomplished, by means of the steam hoister on board, the surfmen, at the captain's request, rowed out into the lake for the purpose of intercepting some passing steamer and obtaining aid. At half-past 10 the tug *Andrew J. Smith* was spoken about five miles off-shore and was piloted abreast of the station, where a raft of logs that she had in tow was anchored. She then proceeded, under the direction of the keeper, to the stranded vessel. The life-saving crew ran a hawser with their boat, and the tug, after several vigorous pulls, succeeded in getting the steamer clear, when she stood away on her course apparently uninjured. The master was warm in his expressions of gratitude for the efficient service rendered him by the station men.

June 3.—Towards evening the keeper of the Wallop's Beach Station, (Fifth District,) coast of Virginia, saw a schooner, bound out of Chincoteague Inlet, stand on a sand bar known as the Middle Ground, situated about two miles north-northeast of the station. The latter being closed at this season he obtained the aid of a surfman living near, and together they manned the station supply-boat and proceeded to the vessels' assistance. She proved to be the *James E. Kilsey*, of Manas-

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quan, New Jersey, on her way to New York with a load of lumber and a crew of five men. When the life-savers reached her she was found high upon the shoal and half full of water, having sprung a leak soon after striking. There being no immediate danger they turned their attention towards saving the cabin effects and afterwards conveyed the captain to Chincoteague, where he engaged lighters to remove the cargo. On the 28th she was floated off by wreckers, having sustained considerable damage and the loss of about a third of her lading.

June 3.—In the forenoon a young man while working on the south harbor pier, a short distance from the Kenosha Station, (Eleventh District,) Lake Michigan, fell into the water beyond his depth, and not being able to swim was in great danger of drowning. Surfman Mahoney, witnessing the accident, hurried to the scene and without a moment's hesitation, sprang in, caught the man as he rose to the surface the first time, and brought him safely to the pier, where the two were helped out by several workmen who had been attracted to the spot. The brave action of the surfman undoubtedly saved the man's life.

June 4.—At half-past 2 in the afternoon, a boy, about twelve years old, fell from the north pier into Kenosha Harbor. Surfman Spencer, of the Kenosha Station, (Eleventh District,) Lake Michigan, hearing the cries for help of the lads' companion, hastened to the end of the pier and succeeded in pulling the boy out unharmed. It was a timely rescue, as the water where he fell in was more than twelve feet deep.

June 5.—Two boys in a pleasure skiff got caught in the swift current of the Ohio River, shortly past 6 o'clock in the evening, and were rescued from their perilous situation by the boatmen of the Louisville Station, (Ninth District,) Louisville, Kentucky, who promptly went to their assistance. The lads narrowly escaped being swept over the falls and drowned. They were brought with their skiff to the station.

June 5.—Towards the latter part of the afternoon the captain of the schooner *Black Hawk* called at the Milwaukee Station, (Eleventh District,) Lake Michigan, and informed the keeper that his vessel had gone ashore during a thick fog on what is locally known as North Point, some four miles from the station. The life-saving crew at once put off in the surf-boat and on reaching the scene commenced to get the stranded craft in readiness for a tug, which the captain meanwhile had gone to procure. They threw overboard and rafted thirty or forty thousand feet of her deck-load of lumber, and she having sprung a bad leak by the splitting of her forefoot, were obliged to keep the pumps in steady operation to prevent her becoming water-logged. When the tug arrived an hour or so later they ran a hawser to her and in a few minutes she succeeded in pulling the schooner afloat without additional damage; and by 10 o'clock had her safely within the harbor. The *Black Hawk* hailed from Milwaukee, was bound thither from Garden Bay, Michigan, and carried a crew of five men.

June 6.—No sooner had the crew of the Milwaukee Station, (Eleventh District,) Lake Michigan, arrived in the harbor with the schooner *Black Hawk*, (see preceding case,) than information was received of three other vessels that were ashore in the vicinity of Fox Point, ten miles north of the station. The surfmen without delay proceeded on board a tug to the place indicated and, at 1 o'clock in the morning, first came upon the stranded schooner *Quickstep*, of Lakeside, Michigan. She was hard aground at Whitefish Bay, and it was found necessary for the tug to dredge out a channel before she could be floated. The life saving men assisted in running lines to her, and just before daylight she was pulled clear, and, not being damaged to any extent, made sail for Mil-

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waukee, whither she was bound with a cargo of lumber from Muskegon. Her crew numbered eight men. After the *Quickstep* had been safely floated the station men went to the assistance of the coal-laden schooner *C. N. Johnson*, of Cleveland, Ohio, which was on the beach five miles north of Fox Point. They helped to run lines between the two tugs that were engaged in the operation of floating the craft, and also to throw over a portion of the latter's cargo. The vessel was leaking badly and the surfmen joined the crew in working the pumps. Finally the tugs succeeded in getting her off and into deep water, where she was anchored. The former, accompanied by the life-savers, then started for the steam-barge *George Burnham*, ashore at Fox Point. After lightening the vessel of about twenty tons of coal, which were put aboard the tugs, the surfmen ran a couple of hawsers to the steamer and she was shortly pulled afloat. The station force then returned to the *Johnson* and kept the pumps going until the schooner reached port, which was not until after midnight. Both the last-named vessels were on their way from Sandusky, Ohio, to Milwaukee, when they stranded in the fog. The annexed letter was subsequently received at the office of the general superintendent:

"MILWAUKEE, WISCONSIN, *June* 6, 1887.

DEAR SIR: We hereby, through you, wish to thank the life-saving crew of Milwaukee for the kind and prompt assistance rendered by them in aiding us to release the barge *C. N. Johnson*, which went ashore on Fox Point reef on Sunday evening the 5th instant, and in working the pumps to keep said vessel afloat until we arrived safe in the harbor of Milwaukee. We appreciate this crew's noble, timely, and valuable services, and the more so when we consider that they came direct to us from the wrecked schooners *Black Hawk* and *Quickstep*, where they had just been hard at work for fourteen hours. May they retain that prompt action and power of endurance to a good old age and then retire with honor, are the wishes of the captain and crew of the barge *Johnson*.

"D. W. MATTESON,
"*Master*.

"GENERAL SUPERINTENDENT,
"*Life-Saving Service, Washington, D. C.*"

June 5.—About noon Surfman Kasson, of the Sheboygan Station, (Eleventh District,) Lake Michigan, was attracted to the river-side by the screams of a party of children who had been playing and fishing on the bank. He found that a small boy had accidentally fallen into the stream and was clinging to a floating log. The surfman succeeded in pulling the little fellow out and sent him home none the worse for his ducking. It was a timely rescue from drowning, as there was no one else near who could have afforded the lad assistance.

June 6.—At half-past 6 o'clock in the evening a surfman who belongs to the regular crew of the Crumple Island Station, (First District,) coast of Maine, in the active season, went in a small boat to the assistance of a schooner that had misstayed and stranded near Kelley's Point, some six miles northeast of the station. She was the *Eastern Light*, of Millbridge, Maine, bound from Machias, in the same State, to Boston, Massachusetts, with a cargo of lumber and a crew of four men. The surfman helped to make sail and on the flood-tide the vessel was worked clear. He then piloted her to a safe anchorage in Sawyer's Cove.

June 6.—The steamer *Achilles*, of Philadelphia, Pennsylvania, bound thence to Newburyport, Massachusetts, ran ashore during foggy weather

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at half-past 9 o'clock at night on the southwest side of Block Island, about a mile to the southward of the Block Island Station, (Third District,) Rhode Island, and almost immediately filled and sank. She was coal-laden, and had a crew of sixteen men. The accident was reported to the keeper by a neighbor—the station being closed at this season—and the former without delay mustered a volunteer crew and proceeded in the surf-boat to the vessel's assistance. The surfmen were requested to land the ship's stores, which they succeeded in safely doing. The next day (7th) the captain and crew were brought off, and the latter were provided with comfortable quarters at the station, where they remained during a period of eight days. The mate, who received severe injuries, was also conveyed to the station and a physician summoned to attend him. The steamer was taken charge of by wreckers, but all efforts to save her or the cargo proved ineffectual, and she finally went to pieces and became a total loss. The following "card of thanks" subsequently appeared in the New York *Herald:*

"NEW YORK, *June* 18, 1887.

"*To the Editor of the Herald:*

"The captain and crew of the steamer *Achilles*, that was lost on Block Island wish to return their sincere thanks to Captain Ball, in charge of life-saving station on southwest end of Block Island, for his promptness in arriving at the wreck, and also for his kindness and attention to them during their stay at his station.

"STOKELY WARRINGTON,
"*Late Master of Steamer Achilles.*"

June 6.—Towards evening of this date the watch of the Cape Disappointment Station, (Twelfth District,) Washington Territory, discovered a fishing smack with two men on board, coming ashore through the surf a quarter of a mile west of the station. The keeper and crew hurried to the scene and arrived just as the boat struck. They at once set to work and discharged a portion of the cargo of fish so that she would be easier to handle, after which they ran an anchor out as far as possible to prevent her working farther up on the beach during the flood-tide. At half-past 8, the conditions being favorable, the surfmen assisted the fishermen to heave her afloat. As soon as she was clear several of the station crew jumped aboard and attempted to run her out through the breakers, but thrice she was driven back, filling each time. The labor was beginning to tell upon the men when finally a larger force, three of whom bailed constantly with buckets, managed to get her off the beach into smooth water and sailed her to the station. The fishermen were sheltered over night, and the next day the life-savers helped to bring the portion of the cargo that had been removed the previous day to the wharf, where the vessel could reload it. Later on she proceeded to Clifton, Oregon, with her catch, not being any the worse for her accident.

June 7.—At half-past 3 o'clock in the morning the crew of the Sand Beach Station, (Tenth District,) Lake Huron, were aroused by the north patrol, who reported that a schooner was bound down the lake with her running lights showing on the wrong sides. The life-saving men at once pulled off to her in the surf-boat and informed the sailors of their mistake, which they had not before noticed. The lights were then adjusted and the vessel proceeded on her course.

June 7.—The lookout of the Evanston Station, (Eleventh District,) Lake Michigan, in the early part of the night heard a loud splash, as

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of a boat capsizing, accompanied by cries for help, a short distance east of the station. The alarm was forthwith given and the life-savers quickly put off in a skiff to the scene. They found two men, belonging to the Evanston Boat Club, clinging to their shell, which they had carelessly upset. The surfmen, after first landing the pair on the beach, whence they could at once proceed to the club-house and obtain dry clothing, recovered the shell and safely returned it.

June 8.—During the prevalence of a thick fog and calm weather, at about 9 o'clock in the morning, the lumber-laden schooner *Avon*, of Bangor, Maine, bound thence to Port Morris, New York, with a crew of five men, drifted on a reef three-quarters of a mile northeast of the Eaton's Neck Station, (Third District,) coast of Long Island. The station being closed for the summer and the life-saving crew off duty, the keeper and his son manned a small boat as soon as the accident was discovered, and went to her assistance. They helped to run out a kedge, by means of which the vessel was hove clear of the rocks and was enabled to resume her voyage.

June 8.—At 4 o'clock in the afternoon the crew of the South Haven Station, (Eleventh District,) Lake Michigan, went to the assistance of a small yacht, containing several persons, that was outside the harbor and in danger of encountering a squall which was rapidly gathering. Those on board were inexperienced in the management of a sail-boat, and so the surfmen manned the yacht and brought her into the harbor.

June 8.—About 1 o'clock in the day a sail-boat capsized in a light squally south wind a mile and a quarter from the Racine Station, (Eleventh District), Wisconsin. The accident was seen from the station and two of the men started out to the rescue in a skiff, pulled the man who had been sailing her out of the water, and as he was very cold, put him on board the tug *M. A. Knapp*, which happened just then to come by. They then righted the capsized boat and took out the sail, and the tug towed both boats to the station, where the man was furnished with a suit of dry clothes from the store furnished by the Women's National Relief Association. He would have been drowned but for the station aid, as no one but the watchmen on duty saw him and he could not swim.

June 9.—During thick, foggy weather, at about 5 o'clock in the morning, the Norwegian steamer *Wergeland*, of Bergen, on her way to Boston from Baracoa, Cuba, with a valuable cargo of fruit and a crew of fifteen men on board, stranded about three hundred yards from the shore at a point some two and a quarter miles north of the Nauset Station, (Second District,) coast of Massachusetts. She had missed her reckoning. The regular life-saving crew being off duty at this season, the keeper, who discovered the vessel twenty minutes after she struck, at once took measures to muster a force of volunteers to launch the surf-boat. This occasioned some little delay on account of the difficulty experienced in obtaining available men, but by half-past 7 the surfmen reached the vessel. The latter went aground at low water, the sea being smooth, and it was quite evident that she could be floated without much trouble on the flood tide. The station crew, therefore, assisted to lay an anchor out astern, after which they took messages ashore and forwarded them for the captain. They then returned and held themselves in readiness to aid in lightening the craft, in case such a measure had to be resorted to, but fortunately it was found unnecessary, for at half-past 11 in the forenoon she was hove clear, without having sustained any apparent injury, and resumed her voyage. The keeper and four men from Cahoon's Hollow, the adjacent station to the northward, arrived alongside the steamer between 9 and 10 o'clock,

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and joined in the work of getting her off. The captain expressed his warm thanks to the life saving crews for their timely services, appreciating the fact that his vessel had narrowly escaped serious harm.

June 9.—At twenty minutes of 10 o'clock in the forenoon the crew of the Evanston Station, (Eleventh District,) Lake Michigan, were informed that a three-masted schooner was ashore near Wilmette, two miles and a half north of the station. The keeper immediately telegraphed for the services of a tug and dispatched a messenger for horses to draw the boat carriage. The latter overtook the surfmen, who went on in advance, just as they reached the beach abreast of the vessel. She was found to be the *Sunrise*, of Chicago, bound home from Buffalo, New York, with a cargo of hard coal and a crew of eight men, and had stranded some two hundred yards off the land during the prevalence of a thick fog. Five of the sailors had effected a landing in their own boat for the purpose of obtaining assistance, but were unable to get back to the vessel on account of the heavy surf. The wind, which was from the north, was momentarily increasing and the sea all the while getting higher. As the craft laid broadside to, the waves kept continually breaking over her. The life-saving crew launched the surf-boat and put the sailors on board. The captain, on being informed that a tug had been sent for, thought that she could be of no possible use under the circumstances, as the schooner was nearly full of water. He therefore urged as a precautionary measure the expediency of taking ashore the baggage and valuables, and of abandoning the vessel until the weather became more favorable. His wishes were carried out, the surfmen safely landing all hands and their personal effects. The keeper secured temporary quarters for the party at a neighboring house, after which he returned with his men to the station. By the afternoon of the 12th the schooner had been pumped out and about a hundred tons of coal thrown overboard. A tug then succeeded in pulling her afloat and proceeded with her to Chicago.

June 9.—At 10 o'clock at night the lookout of the Cape Disappointment Station, (Twelfth District,) Washington Territory, gave the alarm that a fishing smack had apparently swamped in the breakers on Peacock Spit, half a mile southwest of the station. The crew were speedily roused by the report of the signal gun, and, launching the surf boat, at once started out. The night was very dark, with a stiff wind and ugly, threatening weather. Reaching the breakers the men shouted as loudly as they could to attract attention, but, receiving no reply, continued their search further along the spit. Nothing could be seen twenty yards distant and every sound seemed almost instantly to be drowned by the roar of the sea. Finally, however, a voice faintly calling for help was heard above the tumult of the waters. The surfmen took fresh heart and pulled with all possible speed in the direction indicated, the flying spray drenching them and half filling the boat. They at last reached the smack and found two men almost exhausted clinging to her. Both were quickly rescued from their perilous position and taken into the surf boat, after which the latter was hailed out, and the life-savers, with the smack in tow, made a start for the shore. The craft surged so in the heavy seas that she twice parted the tow-line, but the station crew got hold of her again each time, and by letting her drift through the breakers with the flood tide managed to arrive safely in smooth water. They then returned to the station without further trouble. The rescued men were sheltered the rest of the night, their clothing was dried, and at daylight, after having breakfast, proceeded to their fish-packing establishment near by, very grateful for their fortunate escape.

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June 10.—While the schooner *Daisy*, of Ludington. Michigan, was on her way out of Black Lake, under all sail, she ran on a shoal a short distance east of the Holland Station, (Eleventh District,) Lake Michigan. She had cleared for Saint Joseph with a cargo of shingles, and, besides a crew of three men, had on board the captain's wife and two children. The accident happened shortly after midnight and was seen by the lookout of the station, who immediately manned a row-boat and pulled out to her. She had stranded in less than five feet of water, and the captain concluded to wait until morning before attempting to float her. At 7 o'clock the life-saving crew, supplying themselves with tackles, boarded the vessel in the surf-boat. They laid out both anchors, but after strenuous efforts were unable to heave her clear. They then conveyed ashore a part of the deck load, and obtaining a four-inch line ran it to the pier. By means of a luff-tackle purchase they finally hove the craft off the shoal and towed her to a safe berth near the station, where they put back the portion of the cargo that had been removed.

June 11.—At about 8 o'clock in the evening of the 9th a small sail-boat was driven on the beach, during a wind-squall, two miles to the eastward of the Eaton's Neck Station, (Third District,) coast of Long Island, New York. The three men on board jumped safely ashore. On the 11th the keeper and his son—the station being closed at this season—assisted the party to launch their craft, which was done by putting planks and rollers under her.

June 11.—At 6 o'clock in the morning the small, lumber-laden schooner *Eliza*, of Milwaukee, Wisconsin, while lying at the wharf abreast of the Sheboygan Station, (Eleventh District,) Lake Michigan, became water-logged and sank so that her decks were several feet submerged. There was no one on board at the time of the accident. The life-saving crew, after first removing the deck-load, had the captain procure a tug to tow the vessel into shoal water. This being done, the keeper provided the two men belonging to the schooner with Merriman rubber life-saving suits, so that they could batten down the hatches without getting wet. The surfmen went on board with the station force-pump and tried to pump her out, but the craft being very old and in bad condition the attempt proved fruitless. She was then taken back to the wharf, where the station crew laid timbers across her decks, the outer ends being supported by a schooner which they had previously brought alongside and moored, while the inner extremities rested on the wharf. Chains were now swept under her forward and aft and made fast to these thwartship beams. By means of jack-screws, placed under the timber-ends, the surfmen were enabled, after several hours' application, to raise her decks above water, when they again employed the pumps, and toward the latter part of the afternoon, succeeded in floating her. The next day she was unloaded, her decks calked, and a defective plank removed from the hull and replaced with a sound one.

June 11.—The crew of the Cape Disappointment Station, (Twelfth District,) Washington Territory, were called out at 2 o'clock in the afternoon to go to the rescue of two fishermen whose smack had swamped in the breakers on Peacock Spit, half a mile northwest of the station. They were found clinging to the bottom of their boat, which was plunging through the heavy surf towards the bluff. Although there were numerous fishing craft in the vicinity they were unable to afford assistance on account of the dangerous rocks on the shoal. The surfmen managed to get alongside the smack in safety, took off the two men, and landed them on the beach. As soon as their boat washed within reach the life-savers righted her. They then ran out an anchor and, dividing

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themselves into separate forces, succeeded, by heaving on the anchor-line and at the same time towing with the surf-boat, in getting the craft through the breakers to deep water. This was only accomplished, however, with considerable difficulty and risk, the smack capsizing and throwing all hands out before she finally went clear. She was taken to the station, and when the fishermen had sufficiently dried their clothing they proceeded homeward, the mishap having cost them the loss of about half of their cargo of salmon. The smack was but slightly damaged.

June 12.—In the afternoon the crew of the Louisville Station, (Ninth District,) Louisville, Kentucky, saved two boys in a skiff from being swept through the Indiana chute and over the falls, where they would doubtless have been drowned. The lookout saw them in time to give the alarm and send out a boat to their rescue.

June 13.—At half past 10 o'clock in the day the small cat-boat *Ida*, of Far Rockaway, New York, containing a man and a boy, broached to in a heavy sea, causing her to strike and fill on the outer bar of Little Inlet, a short distance southeast of the Far Rockaway Station, (Third District,) coast of Long Island. The regular life-saving force were off duty for the summer, and the keeper at the time was a mile away down the beach, where, observing the accident, he was enabled to quickly muster a volunteer crew from a group of men who happened to be at work near by, and they immediately proceeded to the station and launched the surf-boat. This lucky circumstance undoubtedly saved the occupants of the swamped boat from drowning, as they certainly would have been lost had there been the least delay in going to their rescue. After they had been brought ashore, attention was turned to saving their craft, which had now worked over the shoals and drifted on the beach. She was promptly bailed out, floated off, and taken in the bay abreast of the station, hauled up on the shore and put in order. Father and son, for such they proved to be, were very grateful for the action of the keeper. The two were sheltered at the station during the day.

June 13.—Towards evening it was reported at the Little Island Station, (Sixth District,) coast of Virginia, that a dead body had washed up on the beach, three miles south of the station. The keeper and two surfmen immediately proceeded to the spot, and found that the body was without head, arms, or feet, and beyond the possibility of identification. It was placed in a suitable box, which had been provided, and properly interred.

June 13.—Just before 6 o'clock in the evening the watch of the Saint Joseph Station, (Eleventh District,) Lake Michigan, saw a small sloop capsize several hundred yards west of the north pier and nearly half a mile from the station. The keeper and one of the surfmen quickly put off in a skiff, but before they arrived on the scene the two boys who had been in the boat were rescued by parties who were fishing near by when the accident happened. The surfmen righted the sloop, and after gathering up the sails and oars towed it to the station and put it in order.

June 14.—At a quarter of 6 o'clock in the evening a schooner which had been loading cedar ties at a wharf on the main-land, some four miles south-southwest of the Middle Island Station, (Tenth District,) Lake Huron, while getting under way, drifted on a reef just outside of her and came to a stand with all sails set. There was a fresh southeast wind, with a moderate sea. As soon as the surfmen, who had been watching the craft's movements, were satisfied that she was ashore, they immediately manned the life-boat and put off to her assistance. Arriving along-

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side they found the schooner's crew at work slinging an anchor, which they intended to run out over the stern of their yawl. The life-savers towed the latter some two hundred yards to a favorable position, where the anchor, which had a line attached to it, was let go. They then returned on board and helped to get the vessel afloat. The head sails were taken in so that she would swing to the tautened line. After an hour's heaving she went clear, and the station men at once took a line from the bowsprit into the life-boat and kept her pointed off shore until the anchor was weighed. They then towed her to where all sail could be safely made, and finally piloted her through the channel west of the island so that she was able to shape a course up the lake. No damage, that could be ascertained, had been done. She was the *Imperial*, of Manitowoc, Wisconsin, bound to Chicago, Illinois, and carried a crew of eight men. The captain cordially thanked the surfmen for their timely aid which enabled him to get clear of the shoal and proceed on his voyage with so slight a hindrance.

June 14.—On this date the crew of the Chicago Station, (Eleventh District,) Lake Michigan, recovered the body of a man who was drowned the previous day by the capsizing of his skiff off Twenty-fifth street. The surfmen manned two boats, and after dragging half an hour in the vicinity of the accident succeeded in finding the remains.

June 15.—In the forenoon of this date a surfman who, during the active season, is a member of the crew belonging to the Crumple Island Station, (First District,) coast of Maine, being at Jonesboro', a hamlet situated about thirteen miles northeast of the station, assisted to float the sloop *Opal*, a small vessel that was blown from her moorings in a southwest gale of wind and driven on the rocks. He boarded her, with the captain, in a small boat, and together they laid out an anchor, succeeding after several attempts in heaving her off at high water. She was then taken to a safe anchorage.

June 15.—In the afternoon of the 14th the keeper of the Cape May Station, (Fourth District,) coast of New Jersey, discovered a sloop, with no one on board, dragging out of Delaware Bay. On inquiry he found that she was the fishing sloop *Only Son*, of Port Morris, which had been driven from her moorings at the steam-boat landing by the heavy northeast wind. Any attempt to get her inside before the weather abated would have been useless, she having lost all her head-gear, so no effort was made to reach her until the following morning (15th) at half-past 4 o'clock. At this time she was about three and a half miles southwest of the station. The regular life-saving force being disbanded for the summer the keeper mustered a volunteer crew and boarded her in the surf-boat. She was found half full of water, with one of the anchors gone, and much of the rigging carried away. The men cleared up the gear as best they could, pumped the vessel out, and with difficulty succeeded in working her, on the flood-tide, into the bay, whence she was taken to a safe berth.

June 15.—At 9 o'clock in the morning a fishing sloop was discovered from the North Manitou Island Station, (Eleventh District,) Lake Michigan, rounding the north point of the island, a mile distant. She was seen to be making bad weather of it, and, as apprehended, it was not long before she capsized. The surf-boat, which was in readiness to launch, put off without a moment's delay to the scene, and found a man, who was much alarmed at his situation, clinging to the bottom of the craft, which was slowly drifting out into the lake. The life-saving crew took him into their boat, and after getting the sloop to the shore righted her and bailed her out. It was then ascertained that one of

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the planks near the stern-post was loose, which had caused her to leak so badly that she filled and rolled over. The surfmen thereupon towed her to the station, where she was hauled up on the beach and put in order. The rescued man, who lived on the island and who had been for a long time in feeble health, was very grateful for the assistance rendered him.

June 17.—At half-past 11 o'clock at night the steam-yacht *Arrow*, of Louisville, narrowly escaped being swept over the falls of the Ohio River. She was returning from Arctic Springs, Indiana, with a party of thirty-three excursionists on board and a crew of three men, and when opposite Jeffersonville the fuel gave out, causing the machinery to stop and the boat to become unmanageable. The watch at the Louisville Station, (Ninth District,) Louisville, Kentucky, observing the vessel's danger, immediately gave the alarm, and the life-savers at once put off to her assistance. They found, on arriving alongside, that the yacht was helplessly adrift and at the mercy of the strong current, which soon would have carried her over the dam. The passengers were greatly alarmed for their safety, but were reassured when the station men appeared on the scene. The latter quickly made fast to the disabled steamer and succeeded in towing her to her landing, where the party disembarked in safety, very grateful for the prompt action of the boatmen, which undoubtedly saved them from a hazardous trip through the rapids, which could hardly have been accomplished under the circumstances without serious casualty.

June 17.—Early in the morning some workmen on the beach found the dead body of a man, apparently just washed ashore, about a quarter of a mile north of the White River Station, (Eleventh District,) Lake Michigan. They informed the keeper, who took charge of the remains and turned them over to the coroner.

June 17.—Towards evening a dead body was found near one of the breakwaters a short distance from the Chicago Station, (Eleventh District,) Lake Michigan. The life-saving crew manned the supply boat and towed it to the station, after which the police patrol wagon was telephoned for. The latter shortly arrived and took the body to the morgue.

June 17.—About the middle of the afternoon two surfmen of the Racine Station, (Eleventh District,) Lake Michigan, manned a skiff belonging to the keeper, and recovered a boat which was seen adrift on the lake a quarter of a mile north of the piers. It was towed to the station and kept until the owner arrived.

June 17.—Shortly past 8 o'clock in the morning the crew of the Cape Disappointment Station, (Twelfth District,) Washington Territory, launched the surf-boat and put off to the rescue of two fishermen whose smack had swamped in the breakers on Peacock spit, some two and a half miles to the southward of the station. The accident had been seen by the lookout, who promptly gave the alarm. The surf was breaking heavily on the shoals, but the life-savers pulled through in safety, though not without a hard struggle, and finally reached the scene just as one of the imperiled men, from sheer exhaustion, lost his hold on the vessel and was swept into the raging waters. Fortunately, in the nick of time, a sea carried the surf-boat right alongside of him and the keeper reached down and grabbed him as he was sinking out of sight, while two of the surfmen helped to get him into the boat. It was a hair-breadth escape. The other man was still clinging to the nearly submerged craft, and the station men, by means of the heaving stick, threw him a line, but he also was well-nigh exhausted and could not

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hold on to it. The surf-boat was shipping considerable water, and any attempt to get near the smack would be fraught with great danger, but as it was the only thing left to do in order to save the man's life, the surfmen watched their chance, skillfully ran within reach, and the bow oarsmen caught the man and held him fast over the side until he could be pulled aboard. A huge breaker swept the boats apart and a start was immediately made for the shore. Two hands kept constantly bailing, and the life-savers succeeded in reaching the station without mishap. The rescued men were given breakfast, and when their clothes were dry took the steamer for Astoria. The smack, although subsequently recovered, was badly damaged. The perilous nature of their trip and the splendid work the surfmen performed in the furious breakers displayed their wonderful powers and skill as masters of boatcraft, and added another to the many gallant rescues accredited to the crew of this station.

June 18.—At 2 o'clock in the afternoon, while the schooner *L. M. Mason*, of Chicago, Illinois, bound thence to Middleton, Canada, with a cargo of grain and carrying a crew of seven men, was getting under way from Beaver Island Harbor, (where she had put in the previous day with her jibs carried away,) she payed off on the wrong tack and, before the sails could be jibed over, went ashore half a mile southwest of the Beaver Island Station, (Eleventh District,) Lake Michigan. The keeper and a member of his volunteer crew (this station not being regularly manned) immediately boarded her and assisted to run out an anchor and to heave her off. This took about two hours' work, and when she was ready to set sail again the keeper piloted her safely to an offing. The captain, who was a stranger in the vicinity, was very grateful for the aid rendered him.

June 19.—A small pleasure yacht, containing four men, that came into the inlet near the Far Rockaway Station, (Third District,) coast of Long Island, New York, was leaking very badly, and the keeper (the regular life-saving crew being off duty at this season) assisted to haul her out back of the station, where he blocked her up and calked the seams so that the party were able to resume their trip to Far Island.

June 19.—During a fresh southeast breeze, at about 4 o'clock in the afternoon, the sloop-yacht *Fire Fly*, of Brooklyn, New York, split her mainsail and came ashore half a mile northwest of the Sandy Hook Station, (Fourth District,) New Jersey. A pleasure party of eight persons were on board, none of whom had much knowledge of the management of a sail-boat, and they were in a quandary as to how to get their craft afloat again. The life-saving crew being off duty at this season, the keeper, who witnessed the accident, took a hawser from the station and went to their assistance. An anchor was run out and, after an hour's hard work, the yacht was hove clear, to the great satisfaction of all concerned, as the sea was beginning to shake her up badly, and in a short time she would undoubtedly have gone to pieces.

June 19.—As the ferry-boat *Shallcross*, with a picnic party on board, started to back out from the foot of Fourth street, Louisville, Kentucky, a boy in attempting to jump ashore fell into the river and was in great danger of drowning. The accident was observed by the lookout of the Louisville Station, (Ninth District,) who immediately sounded the alarm, and in less than a minute's time a boat was manned and the life-savers had the lad safely ashore.

June 19.—Towards evening the light-house keeper hailed the lookout of the White River Station, (Eleventh District,) Lake Michigan, saying that a boy was missing from a small vessel lying alongside the south

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pier, and it was thought he had been drowned. The life-saving crew at once proceeded to the scene with grapnels and dragged the river near the pier. In a short time they succeeded in finding the body in twenty-five feet of water, where it had probably lain for several hours. The father of the boy took charge of the remains.

June 19.—During a brisk southwesterly breeze, with a high sea, at half-past 5 o'clock in the morning, a surfman of the Cape Disappointment Station, (Twelfth District,) Washington Territory, gave the alarm that a small fishing-smack had capsized in the breakers on Peacock Spit, two and a half miles to the southward of the station. The life-saving crew were speedily roused and without delay launched the surf-boat and pulled to the scene. A boat had already put off from the shore to the assistance of those on the smack, and both crafts could be seen drifting with the strong ebb tide towards the outer breakers. The life-savers saw there was no time to lose and pressed forward with redoubled energy, reaching the smack as the two men belonging to her were being taken off. As the situation was full of danger to the entire party, owing to the proximity of the breakers which were being approached all the while, and in order to expedite matters as much as possible, the keeper held aloof until the men were safely in the rescuing boat, by which time two of the surfmen, having gone on board the latter, had set sail for the shore. The surf-boat followed closely, to be at hand in case any accident happened in passing the inner breakers, but by good management none occurred and the boats reached smooth water. The station crew then landed the rescued men. Both were badly frightened and much excited, and it had been all that the keeper could do, when first arriving on the scene, to prevent them from trying to get into the surf-boat, an act that might have cost them their lives. The smack, with its cargo of salmon and fishing gear, was lost.

June 20.—There being sickness in his family the Signal Service observer at Fire Island sent for assistance to the keeper of the Lone Hill Station, (Third District,) coast of Long Island, New York, whereupon the latter started off in his ice-boat, with medicines, and did what he could to afford relief.

June 20.—Towards evening the wind, which had been from the southward during the day in the vicinity of the Cleveland Station, (Ninth District,) Lake Erie, suddenly shifted to the westward and freshened to a gale. The change caused a small sloop-yacht, which had been lying in the harbor with no one on board, to drag from her anchorage directly towards the station. The life-saving crew hastened down to the beach, and when the vessel was near enough they got a line to her and hauled her ashore uninjured. The cable had gotten foul of the anchor, and the vessel doubtless would have pounded to pieces on the rocks had assistance not been close at hand.

June 20.—Between 4 and 5 o'clock in the morning the crew of the South Haven Station, (Eleventh District,) Lake Michigan, were called out to assist in raising the small steamer *Myrtle L. McCluer*, of Saint Joseph, which sank during the night. The water fell while she was lying at the wharf, and her rail catching on a spile she listed over and filled. The surfmen, after working until midday, succeeded in raising her without damage and pumped her out with the station force-pump. She was loaded with bottled ginger ale and soda-water, and had a crew of two men.

June 21.—In the night, at about half-past 10 o'clock, a steamer's distress signals were heard a short distance off and abreast of the Muskallonge Lake Station, (Tenth District,) Lake Superior. The east and

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west patrolmen at once discharged their Coston lights and no time was lost in summoning the life-saving crew. The latter quickly launched their surf-boat and pulled in the direction of the vessel, but when they were within a few rods of her the wind freshened and the fog drifted in thick, causing the surfmen to lose track of the steamer entirely. After rowing around, however, for almost an hour they came upon her just in season to prevent her running on the bar, towards which she was heading. The captain stated that he had lost his way in the fog, which prevailed off shore all day, and on approaching the land had sounded whistles for assistance. The keeper boarded the craft—which proved to be the *Pacific*, loaded with provisions and horses—and piloted her in through the channel to the wharf. The life-saving men then helped to get the horses safely ashore, after which they returned to the station.

June 21.—Two men were rescued from a capsized fishing-smack, under thrilling circumstances, in the forenoon of this date, by the crew of the Cape Disappointment Station, (Twelfth District,) Washington Territory. The accident happened at 9 o'clock while the vessel was crossing Peacock Spit, two miles southeast of the station, on her way to the fishing-grounds on the Columbia River bar, and was witnessed by the lookout, who immediately gave the alarm. The life-savers at once put off in the surf-boat, but on arriving at the edge of the breakers were unable to see the smack, as the strong flood tide had taken her farther along the spit than had been anticipated. A heavy wave soon coming, however, lifted the boat up so that the surfmen got a glimpse of the craft a short distance to leeward, with the two men clinging to her. Not another moment was lost. The boat was turned into the surf and, with part of the crew reversed at the oars, was backed down towards the smack. On the way a huge comber knocked the men from their positions, washed three of the oars overboard, and filled the boat to the thwarts. Quickly recovering themselves and manning the spare oars, with two hands bailing with buckets, they succeeded in keeping head to the sea and were shortly carried abreast of the vessel. She was right side up, though almost swamped, the masts were loose, and the seas sweeping her fore and aft. While trying to get near enough to rescue the men, and in the act of taking one of them off, a breaker struck the surf-boat forward and drove it into the smack, staving a hole in the former and tearing away a piece of the planking. By prompt work, however, and at great personal risk, the life-savers managed to get the men off and started for the station, two of the crew being obliged to bail steadily all the way. They landed in safety, and after giving the men dry clothing and something to eat sent them to their homes in Astoria. The smack was subsequently recovered in a damaged condition and most of the cargo of fish was saved. The two men were heart-felt in expressions of gratitude for their deliverance. It is certain that they would have perished had not the surfmen bravely gone to their rescue.

The following appeared in the Astoria Transcript under date of June 25th: "Fishermen generally are high in their praise of the life-saving crew at Fort Canby under the able direction of Captain Walker. An officer of the Fishermen's Protective Union remarked to us a day or two since, 'It is impossible to estimate the number of lives saved through this service, so far this season. The only thing to make the service at the mouth of the river complete is the placing of a crew at Fort Stevens.'"

June 22.—The keeper of the Block Island Station, (Third District,) Rhode Island, was informed at 10 o'clock at night that a vessel had gone ashore about a mile to the northward of the station. A strong

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southwest breeze, with rain, prevailed at the time, and the weather was thick and stormy. The regular life-saving force having been disbanded for the summer, the keeper hastened to the scene, fired a red Coston signal to notify those on board that their condition was known, and then, without further delay, assembled a volunteer crew of surfmen, having previously sent word for a team of horses to haul the boat abreast of the wreck. The breakers were running high, but a successful launch was made and soon the life-savers were alongside the stranded craft, which proved to be the bark *Georgietta*, of Portland, Maine, bound home from Philadelphia, Pennsylvania, with a cargo of coal. She had nine men on board. The station crew remained by her some time, but, finding that no assistance could be rendered, finally returned to the shore. The next day (23d) the keeper brought the captain off and directed him to a telegraph office where he could communicate with his owners. On the 27th the ship's stores were moved to the station for safe-keeping. The sailors, who were conveyed ashore in a small boat by the keeper two days after the accident, were sheltered and cared for six days in all, leaving for Boston on the 30th, and expressed themselves as very grateful for the kind treatment they received. The bark became a total loss.

June 22.—During stormy weather, at about 7 o'clock in the evening, the keeper of the Rockaway Station, (Third District,) coast of Long Island, New York, discovered a man on an island in Jamaica Bay signaling for assistance. He at once pulled off to him and found that, while crossing the bay, his skiff had capsized and drifted ashore. The keeper conveyed him to the main-land, close by where he lived, and saw that his boat was cared for.

June 22.—At about 8 o'clock in the morning the small schooner *Addie*, of Wilmington, Delaware, bound to Millville, New Jersey, with a cargo of lumber and a crew of two men, while attempting to get out over Indian River Bar, during a light southerly breeze, struck the shoals and was carried by the current and sea on to the beach, a mile south of the Indian River Inlet Station, (Fifth District,) coast of Delaware. A signal of distress was hoisted, which attracted the attention of the keeper and he proceeded immediately to her assistance. It was found that she had sprung a leak, was half full of water, and so high up and close in shore as to be easily accessible without the use of a boat. The station was closed for the summer, but two surfmen belonging to the regular crew in the active season, observing the accident, quickly joined the keeper, and the three men at once set about helping the crew to save their effects. The deck-load was then removed and piled on the beach out of harm's way. At low tide the leak was stopped as effectually as could be done under the circumstances, and by dark the vessel was floated, taken into the inlet, and grounded on the flats. The crew, who were sheltered at the station over night, were very grateful for the services of the life-saving men, who doubtless prevented the schooner's loss. The next day she was taken up the river for repairs.

June 22.—The crew of the Cleveland Station (Ninth District,) Lake Erie, at half past 5 o'clock in the evening, were called upon to make efforts in finding the body of a boy named Charles Vandt, who was drowned in the Cuyahoga River about three miles from the station. The youth had fallen from a lumber pile into the stream between the wharf and a steamer that was loading alongside. The dinghy was manned and, with grapnels and lines, the surfmen proceeded to the spot, and after dragging in the vicinity for an hour or more succeeded

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in recovering the remains, which were delivered into the custody of the proper authorities.

June 22.—On this date a log-cutter, who was at work on the beach, found the dead body of a man about a mile north of the Grand Haven Station, (Eleventh District,) Lake Michigan. On being informed of the fact the life-saving crew proceeded to the scene and brought the body to the station, where it was afterward taken charge of by the local authorities.

June 22.—In the afternoon, during squally weather, a sloop containing one man capsized about a mile and a half northeast of the Two Rivers Station, (Eleventh District,) Lake Michigan. The surf-boat was promptly launched, but before the crew could reach the scene a fishing craft, which was near by at the time, succeeded in rescuing the man, who was in danger of drowning. As soon as the life-saving men arrived, however, he was transferred to the surf-boat, and the sloop, after first being taken to the beach and bailed out, was towed by them to the station. The man, who lived in Manitowoc, Wisconsin, as soon as his clothes were dried, took his departure for home, feeling very grateful for the kind treatment he had received, the keeper meanwhile taking charge of his boat.

June 25.—Shortly after sunrise a vessel was discovered about two miles off the Pea Island Station, (Sixth District,) coast of North Carolina, with a signal of distress flying. The station being closed for the summer, the keeper mustered a volunteer crew, launched the surf-boat, and boarded her. She proved to be the schooner *Rachel A. Collins*, of Frankford, Delaware, bound to Hatteras from Philadelphia. Her rudder being disabled, the captain was anxious to procure the assistance of a tug to tow him into port. The keeper accordingly took a message ashore and telephoned it to the Kitty Hawk Signal Office, whence it was transmitted to Norfolk, Virginia. The following morning a tug arrived which remained with the schooner until the damage was repaired. The latter proceeded the next day to her destination.

June 25.—At half-past 4 in the afternoon a small boy fell into the water from the platform of the Kenosha Station, (Eleventh District,) Lake Michigan, and was in danger of drowning. The keeper, who was on the lookout at the time, ran to his assistance and succeeded in reaching down and pulling him out before any harm resulted.

June 27.—The body of a young man, who was drowned near one of the breakwaters was recovered by the crew of the Chicago Station, (Eleventh District), Lake Michigan, after dragging with hooks in the vicinity of the accident for nearly an hour.

June 28.—At sunrise the lookout of the Fairport Station, (Ninth District,) Lake Erie, discovered what appeared to be a floating corpse, about a mile northwest of the station. The life-saving crew put off in the surf-boat and found the dead body of a man and towed it inside the harbor. The coroner, who was duly notified, shortly came and took charge of it.

June 28.—In the first watch after sunset the west patrol of the Two Heart River Station, (Tenth District,) Lake Superior, while at the extreme limit of his beat, heard a steamer blow several whistles off shore and, apprehending that she was in need of assistance, borrowed a horse from a man who happened just then on the beach and rode with all speed, a distance of three miles, to the station. The crew were quickly mustered and at once put off in the surf-boat. After a brisk pull they arrived alongside a tug seeking the entrance of the Two Heart River. Not being acquainted with the locality, and unable to get her

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bearings, the surfmen gave the captain directions how to steer, and the vessel then proceeded safely into the stream.

June 28, 30.—On these dates the crew of the Muskegon Station, (Eleventh District,) Lake Michigan, extinguished several fires that were discovered on the lumber dock belonging to Mr. C. D. Nelson, which extends along the river just opposite the station. A saw-mill, besides other property, was threatened, but the prompt work of the surfmen prevented the spread of the flames. The fires were probably caused by sparks from the smoke-stacks of passing steamers.

June 29.—Half an hour past noon the keeper and one of the crew of the Chicago Station, (Eleventh District,) Lake Michigan, in response to a signal of the watchman on the breakwater, put off in the supply boat and ascertained that the dead body of a boy had been found in one of the pockets of the breakwater. The life-saving men hoisted it out, conveyed the remains ashore, and turned them over to the city authorities.

June 29.—Late in the afternoon a row-boat, containing four men, that was being towed up the river at Chicago, Illinois, when near the railroad bridge, a few hundred yards west of the Chicago Station, (Eleventh District,) broached to and swamped, precipitating the occupants into the water. The alarm was immediately given, and two of the surfmen quickly manned the supply-boat and reached the scene in time to save one of the men from drowning, the other three having been rescued by the tug, which backed down to them as soon as the accident was discovered. The capsized boat was then righted and bailed out by the station men, who were warmly thanked for their prompt action.

June 30.—On this date the keeper of the Bethel Creek House of Refuge, (Seventh District,) coast of Florida, provided the captain of the schooner *Queen of the West*, of Greenport, New York, a sponge fisherman, with water, his supply having become exhausted. The vessel was on her way to Key West, and by reason of stormy weather and light head winds had made very slow progress towards her destination.

June 30.—In the afternoon, while the keeper was standing in front of the Buffalo Station, (Ninth District,) Lake Erie, his attention was attracted by a man swimming across the harbor. It was soon discovered that he was becoming exhausted in his efforts to reach the shore. The keeper quickly manned the dinghy, which was afloat at the boat-landing close by, pushed off, and caught the man by the arm just as he was sinking beneath the surface. He was hauled into the boat and taken safely to the station. As had been mistrusted, he was under the influence of liquor, which accounted for his strange behavior. After resting he left for home, his narrow escape from drowning no doubt proving a profitable lesson to him.

June 30.—In the afternoon, while the harbor inspector was moving a stone-laden scow down the Muskegon River, she sprang a leak abreast of the Muskegon Station, (Eleventh District,) Lake Michigan, and would soon have sunk and lost her cargo had not the life-saving crew promptly gone to her assistance. They succeeded in keeping her afloat until she was safely unloaded.

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TABLE OF CASUALTIES

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

SEASON OF 1886-1887.

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Life-Saving Service.—Table of

DISTRICT NO. 1.—EMBRACING COASTS

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1886.					
July 7	Ledge in Seal Harbor, Mount Desert Island.	Cranberry Isles...	Sc. y. Pastime,* Halifax, N. S.	.....	15
July 19	Muscle Ridge Channel, one-half mile east of station.	White Head	Sc. Maria Theresa, Rockland, Me.	Kalloch...	55
July 22	Burnt Island Ledge.....	....do	Sc. Marion Wentworth, Boston, Mass.	Crowell...	78
Aug. 6	Negro Island	Fletcher's Neck ..	Sc. Fair Dealer, Castine, Me.	Woodward	63
Aug. 14	Great Duck Island.....	Cranberry Isles...	Sc. Inez, Millbridge, Me.	Brown	67
Aug. 14	Condy Ledge	White Head	Sc. Benjamin Carver, Bucksport, Me.	Lowell....	156
Aug. 23	One-quarter mile east of station.	....do	Sc. George, Rockland, Me.	Leo.....	61
Sept. 3	Long Ledge, Seal Harbor ..	....do	Sc. Senator, Ellsworth, Me.	Sinclair...	61
Sept. 6	One-quarter mile southwest of station.	Crumple Island...	Bg. Dart, Halifax, N. S.	Beattie ...	281
Sept. 16	One mile north-northeast of station.	Fletcher's Neck ..	Sc. Rhoda Ann, North Haven, Me.	Burghes ..	11
Sept. 26	Channel Rock	White Head	Sc. Mary A. Rice, Bucksport, Me.	Lowell....	121
Sept. 27	Pond Island	Hunniwell's Beach	Sc. Jacob W. Haskell, Boston, Mass.	Baker.....	485
Nov. 7	Ledge in Sawyer's Cove ...	Crumple Island...	Sc. Yankee Maid, Jonesport, Me.	Bickford..	14
Nov. 11	Munroe's Island.....	White Head	Sc. Reporter, Bucksport, Me.	Powers...	156
Nov. 13	One mile north of station ..	Hunniwell's Beach	Sc. Centennial, St. John, N. B.	Cripps....	124
Nov. 13	One and a half miles north-northwest of station.	Quoddy Head.....	Sl. Bono, Lubec, Me ...	.....	.....
Nov. 17	Foss Ledges	Rye Beach.....	Sc. Darius Eddy, Bangor, Me.	Hoxie.....	142
Nov. 18	Wood Island.....	Fletcher's Neck...	Sc. Clear the Track, Portland, Me.	Cochran ..	41
Nov. 20	Three-quarters of a mile northeast of station.	Hunniwell's Beach	Sc. David Torrey, Portland, Me.	Orne.....	166
Nov. 25	Ledges west of Baker's Island Bar.	Cranberry Isles ..	Sc. Water Lily, Yarmouth, N. S.	Manning .	71
Dec. 1	Hadlock's Beach, Little Cranberry Island.	...do	Sc. J. P. Ames, Moncton, N. B.	Wood.....	89
Dec. 5	Hurricane Ledge	White Head	Str. Helen M. Pierce, Machias, Me.	Mitchell ..	33
Dec. 8	Three miles southeast by east of station.	Hunniwell's Beach	Sc. Hampton, Northport, Me.	Beal	93
Dec. 16	One-quarter mile east-northeast of station.	White Head	Sl. Saint George, Me ..	.....	.....
Dec. 28	Ledge, near Nash's Island.	Crumple Island...	Sc. Lottie B., St. John, N. B.	Scott.	88
1887.					
Jan. 6	Locke's Point	Rye Beach.....	Sc. Flying Dart, Portsmouth, N. H.	Johnson ..	47
Jan. 14	Three miles northeast of station.	Crumple Island...	Sc. Speedwell, St. John, N. B.	Read	83
Jan. 14	Southeast Point, Little Cranberry Island.	Cranberry Isles ..	Sc. Afton, St. John, N. B.	Odell	84
Mar. 8	Long Ledge, Seal Harbor..	White Head	Sc. Freedom, Addison, Me.	Kent	34
Mar. 15	Seal Harbor.	....do	Sc. Sadie A. Kimball, Booth Bay, Me.	Kimball...	54
Mar. 25	Near Negro Island.....	Fletcher's Neck ..	Sc. Edward Everett, † Camden, Me.	Greenhow.	68
Apr. 3	One mile east-northeast of station.	Quoddy Head.....	Sc. S. J. Gilmore, Rockland, Me.	Alley.....	123

*No assistance required of life saving crew.

† No one on board.

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casualties, season of 1886–'87.

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.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at station.	Number of days' succor afforded.
Rockland, Me., to Yarmouth, N. S.	.....	$3,000	.....	$3,000	$3,000	.....	6	6	....	....	....
Boston, Mass., to Rockland, Me.	General	1,200	2,000	3,200	3,000	200	3	3	....	...	....
Boston, Mass., to Bar Harbor, Me	.....	1,000	.....	1,000	925	75	15	15	....	...	....
Castine, Me., to Boston, Mass.	Bricks	700	300	1,000	.....	1,000	3	3	....	3	9
Boston, Mass., to Millbridge, Me.	.....	3,000	.....	3,000	2,700	300	4	4	....	...	....
Boston, Mass., to Bangor, Me.	.....	1,200	.....	1,200	300	900	6	6	....	6	24
Rockland, Me., to New York.	Lime	1,000	900	1,900	250	1,650	4	4	....	4	8
Ellsworth, Me., to Boston, Mass.	Lumber.....	1,600	1,400	3,000	2,985	15	3	3	...	....	....
Lisbon, Portugal, to Calais, Me.	.....	7,000	.....	7,000	350	6,650	12	12	....	12	90
Portland, Me., on fishing cruise.	.....	250	.....	250	.....	250	3	3	....	....	....
Boston, Mass., to Bangor, Me.	.....	3,000	.....	3,000	2,900	100	5	5	....	....	....
Richmond, Me., to Baltimore, Md.	Ice	15,000	800	15,800	15,800	.....	8	8	....	....	....
Nash's Island, Me., to Jonesport, Me.	Coal and iron	500	75	575	475	100	5	5	....	....	....
Bangor, Me., to Edgartown, Mass.	General.....	2,000	1,700	3,700	3,700	.....	5	5	....	....	....
St. John, N. B., to New York.	Lumber.....	7,000	3,000	10,000	10,000	.....	6	6	...	....	....
Lubec, Me., on fishing trip.	.....	500	.....	500	480	20	(†)	....	....	....	....
Salem, Mass., to Bangor, Me.	.....	2,000	.....	2,000	200	1,800	6	6	....	5	11
Newcastle, Me., to Boston, Mass.	Bricks	1,000	200	1,200	.....	1,200	3	3	...	3	3
Portland, Me., to Bowdoinham, Me.	.....	5,000	.....	5,000	5,000	.....	6	6	....	....	....
Parrsboro', N. S., to Boston, Mass.	Lumber	1,300	800	2,100	100	2,000	5	5	....	5	5
Boston, Mass., to Alma, N. B.	.....	900	.....	900	850	50	5	5	....	....	....
Millbridge, Me., to New York.	.....	3,000	.....	3,000	3,000	.....	4	4	....	....	....
Jonesport, Me., to Boston, Mass.	Lumber.....	1,200	1,500	2,700	1,870	830	4	4	....	....	....
From Saint George, Me.	.....	25	.....	25	25	.....	(‡)	...	...	....	....
St. John, N. B., to Providence, R. I.	Lumber.....	5,000	1,300	6,300	5,800	500	5	5	....	....	....
Ipswich Bay, Mass., to Portsmouth, N. H.	Fish	2,500	50	2,550	475	2,075	10	10	...	10	10
St. John, N. B., to Newport, R. I.	Lumber.....	4,000	1,500	5,500	5,500	.....	4	4	....	....	....
St. John, N. B., to Portland, Me.	Shingle bolts and heading.	1,800	400	2,200	30	2,170	4	4	....	4	30
Portland to Addison, Me.	General.....	500	2,000	2,500	2,500	.....	2	2	....	....	....
Rockland, Me., to Salem, Mass.	Lime	4,000	750	4,750	4,705	45	3	3	....	....	....
Boston, Mass., to Rockport, Me.	Corn.....	3,500	1,000	4,500	4,500	.....	3	3	....	....	....
St. John, N. B., to New York.	Lumber.....	1,100	1,700	2,800	2,400	400	7	7	....	....	....

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

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Life-Saving Service.—Table of

DISTRICT NO. 1.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel, and where owned.	Master.	Tonnage.
1887.					
Apr. 17	Five miles southeast of station.	Hunniwell's Beach	Sloop, Bath, Me		
May 7	Hay Island Ledge	White Head	Sc. F. A. Pike, New York.	Norwood	125
May 10	Dogfish Ledges	Cross Island	Sc. Fillmore, Booth Bay, Me.	Lindsey	50
May 11	Whale's Back	Hunniwell's Beach	Sc. Ozelia, Phippsburgh, Me.		
May 14	Three miles west of station.	White Head	Sc. Daniel Pierson, Saint George, Me.	Harris	265
May 26	Sunken Ledge, one mile northwest of station.	....do	Str. Hurricane, Rockland, Me.	Butman	39
May 28	Seal Harbor	....do	Sc. Pierce, New York.	Dodge	90
May 28	Three-quarters of a mile south of station.	Rye Beach	Sc. Chilion, Portsmouth, N. H.	Whidden	78
June 6	Seven miles northeast of station.	Crumple Island	Sc. Eastern Light, Millbridge, Me.	Kelley	75
	Total				

DISTRICT No. 2.—EMBRACING

1886.					
July 5	Three-quarters of a mile south of station.	Parmet River	Sc. Henry Lippitt, Boston, Mass	Howes	656
July 17	Six miles southwest of station.	Coskata	Canoe		
July 25	Two hundred yards south-southwest of station.	Gurnet	Yacht Sea Foam, Duxbury, Mass.		
Aug. 1	One-third mile northeast of station.	....do	Yacht Abby D., Plymouth, Mass.		
Aug 25	Great Point Rip	Coskata	Sc. Julia E. Pratt, Boston, Mass.	Brett	200
Aug. 29	Chatham Bar	Chatham	Sc. Marion Draper, Gardiner, Me.	Booker	183
Aug. 30	Brown's Bank	Gurnet	Sl. yht. White Wing, Boston, Mass.		
Sept. 19	....do	....do	Sc. E. W. Merchant, Gloucester, Mass.	Merideaux	48
Sept. 25	Black Point Ledge	....do	Sl. Lurline, Barnstable, Mass.	Hardy	6
Oct. 6	Entrance to North River	Fourth Cliff	Sc. Whistler, Barnstable, Mass.	Robbins	
Oct. 20	Southwest part of Shovelful Shoal.	Monomoy	Sc. Hattie V. Kelsey, New Haven, Conn.	Randall	412
Oct. 29	High Pine Ledge	Gurnet	St. sp. Pavonia, Glasgow, Scotland.	Wolfenden	5450
Nov. 13	Three and one-quarter miles south of station.	Plum Island	Sc. Franklin, Thomaston, Me.	Upham	73
Nov. 18	One-quarter mile north of station.	....do	Sc. Carrie H. Spofford, Deer Isle, Me.	Scott	89
Nov. 25	Newburyport Bar	....do	Sl. Union, Boston, Mass.	Little	72
Nov. 30	Plum Island Point	....do	Sc. M. C. Rowe, Boston, Mass.	Perkins	73
Dec. 2	North part of Handkerchief Shoal.	Monomoy	Bg. H. C. Sibley, Belfast, Me.	Hichborn	553
Dec. 6	Three and three-quarter miles south of station.	Fourth Cliff	Sc. New Packet, Millbridge, Me.		49
Dec. 6	One mile west by south from Duxbury Pier Light.	Gurnet	Sc. Janette T. Hibbard, Parrsboro, N. S.	Landel	146

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casualties, season of 1886–'87—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.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at stations.	Number of days' succor afforded.
Bath, Me., on pleasure trip.	.....	50	.....	50	50	.....	3	3	....	....	....
Calais, Me., to New York.	Lumber.....	4,000	2,700	6,700	6,660	40	5	5	....	....	....
Rockland to Cutler, Me.	.....	400	.....	400	375	25	3	3	....	....	....
Harpswell to Kennebec River, Me.	Fish	100	25	125	.....	125	2	2	....	....	....
Saint George, Me., to New York.	Stone	3,000	1,700	4,700	4,700	.....	6	6	....	....	....
Vinal Haven to Saint George, Me.	Lobsters....	6,000	60	6,060	6,060	.....	3	3	....	....	....
Penobscot, Me., to Boston, Mass.	Brick.....	1,200	1,200	2,400	2,400	.....	3	3	....	....	....
Hingham, Mass., to Bangor, Me.	.....	1,600	.....	1,600	1,200	400	3	3	....	....	....
Machias, Me., to Boston, Mass.	Lumber.....	900	1,000	1,900	1,900	.....	4	4	....	....	....
.....	.....	102,025	28,060	130,085	107,165	22,920	191	191	....	52	190

COAST OF MASSACHUSETTS.

Bangor, Me., to Baltimore, Md.	Ice	$14,000	$1,000	$15,000	$15,000	.....	9	9	....	....	....
On pleasure trip.....	.....	150	.....	150	150	.....	1	1	....	....	....
Duxbury, Mass., on pleasure trip.	.....	150	.....	150	150	.....	5	5	....	....	....
Plymouth, Mass., on pleasure trip.	.....	250	.....	250	250	.....	10	10	....	1	1
Calais, Me., to Bridgeport, Conn.	Lumber.....	5,000	2,000	7,000	1,500	$5,500	5	5	....	....	....
Gardiner, Me., to New York.	....do	3,550	2,500	6,050	5,950	100	5	5	....	....	....
Kennebunkport, Me., to Barnstable, Mass.	.....	500	.....	500	500	.....	2	2	....	....	....
On fishing trip	.....	2,000	.....	2,000	2,000	.....	13	13	....	....	....
.....do	.....	175	.....	175	175	.....	3	3	....	....	....
Barnstable to Scituate, Mass.	.....	400	.....	400	400	.....	1	1	....	....	....
New York to Boston, Mass.	Coal	16,000	3,000	19,000	19,000	.....	7	7	....	....	....
Liverpool, Eng., to Boston, Mass.	General	500,000	150,000	650,000	650,000	.....	536	536	....	5	20
Thomaston, Me., to New York.	Lime.	1,000	800	1,800	.....	1,800	3	3	..	1	2
Deer Isle, Me., to Boston, Mass.	Stone	2,000	400	2,400	.....	2,400	4	4	....	4	13
Bay View to Newburyport, Mass.	....do	1,500	300	1,800	1,750	50	4	4	....	....	....
Newburyport to Boston, Mass.	Sand.....	1,000	130	1,130	850	280	4	4	....	....	....
Pascagoula, Miss., to Salem, Mass.	Lumber	7,000	11,000	18,000	11,000	7,000	9	9	....	9	12
Kennebunk, Me., to Boston, Mass.	....do	800	700	1,500	700	800	3	3	....	....	....
Joggins, Nova Scotia, to Boston, Mass.	Lumber	1,700	1,000	2,700	2,550	150	6	6	....	....	....

*No one on board.

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Life-Saving Service.—Table of

DISTRICT NO. 2.—EMBRACING

Date.	Place.	Name of station.	Name of vessel, and where owned.	Master.	Tonnage.
1886.					
Dec. 6	One and one-half miles south of station.	Manomet Point....	Sc. Sylvi, Machias, Me.	Newery...	82
Dec. 6	Southwest point of Muskeget Island.	Muskeget.....	Yawl belonging to sc. Charles H. Haskell, Bath, Me.	.....	.....
Dec. 10	Newburyport Bar	Plum Island.....	Sc. Jennie F. Willey, Thomaston, Me.	Chadwick.	384
Dec. 30	Nauset Beach	Orleans	Sc. Richard K. Fox, Gloucester, Mass.	McDonald	83
1887.					
Jan. 12	One-half mile east of station.	Highland	Sc. Carrie W., Eastport, Me.	Holmes ...	62
Jan. 14	Dick's Flats	Gurnet.....	Sc. Addie M. Chadwick, Providence, R. I.	Thatcher	335
Mar. 12	One mile north by east of station.	Coskata.....	Sc. James Watson, St. John, New Brunswick.	Holder....	97
Mar. 15	Outer part of Pollock Rip	Monomoy.....	Sc. Chromo, Franklin, Me.	Dow	128
Mar. 15	One and one-half miles south of station.	Nauset	Sc. J. H. Eells, Camden, Me.	Wallace ..	144
Mar. 21	Two and one-half miles west-northwest of station.	Davis Neck.....	Sc. Harriet Samantha, Boston, Mass.	Scammell.	59
Mar. 22	One-quarter mile north of station.	Peaked Hill Bar..	Sc. Edith B. Coombs, Lamoine, Me.	Thompson	114
Mar. 25	Peaked Hill Bar.....	Peaked Hill Bar and High Head.	Sc. Oliver Ames, Taunton, Mass.	Handy ...	456
Apr. 2	Duxbury Beach.....	Gurnet	Sc. Oceana, Orland, Me.	Moore	71
Apr. 8	Shovelful Shoal.....	Monomoy.....	Sc. Tookolita, Chatham, Mass.	Robbins ..	62
Apr. 22	.....do	....do	Sc. Leonard A. Burnham, Boston, Mass.	Watts	389
Apr. 26	One-quarter mile southwest of station.	Gurnet .....A.....	Small boat, Plymouth, Mass.	.....	.....
May 13	Shovelful Shoal	Monomoy.....	Sc. Hattie B. West, Gloucester, Mass.	Jackman .	56
May 25	Newburyport Bar.....	Plum Island	Sc. Jennie F. Willey, Thomaston, Me.	Chadwick	384
May 27	Shovelful Shoal	Monomoy.....	Sc Alexandria, Jonesport, Me.	Woodward	91
May 28	One and one-half miles south of station.	North Scituate....	Sc. June Bright, Boston, Mass.	Barter....	346
June 9	Two and one-quarter miles north of station.	Nauset	St. sp. Wergeland, Bergen, Norway.	Hansen...	530
	Total	.....	.....	.....	.....

DISTRICT NO. 3.—EMBRACING COASTS

1886.					
July 6	Three miles out northwest of station.	New Shoreham ...	Sp. John Mann,† Windsor, N. S.	Beveridge	1,043
July 6	One-half mile north of station.	Block Island.....	Sc. Bartie Pierce, Gloucester, Mass.	Aiken	95
July 15	Shinnecock Bay, one-half mile west of station.	Tiana	Cat-boat, Quogue, N. Y.	.....	.....
Aug. 4	Eight hundred yards east of station.	Far Rockaway....	Cat-boat, Nimble	.....	.....
Aug. 7	Four and a half miles southeast of station.	Eaton's Neck.....	Sc. Navassa,† Parraborough, N. S.	Hatfield ..	147
Aug. 13	Two miles west of station.	Long Beach.....	Sc. Katie Maria, Patchogue, N. Y.	Jones.....	14
Aug. 17	Napatree Point.....	Watch Hill	Sc. Josephine B. Knowles, Addison, Me.	Lamson...	134
Aug. 28	Three miles north-northeast of station.	Block Island.....	Sc. L. S. Levering,† Wilmington, Del.	Corson...	299
Aug. 31	Two and a half miles west northwest of station.	Watch Hill	Bge. Bonanza, Perth Amboy, N. J.	.....	524

* No one on board. † No assistance required of life-saving crew.

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casualties, season of 1886–'87—Continued.

COAST OF MASSACHUSETTS—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at stations.	Number of days' succor afforded.
Calais, Me., to Lynn, Mass.	Lumber	1,500	1,600	3,100	2,900	200	3	3	....	3	6
.....	.....	50	.....	50	50	.....	5	5	....	5	10
Baltimore, Md., to Newburyport, Mass.	Coal	10,000	2,000	12,000	12,000	.....	7	7	....	....	....
George's Bank to Boston, Mass.	Fish	7,500	500	8,000	600	7,400	16	16	....	16	16
Perth Amboy, N. J., to Plymouth, Mass.	Pig-iron	1,500	1,800	3,300	810	2,490	5	5	....	5	13
Baltimore, Md., to Plymouth, Mass.	Coal	9,000	2,000	11,000	11,000	.....	7	7	....	....	....
St. John, New Brunswick, to New York.	Laths and lime.	2,800	1,000	3,800	.....	3,800	4	3	1	3	3
Hoboken, N. J., to Bar Harbor, Me.	Coal	2,500	1,200	3,700	3,200	500	5	5	....	....	....
Perth Amboy, N. J., to Boston, Mass.	Railroad and pig iron.	8,000	9,000	17,000	.....	17,000	4	2	2	....	....
Boston to Essex, Mass.	.....	1,000	.....	1,000	1,000	.....	4	4	....	....	....
New York to Boston, Mass.	Coal	7,000	700	7,700	7,700	.....	7	7	....	7	7
.....do.....	....do	8,000	2,390	10,390	10,390	.....	7	7	....	....	....
Rockland, Me., to New York.	Lime	2,700	700	3,400	.....	3,400	3	3	....	3	10
Chatham to Boston, Mass.	.....	1,800	.....	1,800	1,800	.....	4	4	....	....	....
Mobile, Ala., to Boston, Mass.	Lumber.....	10,000	6,000	16,000	16,000	.....	8	8	....	....	....
.....	.....	25	.....	25	25	.....	(*)	....	....	....	....
Fishing-grounds to Chatham Bay, Mass.	.....	2,500	.....	2,500	2,150	350	13	13	....	6	6
Baltimore, Md., to Newburyport, Mass.	Coal	10,000	2,000	12,000	12,000	.....	7	7	....	....	....
South Amboy, N. J., to Lynn, Mass.	....do	1,200	700	1,900	20	1,880	4	4	....	2	4
Fernandina, Fla., to Boston, Mass.	Lumber	12,000	4,000	16,000	11,500	4,500	8	8	....	7	21
Baraçoa Cuba, to Boston, Mass.	Fruit	40,000	9,000	49,000	49,000	.....	15	15	....	....	....
.....	.....	696,250	217,420	913,670	854,070	59,600	766	763	3	77	144

OF RHODE ISLAND AND LONG LSLAND.

New York to London, Eng.	Petroleum ..	$7,000	$25,000	$32,000	$32,000	.....	15	15	....	....	....
Fishing grounds to Block Island, R. I.	Fishermen's outfits.	5,500	1,800	7,300	6,800	$500	16	16	....	....	....
Quogue, N. Y	.....	75	.....	75	75	.....	1	1	....	....	....
Far Rockaway, N. Y., on pleasure trip.	.....	150	.....	150	130	20	3	3	....	....	....
Harvey, N. B., to New York.	Stone	5,000	4,000	9,000	9,000	.....	6	6	....	....	....
Woodsburg to Rockaway Beach, N. Y.	.....	2,000	.....	2,000	1,900	100	2	2	....	....	....
River Hebert, N. S., to New York.	Spiles.....	2,500	800	3,300	1,460	1,840	5	5	....	....	....
South Amboy, N. J., to Portsmouth, N. H.	Coal	3,000	2,000	5,000	4,900	100	6	6	....	....	....
.....	....do	12,000	4,940	16,940	16,940	.....	....	....	....	....	....

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Life-Saving Service.—Table of

DISTRICT NO. 3.—EMBRACING COASTS OF

Date.	Place.	Name of station.	Name of vessel, and where owned.	Master.	Tonnage.
1886.					
Sept. 6	One hundred yards west of station.	Block Island.....	Sc. Annie Steele, Newport, R. I.	Allen.....	10
Sept. 9	Rockaway Bar	Rockaway Point ..	Str. Franklin Edson, N. Y.	Racker ...	112
Sept. 11	One-eighth mile east-southeast of station.	Far Rockaway....	Cat-boat, Far Rockaway, N. Y.	.....	.....
Sept. 23	Two and one-fourth miles west of station.	Watch Hill	Sc. Vicksburg, Bangor, Me.	Higgins ..	153
Sept. 25	Two hundred and twenty yards northwest of station.	Quogue	Skiff	.....	.....
Oct. 10	Four hundred yards northeast of station.	New Shoreham ...	Sc. Wild Pigeon, Greenport, N. Y.	Ashcraft .	31
Oct. 16	Fifty yards northeast of station.	Far Rockaway....	Cat-boat Eureka, Far Rockaway, N. Y.	.....	.....
Oct. 22	Jones's Inlet Bar.....	Short Beach	Sc. Robert H. Parker, Somers Point, N. J.	Steelman *	380
Nov. 7	One-half mile northeast of station.	Bellport	Cat-boat, Sayville, N. Y.	.....	.....
Nov. 8	Fire Island Bar.....	Oak Island.....	Sl. Kit Carson, Cold Spring, N. Y.	Sweezy ...	15
Nov. 25	Two hundred yards northeast of station.	Watch Hill	Bg. Toronto, Windsor, N. S.	Davison .	433
Dec. 1	One-quarter mile north of station.	Point Judith.....	Sc. Mary Natt, N. Y ...	Harrington.	97
Dec. 30	Lloyd's Neck	Eaton's Neck	Bg. Christina Moore, Windsor, N. S.	Sandford .	216
1887.					
Jan. 3	One and three-quarter miles east of Long Beach Station.	Long Beach and Point Lookout.	Bkne. Lotus, Windsor, N. S.	Lewis	463
Feb. 1	One and one-half miles north of station.	Block Island.....	Row-boat Bavaria, Norwich, Conn.	.....	.....
Feb. 5	Six hundred feet northeast of station.	New Shoreham ...	Sl. Favorite, New London, Conn.	Geer.....	14
Feb 16	Two and three-quarter miles east of Blue Point Station.	Blue Point and Bellport.	St. sp. Wisconsin, Liverpool, Eng.	Bentley..	3,700
Feb. 20	Four hundred yards south of station.	Point Judith.....	Sc. Harry A. Barry, New Haven, Conn.	Chatfield .	469
Feb. 20	Four hundred feet eastnortheast of station.	New Shoreham ...	Sc. Phebe, Noank, Conn.	Baker	26
Feb. 28	One mile south southwest of station.	Eaton's Neck	Sc. Daniel Webster, East Haddam, Conn.	Clark.....	121
Mar. 6	One-third mile east-southeast of Petunk Station.	Petunk, Quogue, and Moriches.	St. sp. City of Chicago, Liverpool, Eng.	Watkins..	5,202
Mar. 25	Opposite Blue Point Station.	Blue Point, Bellport, and Lone Hill.	St. sp. Scotia, Marseilles, France.	Ruffat	2,496
Apr. 1	One-quarter mile east-northeast of station.	New Storeham ...	Sc. Pathfinder, Newport, R. I.	Grace.....	8
Apr. 2	One and three-quarter miles north of station.	Napeague.....	Sl. Anna T.,† Greenport, N. Y.	Booth	14
Apr. 2	Two miles northwest of station.	....do	Sc. Rose Brothers, New Shoreham, R. I.	Rose.....	18
Apr. 28	Two hundred yards east of station.	Brenton's Point...	Sc. Dove, Newport, R. I.	Lawrenson.	11
Apr. 30	One-half mile north of station.	Block Island	Sp. Mary L. Cushing, Newburyport, Mass.	Brown....	1,658
May 8	One-quarter mile south of station.	....do	Bge. Gardner Colby, N. Y.	Jacobs....	1,077
June 6	Two miles south of station.	....do	Str. Achilles, Philadelphia, Pa.	Warrington.	764
June 8	Eaton's Neck Reef.....	Eaton's Neck	Sc. Avon, Searsport, Me.	.....	128
June 13	Outer Bar of Little Inlet..	Far Rockaway....	Cat-boat Ida, Far Rockawaw, N. Y.	.....	.....
June 22	One mile north of station..	Block Island.....	Bk. Georgietta, Portland, Me.	Forbes ...	459
	Total	.....	.....	.....	.....

* No one on board.

† No assistance required of life-saving crew.

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casualties, season of 1886–'87—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.
New London, Conn., to Block Island, R. I.	Wood.....	400	25	425	425	.....	2	2	..	....	....
On pleasure trip.....	.....	30,000	.....	30,000	29,500	500	27	27	..	....	....
Far Rockaway, N. Y., on pleasure trip.	.....	50	.....	50	50	.....	4	4	..	....	....
Bangor, Me., to New York.	Lumber ..	2,500	2,000	4,500	3,700	800	5	5	..	....	....
.....	.....	75	.....	75	75	.....	4	4	..	....	....
Block Island, R. I., to New London, Conn.	.....	1,000	.....	1,000	1,000	.....	5	5	..	....	....
Far Rockaway, N. Y., on pleasure trip.	.....	100	.....	100	100	.....	1	1	..	....	....
Kennebec, Me., to Philadelphia, Pa.	Ice	20,000	1,000	21,000	21,000	.....	8	8	..	8	8
....	.....	100	.....	100	100	.....	(*)	.....	..	....	....
Croton to Bay Port, N. Y.	Brick.....	1,200	120	1,320	1,260	60	2	2	..	....	....
Sydney, C. B., to New York.	Coal	10,000	1,800	11,800	800	11,000	8	8	..	8	95
Perth Amboy, N. J., to Somerset, Mass.	Pig-iron ..	1,200	2,700	3,900	2,550	1,350	5	5	..	5	5
Windsor, N. S., to New York.	Plaster ...	12,000	3,000	15,000	11,900	3,100	7	7	..	....	....
Towey, Eng., to New York.	China clay	15,000	2,500	17,500	.....	17,500	10	10	..	3	12
Fall River, Mass., to Norwich, Conn.	.....	10	.....	10	10	.....	1	1	..	1	6
Block Island, R. I., fishing.	.....	500	.....	500	500	.....	4	4	..	....	....
Liverpool, Eng., to New York.	General...	240,000	240,000	480,000	480,000	.....	288	288	..	....	....
Baltimore, Md., to Fall River, Mass.	Coal	25,000	4,275	29,275	1,750	27,525	7	7	..	7	51
Block Island, R. I., fishing.	....	2,000	.....	2,000	2,000	.....	4	4	..	....	....
Hungerford to Stonington, Conn.	.....	3,000	.....	3,000	2,900	100	5	5	..	4	8
Liverpool, Eng., to New York.	General...	400,000	175,000	575,000	575,000	.....	639	639	..	....	....
Naples, Italy, to New York.	....do	150,000	28,000	178,000	75,000	103,000	872	872	..	110	110
New Bedford, Mass., to Block Island, R. I.	.....	400	.....	400	.....	400	4	4	..	4	16
From Greenport, N. Y.	.....	1,500	200	1,700	1,700	.....	5	5	..	....	....
New Shoreham, R. I., on fishing cruise.	.....	2,500	.....	2,500	2,500	.....	4	4	..	....	....
From Fall River, Mass	.....	200	.....	200	150	50	3	3	..	....	....
New York to Hong-Kong, China.	Kerosene .	75,000	30,000	105,000	105,000	.....	26	26	..	3	3
Philadelphia, Pa., to Providence, R. I.	Coal	8,000	7,000	15,000	15,000	.....	4	4	..	....	....
Philadelphia, Pa., to Newburyport, Mass.	....do	75,000	5,000	80,000	.....	80,000	16	16	..	15	120
Bangor, Me., to Port Morris, N. Y.	Lumber ..	2,000	1,500	3,500	3,500	.....	5	5	..	....	....
Patchogue to Far Rockaway N. Y.	.....	200	.....	200	175	25	2	2	..	2	2
Philadelphia, Pa., to Portland, Me.	Coal	5,000	3,000	8,000	.....	8,000	9	9	..	9	54
....	.....	1,121,160	545,600	1,666,820	1,410,850	255,970	2,040	2,040	..	179	490

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Life-Saving Service.—Table of

DISTRICT NO. 4.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1886.					
July 3	North side of Absecom Inlet.	Atlantic City.....	Sc. Sylvan Glen, New York.	Brown....	22
July 3	.....do	....do	Sc. Melody, Seabright, N. J.	Madson...	22
July 4	Shoal, 1 mile south of station.	Little Egg.....	Sc. Henry A. Jordan, Bridgeton, N. J.	Campbell.	62
July 18	Three-quarters of a mile west of station.	Sandy Hook.....	Sl. y. Avalon, New York.	Pullman..	11
July 21	One mile north of station..	Atlantic City. ...	Sc. Lizzie. Somers Point, N. J.	Bowen....	86
July 30	One mile southwest of station.	Sandy Hook	Cat-boat, Seabright, N. J.	.....	.....
July 30	.....do	....do	Sl. Veto, New York....	Benjamin.	10
Aug. 3	One mile northwest of station.	Cape May.....	Sc. William E. Hewlett, Somers Point, N. J.	Card.....	23
Aug. 7	One-half mile northeast of station.	Bay Head.....	Sc. Mary Ellen, * New York.	Pearce...	73
Aug. 7	Three-quarters of a mile north of station.	Atlantic City.....	Sc. Henry Disston, Norfolk, Va.	Harris....	42
Aug. 8	Four miles southeast of station.	South Brigantine.	Sc. Banyard, New York	Luker ...	168
Aug. 15	North Bar, Hereford Inlet.	Hereford Inlet....	Sc. Lookout, Calais, Me.	Reed.....	124
Sept. 1	Shark River Inlet.....	Shark River	Row-boat, Ocean Beach, N. J.	.....	.....
Sept. 1	Middle Ground, Cold Spring Inlet.	Turtle Gut.....	Sl. Susan Leach, Somers Point, N. J.	Dilks	22
Sept. 2	North Bar, Hereford Inlet	Hereford Inlet....	Sc. David G. Floyd, Newport, R. I.	Blake.....	191
Sept. 9	One-half mile south of Sandy Hook Station.	Sandy Hook and Spermaceti Cove.	Str. Empire State, Taunton, Mass.	Blanchard	1692
Sept. 21	Point of Sandy Hook.....	Sandy Hook.....	Sl. y. Saint John, Hoboken, N. J.	.....	.....
Sept. 21	.....do	....do	Str. Runaway, U. S. Government.	.....	82
Sept. 26	.....do	....do	Cat-boat, Brooklyn, N. Y.	.....	.....
Sept. 26	Sloop Ledge, 3 miles north of station.	Harvey Cedars....	Cat-boat Lizzie C., Barnegat, N. J.	.....	.....
Sept. 29	One-half mile off shore....	Townsend's Inlet.	Small boat.....	.....	.....
Oct. 7	South side of Absecom Inlet.	Atlantic City.....	Sc. John W. Fox, New Castle, Del.	Lekites...	82
Oct. 17	Absecom Inlet.....	....do	Sc. Hannah M. Buell, Philadelphia, Pa.	Steelman.	291
Oct. 26	One and one-quarter miles south of station.	Ship Bottom.....	Sc. William A. Van Brunt, New York.	Hough-wout.	260
Oct. 27	One-half mile southeast of station.	Chadwicks	Bg. John Sherwood, Baltimore, Md.	Price	516
Oct. 30	One and one-quarter miles north of Bay Head Station.	Bay Head and Mantoloking.	Bg. W. C. Warner, Plympton, N. S.	Warner...	144
Oct. 31	One mile northeast of station.	Little Egg.....	Sc. Nellie Treat, Bangor, Me.	Dow.....	193
Nov. 6	North side of Absecom Inlet.	Atlantic City.....	Sc. J. and H. Scull, Somers Point, N. J.	Ingersoll..	111
Nov. 8	False Hook.....	Sandy Hook.....	Sc. Wapella, New York.	Packer ...	377
Nov. 8	North Bar, Hereford Inlet.	Hereford Inlet....	Sc. Wave Crest, New York.	Hewitt ...	300
Nov. 15	One-half mile southeast of station.	Townsend's Inlet.	Open boat, Sea Isle City, N. J.	.....	.....
Nov. 17	One and one-quarter miles west southwest of station.	Cold Spring.....	Str. Norman, New Orleans, La.	Fuller ...	138
Nov. 27	North Bar, Hereford Inlet.	Hereford Inlet....	Sc. J. V. Wellington, Boston, Mass.	Newcomb	257

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

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casualties, season of 1886'-87—Continued.

COAST OF NEW JERSEY.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at stations.	Number of days' succor afforded.
Atlantic City, N. J., on fishing cruise.	.....	$1,500	.....	$1,500	.....	$1,500	4	4	....	....	....
.....do.....	.....	2,000	.....	2,000	1,600	400	3	3	....	....	....
Philadelphia, Pa., to Beach Haven, N. J.	Lumber	6,000	1,500	7,500	7,500	.....	4	4	....	....	....
Jersey City, N. J., on pleasure cruise.	.....	2,000	.....	2,000	1,800	200	4	4	....	4	4
Virginia to New York.	Lumber.....	1,000	2,500	3,500	3,255	245	4	4	....	....	....
Seabright, N. J., on pleasure cruise.	.....	800	.....	800	750	50	1	1	....	1	1
Keyport, N. J., on fishing cruise.	.....	1,000	.....	1,000	950	50	3	3	....	....	....
Cape May, N. J., to Lewes, Del.	.....	2,500	.....	2,500	2,400	100	4	4	....	1	1
New York to fishing banks.	.....	3,000	.....	3,000	3,000	.....	2	2	....	....	....
From Atlantic City, N. J.	.....	3,000	.....	3,000	3,000	.....	4	4	....	....	....
New York to Cape Henry, Va.	.....	2,000	.....	2,000	1,850	150	6	6	....	....	....
Calais, Me., to Philadelphia, Pa.	Lumber.....	4,000	3,000	7,000	2,000	5,000	5	5	....	5	40
Ocean Beach, N. J., on pleasure trip.	.....	25	.....	25	25	.....	2	2	....	....	....
Great Egg Harbor, N. J., to Philadelphia, Pa.	Fish-oil.....	1,200	2,500	3,700	3,700	.....	2	2	....	....	....
Providence, R. I., to Philadelphia, Pa.	Scrap iron and steel.	4,000	3,000	7,000	.....	7,000	5	5	....	5	23
Boston, Mass., to New York.	.....	50,000	.....	50,000	50,000	.....	560	560	....	2	2
Hoboken, N. J., on pleasure trip.	.....	1,000	.....	1,000	1,000	.....	3	3	....	....	....
From New York.....	....	6,000	.....	6,000	6,000	.....	7	7	....	....	....
Brooklyn, N. Y., to Sandy Hook, N. J.	.....	100	.....	100	.....	100	3	3	....	3	3
Harvey Cedars to Barnegat, N. J.	.....	600	.....	600	600	.....	2	2	....	....	....
.....	.....	10	.....	10	10	.....	2	2	....	....	....
New York to Atlantic City, N. J.	Brick	8,000	500	8,500	8,460	40	5	5	....	5	5
Smithtown, Me., to Atlantic City, N. J.	Ice	5,000	1,500	6,500	840	5,660	7	7	....	6	6
Jacksonville, Fla., to Albany, N. Y.	Lumber.....	12,000	4,000	16,000	.....	16,000	7	7	....	7	7
Kennebec, Me., to Philadelphia, Pa.	Ice and bed slats.	5,000	1,000	6,000	.....	6,000	8	8	....	8	36
Demerara, British Guiana, New York.	Sugar.....	6,000	12,400	18,400	5,390	13,010	8	8	....	7	28
Richmond, Va., to Boston, Mass.	Coal	3,500	1,230	4,730	.....	4,730	6	6	....	2	10
Hatteras Inlet, N. C., to Atlantic City, N. J.	Lumber.....	7,000	1,500	8,500	8,475	25	5	5	....	....	....
New York to Charleston, S. C.	Stone	6,000	4,000	10,000	10,000	.....	8	8	....	....	....
New York to Richmond, Va.	Railroad iron.	5,000	6,000	11,000	11,000	.....	7	7	....	....	....
Townsends Inlet, N. J., on pleasure trip.	.....	20	.....	20	20	.....	1	1	....	1	1
Philadelphia, Pa., cruising.	.....	5,000	.....	5,000	.....	5,000	9	9	....	9	18
Boston, Mass., to Philadelphia, Pa.	.....	5,000	.....	5,000	5,000	.....	7	7	....	....	....

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Life-Saving Service.—Table of

DISTRICT NO. 4.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1886.					
Dec. 2	Half a mile southeast of station.	Sandy Hook	Sc. Eva R., Beverly, Mass.	.....	12
Dec. 3	Romer Shoal	....do	Bk. Navarch, Yarmouth, N. S.	Wilson ...	994
Dec. 3	One and one-half miles west of station.	Island Beach	Sl. Llewellyn, Tom's River, N. J.	.....	.....
Dec. 3	North Bar, Hereford Inlet.	Hereford Inlet and Tatham's.	Sc. T. Harris Kirk, New York.	Maxwell..	264
Dec. 4	One mile northwest of station.	Spermaceti Cove..	Sl. Ella Robbins, Tuckerton, N. J.	Cavaleer..	26
Dec. 4	North Bar, Hereford Inlet.	Hereford Inlet....	Sc. D. H. Ingraham, Rockland, Me.	Muller....	203
Dec. 5	South end of Townsend's Inlet Bar.	Townsend's Inlet.	Sc. Emily Shepard, Portland, Conn.	Harding..	180
Dec. 7	One and one-quarter miles north of station.	Seabright	Sc. John T. Long, New York.	Sullivan ..	33
Dec. 7	Two miles southwest of station.	Island Beach	Sl. Reliance, New York	Joline	29
Dec. 7	Barnegat Inlet	Barnegat	Sc. A. L. and M. Townsend, Somers Point, N. J.	Smith.....	42
1887.					
Jan. 20	North side of Absecom Inlet.	Atlantic City	Sc. Annie E. Fowler, Somers Point, N. J.	Robinson .	17
Jan. 24	Three-quarters of a mile southeast of station.	Chadwick's	Yawl belonging to Sc. Francis Perkins, New York.	.....	.....
Jan. 24	Barnegat Shoals	Tom's River	.....do	.....	.....
Jan. 24	One-half mile north-northeast of station.	Cedar Creek	Str. Aries, Boston, Mass.	Loveland .	832
Feb. 12	Point of Horseshoe	Sandy Hook	Sc. Louise Hastings, Bangor, Me.	Gray	123
Feb. 12	.....do	....do	Sc. William Mazyck, New York.	Shultz	76
Mar. 14	Point of Sandy Hook	....do	Sc. Margaret A. Amelia, Somers Point, N. J.	Reed.....	24
Mar. 19	One mile northeast of station.	Ocean City	Sc. Ira Laffrinier, Boston, Mass.	Crowell ..	199
Mar. 19	North Bar, Townsend's Inlet.	Townsend's Inlet.	Sc. Enos B. Phillips, Boston, Mass.	Brown	409
Mar. 19	One and one-half miles south of station.	Little Egg	Sc. Mary S. Tibbitts, New York.	McKeen ..	151
Mar. 20	One mile west of station...	Bond's	..... do	...do	151
Mar. 28	One mile south of station..	Monmouth Beach.	Sc. Rapidan, New York.	Bowker...	55
Mar. 31	Two and one-half miles east-southeast of station.	South Brigantine and Atlantic City.	Sc. Cornelia Soule, New London, Conn.	Francis ...	306
Apr. 4	One mile south of station..	Bay Head	Bk. Levuka, Windsor, N. S.	Harris	1425
Apr. 8	One mile west of station...	Bond's	Sc. Mary S. Tibbitts, New York.	McKeen ..	151
Apr. 19	One and one-half miles northeast of station.	Hereford Inlet....	Sc. Emily F. Northam, Middletown, Conn.	Stetson ...	332
Apr. 30	New Inlet Bar	Little Egg	Sc. Annie E. Pierce, Milford, Del.	Still	88
May 13	Two miles south of station.	Cape May	Sc. Amelia P. Schmidt, Mauricetown, N. J.	Pashley...	280
May 25	Shoals, one mile south of station.	Squan Beach	Sl. Rio Grande, Manasquan, N. J.	Bloxom ...	13
June 14	Three and one-half miles southwest of station.	Cape May	Sl. Only Son, Port Norris, N. J.	Teal	8
June 19	Point of Sandy Hook.....	Sandy Hook	Sl. y. Fire-Fly, Brooklyn, N. Y.	.....	.....
	Total	.....	.....	.....	.....

* No one on board.

† The persons succored were wreckers, who had been employed to float the vessel, but had to abandon their efforts during a gale lasting three days.

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casualties, season of 1886–'87—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.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at stations.	Number of days' succor afforded.
New York, on fishing cruise.	.....	1,600	.....	1,600	1,600	.....	5	5	....	....	....
New York to Liverpool, Eng.	Oil.....	50,000	25,600	75,600	73,600	2,000	14	14	....	....	....
Tom's River, N. J., to Island Heights, N. J.	Oysters	200	25	225	.....	225	2	2	....	....	....
New York to Virginia.	.....	8,000	.....	8,000	8,000	.....	6	6	....	....	....
New York to Egg Harbor, N. J.	.....	1,500	.....	1,500	1,485	15	3	3	....	3	3
Rockland, Me., to Richmond, Va.	Lime	8,000	2,300	10,300	.....	10,300	5	5	....	5	20
Portland, Conn., to Philadelphia, Pa.	Stone.....	1,000	4,000	5,000	400	4,600	5	5	....	1	24
Long Island to Rockaway, N. Y.	.....	800	.....	800	.....	800	(*)	....	....	....	....
Tompkinsville to New York.	Wood.	700	100	800	150	650	4	4	....	3	....
Barnegat City, N. J., to New York.	.....	2,000	500	2,500	2,500	.....	3	3	....	....	....
Atlantic City, N. J., on fishing trip.	.....	1,500	.....	1,500	1,500	.....	4	4	....	....	....
From New York.....	.....	100	.....	100	.....	100	4	4	....	....	....
.....do.....	.....	80	.....	80	80	.....	4	2	2	....	....
Fall River, Mass., to Philadelphia, Pa.	General.....	38,000	150,000	188,000	163,000	25,000	20	20	....	....	....
New York to Mexico..	Oil and general.	6,000	5,000	11,000	11,000	.....	6	6	....	....	....
New York to Virginia.	.....	3,000	.....	3,000	3,000	.....	6	6	....	....	....
Little Egg Harbor, N. J., to New York.	Wood.....	1,000	105	1,105	50	1,055	3	3	....	3	9
Booth Bay, Me., to Ocean City, N. J.	Ice	6,000	400	6,400	5,700	700	5	5	....	....	....
Boston, Mass., to Philadelphia, Pa.	Barrels	12,000	2,000	14,000	11,000	3,000	7	7	....	19	27
New York to Beach Haven, N. J.	Ice	4,000	2,000	6,000	6,000	.....	5	5	....	....	....
.....do.....	....do	4,000	2,000	6,000	6,000	.....	5	5	....	....	....
Fire Island to Sandy Hook, N. Y.	.....	5,000	.....	5,000	4,500	500	6	6	....	....	....
Baltimore, Md., to Cambridge, Mass.	Coal.....	15,000	2,400	17,400	7,200	10,200	6	6	....	6	38
London, Eng., to New York.	Iron, cement, and barrels.	35,000	20,000	55,000	52,000	3,000	22	22	....	....	....
Beach Haven, N. J., to Jamestown Island, Va.	.....	4,000	.....	4,000	4,000	.....	5	5	....	....	....
Norfolk, Va., to New York.	Lumber.....	15,000	3,500	18,500	14,000	4,500	8	8	....	8	16
New York to Atlantic City, N. J.	Brick	8,000	700	8,700	8,700	.....	5	5	....	....	....
Kennebec River, Me., to Bridgetown, N. J.	Ice	30,000	3,200	33,200	33,200	.....	7	7	....	....	....
Chincoteague, Va., to Squan Inlet, N. J.	Oysters	700	250	950	875	75	3	3	....	1	1
Adrift.....	.....	350	.....	350	300	50	(*)	....	....	....	....
Brooklyn, N. Y., on pleasure trip.	.....	800	.....	800	800	.....	8	8	....	....	....
.....	.....	422,585	268,710	691,295	559,265	132,030	894	892	2	105	323

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Life-Saving Service.—Table of casualties,

DISTRICT NO. 5.—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1886.					
Aug. 5	William's Shoal	Assateague Beach	Sc. Edwin J. Palmer, Providence, R. I.	Gardner	197
Aug. 7	One mile west of station	Lewes	Sc. William E. Hewlett,* Somers' Point, N. J.	Card	23
Sept. 2	Four miles northeast of station	North Beach	Sc. Meyer and Muller, Belfast, Me.	Perkins	421
Sept. 11	One-half mile west of station.	Lewes	Sl. Andrew J. Marshall, Philadelphia, Pa.	Weber	.....
Oct. 9	Little Beach, two miles northeast of station	Wallop's Beach	Sc. James E. Kelsey, Manasquan, N. J.	Long-street.	102
Oct. 20	Two and a half miles north-northeast of station.	Parramore's Beach.	Fish-boat Emily F. Smith, Watchapreague, Va.	.....	.....
Oct. 23	Southeast point of Cobb's Island.	Cobb's Island	Sc. Howard N. Johnson, Baltimore, Md.	Granger	96
Oct. 24	....do	....do	....do	....do	96
Oct. 30	Outer bar, Hog Island	Hog Island	Str. John Gibson, Georgetown, D. C.	Young	445
Oct. 31	Point of Cape Henlopen	Lewes	Sc. Charles P. Stickney, Philadelphia, Pa.	Higbee	188
Oct. 31	North end Parramore's Beach.	Watchapreague	Sl. Fred. Guilford, Conn.	Lilliston	16
Dec. 2	Point of Cape Henlopen	Lewes	Sc. Susie Derrickson, Chincoteague, Va.	Chamberlain.	33
Dec. 3	Outer bar, Hog Island	Hog Island	Sc. Bertram L. Townsend, Philadelphia, Pa.	Tunnell	641
Dec. 4	Smith's Island, two and a half miles west of station.	Smith's Island	Sl. Grace Leigh, Petersburgh, Va.	Bolton	14
Dec. 5	One and one-third miles north of Cape Henlopen Station.	Cape Henlopen and Lewes.	Sc. Cocheco, N. Y	Wentworth.	220
Dec. 5	One-half mile south of station.	Wallop's Beach	Sc. Emily A. Bartle, Philadelphia, Pa.	Lawrence	214
Dec. 7	One-third of a mile west of station.	Lewes	Sc. William H. Bailey,* New York.	Long-street.	489
Dec. 7	One and one-quarter miles east of station.	....do	Sc. Thomas G. Benton,* Philadelphia, Pa.	Anderson.	163
Dec. 12	Two miles south-southeast of station.	Assateague Beach	Sl. Lizzie Jane, Chincoteague, Va.	Whealton.	11
Dec. 12	Four and a half miles north-northeast of station.	Ocean City	Sc. Ruth T. Carlisle, Philadelphia, Pa.	Derp	315
Dec. 17	Outer Middle Ground	Smith's Island	Sc. Nelson E. Newberry, New York.	Warren	659
Dec. 30	Dawson Shoals	Watchapreague	Sl. Lady Maud, Onancock, Va.	Watson	10
Dec. 30	Hen and Chickens Shoals	Cape Henlopen	Bg. L. J. Westaway, Charlottetown, P. E. I.	Buchanan	278
Dec. 30	One mile north of station	Rehoboth Beach	Sp. Salamanca, Glasglow, Scotland.	Boyce	1202
1887.					
Jan. 4	Three and three-quarter miles south-southwest of station.	North Beach	Sc. Helena, New London, Conn.	Brown	96
Jan. 14	Three miles south-southwest of station.	Ocean City	Sc. Louisa A. Grout, Provincetown, Mass.	McLeod	156
Feb. 18	Five miles south of station.	Indian River Inlet	Sc. Benjamin F. Poole,‡ Providence, R. I.	Davis	1098
Feb. 18	Five miles north-northeast of station.	Ocean City	Bk. Quattro, Genoa, Italy.	Bozzo	977
Feb. 18	Smith's Island Inlet	Smith's Island	Sc. Mary L. Vetra, Eastville, Va.	Travis	21

*No assistance required of life-saving crew.

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season of 1886–'87—Continued.

CAPE HENLOPEN AND CAPE CHARLES.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at stations.	Number of days' succor afforded.
Providence, R. I., to Philadelphia, Pa.	Scrap-iron and barrels.	$3,000	$1,200	$4,200	.....	$4,200	6	6	....	....	....
Cape May, N. J., to Lewes, Del.	.....	2,000	.....	2,000	$2,000	.....	3	3	....	....	....
Union Island, Ga., to New York.	Lumber.....	20,000	8,000	28,000	21,000	7,000	9	9	....	9	27
Philadelphia, Pa., on pleasure trip.	.....	300	.....	300	250	50	6	6	....	....	....
Wishart's Point, Va., to New York.	Wood.....	5,000	500	5,500	5,500	.....	5	5	....	....	....
Watchapreague City, Va., fishing.	.....	100	.....	100	100	.....	3	3	....	....	....
Richmond, Va., to Smith's Island, Va.	Stone.....	3,000	150	3,150	.....	3,150	5	5	....	5	17
.....	.....	.....	.....	.....	.....	.....	†11	†11	....	....	....
Alexandria, Va., to New York.	General.....	50,000	75,000	125,000	124,715	285	16	16	....	....	....
Philadelphia, Pa., to Richmond, Va.	Coal.....	3,000	1,000	4,000	4,000	.....	6	6	....	....	....
Folly Creek, Va., to Norfolk, Va.	Potatoes....	600	150	750	750	.....	2	2	....	....	....
Philadelphia, Pa., to Indian River, Del.	Miscellaneous.	2,000	2,500	4,500	4,500	.....	6	6	....	5	5
New York to Baltimore, Md.	.....	30,000	.....	30,000	29,400	600	9	9	....	1	4
Magothy Bay to Petersburgh, Va.	Oysters.....	500	75	575	575	....	2	2	....	2	2
Portland, Me., to Philadelphia, Pa.	Brown stone	10,000	8,000	18,000	.....	18,000	9	9	....	9	27
New York to Virginia..	.....	3,000	.....	3,000	.....	3,000	6	6	....	6	6
New York to Newport News, Va.	.....	24,000	.....	24,000	24,000	.....	8	8	....	....	....
Philadelphia, Pa., to Norfolk, Va.	Lumber.....	2,500	1,250	3,750	3,750	.....	5	5	....	....	....
Cobb's Island to Chincoteague, Va.	Oysters.....	1,200	40	1,240	1,240	.....	2	2	....	....	....
King's Ferry, Fla., to Philadelphia.	Lumber.....	14,000	3,000	17,000	1,000	16,000	7	7	....	7	54
Baltimore, Md., to New York.	Coal.....	30,000	3,000	33,000	32,965	35	8	8	....	....	....
Chincoteague to Watchapreague, Va.	.....	1,000	.....	1,000	1,000	.....	2	2	....	....	....
Charlottetown, P. E. I., to Philadelphia, Pa.	Potatoes....	4,000	2,500	6,500	.....	6,500	8	8	....	8	8
Rio de Janeiro, Brazil, to Philadelphia, Pa.	.....	75,000	.....	75,000	50,000	25,000	26	26	....	3	78
New York to Norfolk, Va.	Coal.....	5,000	500	5,500	.....	5,500	6	6	....	6	6
Gonaives, Hayti, to New York.	Logwood ...	8,000	4,500	12,500	8,100	4,400	6	6	....	6	10
Providence, R. I., to Baltimore, Md.	.....	45,000	.....	45,000	45,000	.....	10	10	....	....	....
Delaware Breakwater to Pensacola, Fla.	.....	15,000	.....	15,000	.....	15,000	15	15	....	1	2
Norfolk to Smith's Island, Va.	Stone.....	1,500	75	1,575	1,575	.....	2	2	....	....	....

†These men rescued by the life-saving crew were wreckers who had gone on board to get the vessel afloat.

‡No assistance by life-saving crew.

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Life-Saving Service.—Table of casualties

DISTRICT NO. 5.—EMBRACING COAST BETWEEN

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1887.					
Mar. 8	Outer bar, Hog Island.....	Hog Island	St. Sp. Rhein, Bremen, Germany.	Reman....	3075
Mar. 10	Hen and Chickens Shoals.	Cape Henlopen ...	Sc. Grace Bradley, Thomaston, Me	McIntire..	558
Mar. 11	Sand Shoal Inlet.....	Cobb's Island.....	Sc. La Rena Reed,* Somers Point, N. J.	Steelman..	28
Mar. 20	Two and a half miles southwest of station.	Hog Island	Sc. R. F. Hastings, Eastville, Va.	Bool	31
Mar. 22	Outer bar, Hog Island.....	.....do	Sc. Samuel H. Walker, Taunton, Mass.	Kelly	594
Apr. 6	Little Machipingo Bar	Parramore's Beach.	Sc. Harry C. Shepard, Somers Point, N. J.	Booye.....	214
Apr. 7	Chincoteague Bar	Assateague Beach	Sc. George L. Garlick, Somers Point, N. J.	Chamberlain.	22
Apr. 26	One mile southeast of station.	.....do	Sl. John H. Savage, Chincoteague, Va.	Savage....	.....
Apr. 28	One mile southeast of station.	.....do	Sl. William C. Pruitt, Chincoteague, Va.	Hill.....	9
May 10	One and three-quarter miles north of station.	Rehoboth Beach ..	Sp. Uramis,* Rostock, Germany.	Niemann..	969
June 2	Fisherman's Inlet	Smith's Island	Sl. Lorlie, Norfolk, Va.	Hunt	13
June 3	Middle Ground, three miles north-northeast of station.	Wallop's Beach ..	Sc. James E. Kelsey, Manasquan, N. J.	Longstreet.	102
June 22	One mile southeast of station.	Indian River Inlet	Sc. Addie, Wilmington, Del.	Aydelett..	17
	Total	.....	.....	.....	.....

DISTRICT No. 6.—EMBRACING COAST BETWEEN

1886.					
Aug. 4	Outer Diamond Shoals, Cape Hatteras.	Cape Hatteras, Creed's Hill and Durant's.	Bk. Codorus, Baltimore, Md.	Benson ...	675
Nov. 15	Four miles north-northeast of station.	Ocracoke	Sc. Neva May, Philadelphia, Pa.	Howard ..	228
Nov. 15	.....do	....do.....	Sc. S. Warren Hall,* Frederica, Del.	Wakes ...	160
Nov. 19	Outer Shoals, False Cape..	False Cape.....	St. sp. Clapeyron, Marseilles, France.	Ken	1,148
Dec. 5	One-half mile south of station.	Seatack.....	Sc. Pangussett, Norfolk, Va.	Anderson.	196
Dec. 6	Three miles north of station.	False Cape.... ...	Sc. Annie F. Conlon, Portsmouth, N. H.	Seward ...	591
Dec. 30	Two miles northwest of station.	Cape Henry.....	St. sp. Pirate, Glasgow, Scotland.	Hughes...	218
1887.					
Jan. 8	Three miles north of Little Island Station.	Little Island and Dam Neck Mills.	Sp. Elizabeth, Bremen, Germany.	Halberstadt.	1,239
Jan. 26	Three miles north of station.	Kill Devil Hills...	Sc. Delhi, Saco, Me	Green	266
Feb. 4	Pamlico Sound, 2½ miles west-northwest of station	Little Kinnakeet..	Sc. Avoset, Hatteras, N. C.	.....	.....
Feb. 5	Pamlico Sound, 2½ miles west of station.	....do.....	Sch. Vennor, New Berne, N. C.	Price	10
Feb. 7	Four miles northeast of station.	Ocracoke	Sch. Scud, Norfolk, Va.	Gaskins ..	37
Feb. 13	Palmico Sound, 2½ miles west of station.	Little Kinnakeet..	Sch. Fox, Elizabeth City, N. C.	Gray	.....

* No assistance required of life-saving crew.

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season of 1886–'87—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.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at stations.	Number of days' succor afforded.
Bremen, Germany, to Baltimore, Md.	General.....	80,000	30,000	110,000	85,000	25,000	1023	1023	....	---	....
Cienfuegos, Cuba, to Boston, Mass.	Sugar.....	8,000	40,000	48,000	12,985	35,015	10	10	....	10	10
Great Egg Harbor, N. J., to Cape Henry, Va.	Lumber	1,500	150	1,650	1,650	.....	3	3	....	....	....
Wachapongo, Va., to Chincoteague, Va.	Oysters.....	1,000	200	1,200	1,200	.....	7	7	....	....	....
Baltimore, Md., to Bridgeport, Conn.	Coal	35,000	3,000	38,000	36,000	2,000	9	9	....	8	8
Newark, N. J., to Port Deposit, Md.	Phosphate..	9,000	11,000	20,000	20,000	.....	9	9	....	....	....
Chincoteague, Va., to Atlantic City, N. J.	Oysters.....	1,900	350	2,250	2,250	.....	3	3	....	....	....
Fiske's Cove to Chincoteague, Va.	Clams	400	50	450	450	.....	2	2	....	....	....
Hog Island to Chincoteague, Va.	Oysters.....	800	50	850	850	.....	3	3	....	....	....
Hamburg, Germany, to Philadelphia, Pa.	Iron, rags, and barrels.	6,000	9,000	15,000	3,000	12,000	16	16	....	....	....
Norfolk, Va., to Fisherman's Inlet, Va.	.....	500	.....	500	500	.....	3	3	....	....	....
Wishart's Point, Va., to New York.	Wood.....	3,000	450	3,450	1,800	1,650	5	5	....	....	....
Indian River, Del., to Millville, N. J.	Lumber.....	1,000	150	1,150	1,075	75	2	2	....	2	2
....	.....	506,800	205,840	712,640	528,180	184,460	1304	1304	....	88	266

CAPE HENRY AND CAPE FEAR.

Rio de Janeiro, Brazil, to Baltimore, Md.	Coffee.....	35,000	85,000	120,000	2,000	118,000	13	13	....	13	97
Washington, N. C., to Philadelphia, Pa.	Lumber.....	15,000	3,000	18,000	18,000	.....	6	6	....	....	....
South Creek to Philadelphia, Pa.	....do.....	12,000	2,000	14,000	14,000	.....	6	6	....	....	....
Cartagena, Spain, to Baltimore, Md.	Iron-ore.....	70,000	74,000	144,000	144,000	.....	27	27	....	....	....
New York to Norfolk, Va.	Railroad iron and fire-brick.	4,500	2,500	7,000	3,100	3,900	6	6	....	6	14
Boston, Mass., to Baltimore, Md.	.....	25,000	.....	25,000	24,500	500	8	8	....	....	....
Baltimore, Md., to Kingston, Jamaica	Lumber	75,000	2,000	77,000	77,000	.....	16	16	....	....	....
Hamburg, Germany, to Baltimore, Md.	Kainite and barrels.	15,000	11,810	26,810	1,000	25,810	22	....	22	....	....
Booth Bay, Maine, to Jacksonville, Fla.	Ice.....	5,000	300	5,300	3,300	2,000	7	7	....	....	....
Edenton to Big Kinnakeet, N. C.	.....	150	.....	150	150	.....	2	2	....	....	....
....do	.....	600	.....	600	550	50	3	3	....	....	....
Norfolk, Va., to Hatteras, N. C.	Lumber.....	1,000	300	1,300	1,300	.....	2	2	....	....	....
Elizabeth City to Big Kinnakeet, N. C.	.....	500	.....	500	500	.....	3	3	....	....	....

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Life-Saving Service.—Table of

DISTRICT NO. 6—EMBRACING COAST

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1887.					
Feb. 14	Pamlico Sound, 4 miles northwest of station.	Little Kinnakeet..	Sch. Little Betty, Hatteras, N. C.	.....	.....
Feb. 28	Six and a half miles southeast of station.	Ocracoke.....	Sc. Florence Shay, New York	Van Cleaf	405
Mar. 22	One-half mile southwest of station.	Chicamicomico....	Sc. Extra, Elizabeth City, N. C.	.....	.....
Apr. 5	Six miles northwest of station.	Cape Henry.....	Sc. Nellie Potter, Washington, N. C.	Wahab ...	104
Apr. 7	Pamlico Sound, 4 miles northwest of station.	Ocracoke..... ...	Sharpie Hattie D, Beaufort, N. C.	.....	.....
	Total	.....	....	.....	.....

DISTRICT NO. 7.—EMBRACING COASTS OF SOUTH

1887.					
Jan. 18	One-half mile north of station.	Gilbert's Bar	Sl. Outing, New York..	.....	.....
Feb. 4	Breakers, 3 miles south of station.	Morris Island.....	Sc. Fred. W. Chase, Augusta, Me.	Vason	625
Feb. 25	One mile north of station..	Jupiter Inlet.....	Sc. Ina, Key West, Fla	Hammon .	11
May 21	Two miles south-southeast of station.	Morris Island	Sc. Bertha,* Beaufort, S. C.	Antono...	33
June 24	One mile south of station..	Jupiter Inlet	Str. Lorenzo D. Baker,* Boston, Mass.	.....	592
	Total	.....	....	.....	.....

DISTRICT NO. 8.—EMBRACING GULF

1886.					
Aug. 20	Five miles west-northwest of station.	Saluria.....	Sc. Flower of France, Brashear, La.	Ragio	17
Aug. 20	Alligator Head, Matagorda Bay, 8 miles northwest of station.	....do.....	Sc. Sea Gull, Matagorda, Tex.	Raymond.	19
Aug. 20	Saint Joseph Island	Aransas	Sc. Josephine, Indianola, Tex.	Evans	14
Aug. 20	Outside of bar, off station..	....do.....	Sc. Fannie, Galveston, Tex.	Hanson...	40
Aug. 21	South Breaker, San Luis Pass.	San Luis	Sc. Ella Elliott, Thomaston, Me.	Jones ...	442
Nov. 2	Twelve miles southwest of station.	....do	Bg. Granfos, Christiansand, Norway.	Olsend....	286
Dec. 15	Pelican Island, 5 miles northeast of station.	Saluria	Sc. Nellie Sweeney, Galveston, Tex.	McCarty..	16
Dec. 21	Saint Joseph's Point.....	Aransas	Str. Aransas, New Orleans, La.	Farwell ...	1,157
1887.					
Jan. 2	Brazos Santiago Bar.....	Brazos.....	.....do	Thiessen .	1,157
Jan. 17	Pensacola Bay, ¾ mile east of station.	Santa Rosa.....	Sl. James Blaine, Pensacola, Fla.	Schella ...	.....
Apr. 5	Five hundred yards east-northeast of station.	Aransas	Sc. Flora Woodhouse, New York.	Hall	286
Apr. 8	Four miles west-southwest of station.	Santa Rosa.....	Sp. Bride of Lorne, Liverpool, England.*	Matson	1,324
May 10	Brazos Santiago Bar.....	Brazos.....	Sc. Bravo, Tampico, Mexico.	Aralde ...	13
	Total	.....	....	.....	.....

* No assistance by life-saving crew.

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casualties, season of 1886–'87.—Continued.

BETWEEN CAPE HENRY AND CAPE FEAR.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at station.	Number of days succor afforded.
Edenton to Big Kinnakeet, N. C.	.....	700	.....	700	700	.....	2	2	....	....	....
Savannah, Ga., to Perth Amboy, N. J.	Lumber.....	4,000	4,600	8,600	7,440	1,160	8	8	....	....	....
Collington to Chicamicomico, N. C.	.....	2,500	.....	2,500	2,470	30	2	2	....	....	....
New York to Washington, N. C.	Miscellaneous.	3,000	2,000	5.000	1,200	3,800	6	6	....	....	....
Hatteras to Beaufort, N. C.	.....	325	.....	325	325	.....	2	2	....	....	....
.....	.....	269,275	187,510	456,785	301,535	155,250	141	119	22	19	111

CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Saint Augustine, Fla., to Nassau, New Providence.	.....	800	.....	800	.....	800	2	2	....	2	4
New York to Charleston, S. C.	**Stone**.....	33,000	400	33,400	.....	33,400	9	9	....	....	....
Lake Worth to Titusville, Fla.	**Produce**....	1,000	190	1,190	1,190	.....	3	3	....	....	....
Beaufort to Charleston, S. C.	.....	8,000	.....	8,000	.....	8,000	4	4	....	....	....
To Mobile, Ala.....	**General merchandise.**	75,000	100,000	175,000	174,500	500	20	20	....	....	....
.....	.....	112,800	100,590	213,390	175,690	37,700	38	38	....	2	4

COAST OF THE UNITED STATES.

Grand Chenier, La., to Indianola, Tex.	.....	1,000	.....	1,000	250	750	6	6	....	....	....
Matagorda to Galveston, Tex.	Cotton and hides.	800	2,000	2,800	2,800	.....	2	2	....	....	....
Rockport to Saint Joseph Island, Tex.	.....	1,700	.....	1,700	1,700	.....	2	2	....	....	....
Lake Charles, La., to Corpus Christi, Tex.	Lumber	1,600	600	2,200	1,650	550	3	3	....	3	12
Rockport, Me., to Galveston, Tex.	Ice	30,000	4,000	34,000	600	33,400	8	8	....	5	5
Berbice, British Guiana, to Galveston, Tex.	.....	6,000	.....	6,000	500	5,500	11	11	....	....	....
Galveston to Matagorda., Tex.	General.....	900	5,000	5,900	5,875	25	3	3	....	....	....
Morgan City, La., to Corpus Christi, Tex..	Merchandise	125,000	125,000	250,000	250,000	.....	32	32	....	....	....
Morgan City, La., to Brazos Santiago, Tex.	General.....	125,000	50,000	175,000	165,000	10,000	40	40	....	....	....
From Warrington, Fla.	.....	75	.....	75	75	.....	1	1	....	1	1
Corpus Christi, Tex., to Vera Cruz Mexico.	.....	6,000	.....	6,000	6,000	.....	7	7	....	....	....
Pensacola, Fla., to Liverpool, England.	Timber.....	12,500	11,400	23,900	8,550	15,350	18	18	..	....	....
Brazos Santiago, Tex., to Tampico, Mexico.	.....	1,000	.....	1,000	975	25	5	5	..	..	....
.....	.....	311,575	198,000	509,575	443,975	65,600	138	138	....	9	18

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Life-Saving Service.—Table of casualties,

DISTRICT NO. 9.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1886.					
July 2	Above cross-dam, Falls of the Ohio.	Louisville	Flat, Cincinnati, Ohio		
July 4	Indiana Chute, Falls of the Ohio.	....do	Skiff, Louisville, Ky		
July 5	Middle Chute, Falls of the Ohio.	.. do	Skiff, Edith H., Louisville, Ky.		
July 17	One mile northwest of station.	Charlotte	Skiff		
July 18	Above cross-dam, Falls of the Ohio.	Louisville	Flat, Louisville, Ky		
July 25	Indiana Chute, Falls of the Ohio.	... do	Skiff, Louisville, Ky		
July 30	Above cross-dam, Falls of the Ohio.	....do	Sail-boat Abby, Louisville, Ky.		
Aug. 6	Indiana Chute, Falls of the Ohio.	....do	Skiff, Louisville, Ky		
Aug. 16	Seventy-five yards northwest of station.	Cleveland	Yht. Ripple, Cleveland, Ohio.		
Aug. 20	Opposite station	Charlotte	Canoe		
Aug. 21	Two and a half miles from station.	....do	Skiff		
Aug. 22	One-third of a mile northwest of station	Cleveland	Cat-boat, Cleveland, Ohio.		
Aug. 27	Sixty yards east of station	....do	Open boat, Cleveland, Ohio.		
Aug. 27	Indiana Chute, Falls of the Ohio.	Louisville	Skiff Jim Stinson, Louisville, Ky.		
Aug. 31	Three-quarters of a mile west of station.	Oswego	Sloop Willie, Oswego, N. Y.		
Sept. 1	Kentucky Chute, Falls of the Ohio.	Louisville	Skiff, Jeffersonville, Ind.		
Sept. 2	Cross-dam, Falls of the Ohio.	...do	Skiff, Jeffersonville, Ind.		
Sept. 12	One mile southwest of station.	Cleveland	Fish-boat, Cleveland, Ohio.		
Sept. 14	One mile north-northeast of station.	Erie	Str. Roland, Sandusky, Ohio.	Smith	124
Sept. 16	One-third of a mile southeast of station.	Cleveland	Str. Sarah E. Sheldon,‡ Cleveland, Ohio.	Mulholland.	907
Sept. 18	Three hundred yards west of station.	Salmon Creek	Sl. Idle Hour, Henderson, N. Y.		
Sept. 19	One-half mile north-northwest of station.	Erie	Fish-boat, Erie, Pa.		
Sept. 30	One hundred yards, east-southeast of station.	Fairport	Sc. Reindeer, Detroit, Mich.	Rushan	306
Oct. 2	One-half mile east of station.	Oswego	Bge. London, Kingston, Ont.	Clark	263
Oct. 3	Indiana Chute, Falls of the Ohio.	Louisville	Flat, Louisville, Ky.		
Oct. 15	One-quarter of a mile north of station.	Point Marblehead	Fish-boat, Point Marblehead, Ohio.		
Nov. 12	One-half mile northwest of station.	Erie	Sail-boat		
Nov. 13	Three hundred yards southwest of station.	Charlotte	Sl. Lady Eva, Sodus, N. Y.		
Nov. 13	Two miles west of station.	....do	Sc. Snow Bird, Toronto, Ont.	Beard	82
Nov. 13	Seven miles northwest of station.	....do	Sc. Bolivia, Oswego, N. Y.	Murphy	353
Nov. 13	One-half mile northwest of station.	Cleveland	Bge. Walter A. Sherman, Buffalo, N. Y.	Howard	509

* No one on board.
†Delos Hayden, assistant keeper of the Cleveland Breakwater Light, being near at hand, rescued
‡Life-saving crew worked in conjunction with the Cleveland Fire Department, saving the vessel

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season of 1886–'87—Continued.

LAKES ONTARIO AND ERIE.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at station.	Number of days succor afforded.
Cincinnati, Ohio, to Louisville, Ky.	.....	$5	.....	$5	$5	.....	3	3	....	....	....
Louisville, Ky., on pleasure trip.	.....	10	.....	10	10	.....	2	2	....	....	....
.....do.....	.....	35	.....	35	35	.....	2	2	....	....	....
Rochester to Charlotte, N. Y.	.....	50	.....	50	50	.....	2	2	....	....	....
Louisville, Ky., on pleasure trip.	.....	5	.....	5	5	.....	2	2	....	....	....
.....do.....	.....	10	.....	10	10	.....	5	5	...	...	....
.....do.....	.....	100	.....	100	100	.....	2	2	....	....	....
Jeffersonville, Ind., to Louisville, Ky.	.....	10	.....	10	10	.....	1	1	....	..	....
Adrift	.....	50	.....	50	50	.....	(*)	....	....	....	....
Rochester to Charlotte, N. Y.	.....	95	.....	95	95	.....	1	1	....	..	....
.....do.....	.....	30	.....	30	30	.....	2	2	...	...	....
Cleveland, Ohio, on pleasure trip.	.....	50	.....	50	50	.....	15	5	...	...	....
.....do.....	.....	50	.....	50	50	.....	1	1	....	....	....
Louisville, Ky., on pleasure trip.	.....	10	.....	10	10	.....	3	3	...	....	....
Oswego, N. Y.....	.....	150	.....	150	150	.....	1	1	....	....	....
Jeffersonville, Ind., to Louisville, Ky.	.....	10	.....	10	10	.....	1	1	....	....	....
Jeffersonville, Ind.....	.....	10	.....	10	10	.....	6	6	...	....	....
Cleveland, Ohio, on pleasure trip.	.....	300	.....	300	300	.....	4	4	...	..	....
Kelley's Island, Ohio, to Erie, Pa.	Limestone..	14,000	$200	14,200	14,200	.....	9	9	..	...	....
....	.....	40,000	.....	40,000	35,000	$5,000	...	....	...	....	....
Stony Creek to Salmon Creek, N. Y.	Headings...	30	15	45	45	.....	1	1	....	....	....
Erie to Presque Isle, Pa.	.....	50	.....	50	40	10	1	1	...	....	....
....	.....	7,500	....	7,500	5,600	1,900	....	....	...	....	....
Kingston, Ont., to Oswego, N. Y.	.....	1,500	.. ....	1,500	.....	1,500	4	4	..	4	4
Louisville, Ky., on pleasure trip.	.....	5	.....	5	5	.....	2	2	....	....	....
From Lakeside, Ohio, fishing.	.....	125	.....	125	125	.....	1	1	..	....	....
Erie, Pa	.....	60	.....	60	60	.....	1	1	...	....	....
Charlotte, N. Y	.....	400	.....	400	380	20	(*)	....	....	....	....
Oswego to Charlotte, N. Y.	.....	1,500	.....	1,500	1,425	75	4	4	....	..	....
Ogdensburgh to Charlotte, N. Y.	.....	5,000	.....	5,000	4,500	500	6	6	....	....	....
Cleveland, Ohio, to Detroit, Mich.	.....	22,000	.....	22,000	20,800	1,200	7	7	....	...	....

four from the water. The life-saving crew rescued the remaining one and saved the boat. from destruction.

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Life-Saving Service.—Table of

DISTRICT NO. 9.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1886.					
Nov. 14	Ford's Shoals, four miles west of station.	Oswego	St. bge. Belle Wilson, Picton, Ont.*	Caller	254
Nov. 14	Fifteen miles west of station.	Cleveland	Sc. Erastus Corning, Cleveland, Ohio.	Parker	832
Nov. 29	Falls of the Ohio	Louisville	Skiff Sarah Tennie, New Albany, Ind.		
Dec. 2	Five and one-half miles north of station.	Big Sandy	Sc. Ariadne, New Castle, Ont.	McKay	138
Dec. 6	Abreast of station	Charlotte	Str. Georgia, Saugatuck, N. Y.		
Dec. 21	Cross Dam, Falls of the Ohio.	Louisville	Shanty boat and skiff, Louisville, Ky.		
Dec. 25	do	do	Shanty boat, Charleston, W. Va.		
1887.					
Feb. 11	Seventy yards from station	Charlotte	Open boat, Charlotte, N. Y.		
Apr. 6	Kentucky Chute, Falls of the Ohio.	Louisville	Skiff Basil Duke, Louisville, Ky.		
Apr. 23	Four hundred yards south-southwest of station.	Erie	Small boat, Erie, Pa		
May 1	Falls of the Ohio	Louisville	Skiff Little Arthur, Louisville, Ky.		
May 5	do	do	Skiff, Jeffersonville, Ind		
May 15	do	do	Skiff Basil Duke, Jeffersonville, Ind.		
May 19	do	do	Skiff Katie Kerrigan, Louisville, Ky.		
May 23	One-third of a mile north-northwest of station.	Cleveland	Sc. Cornet, Cleveland, Ohio.		
May 30	Three-quarters of a mile west-northwest of station.	Erie	Cat-boat Blue Wing, Erie, Pa.		
May 31	Three hundred yards southeast of station.	do	Sc. Reed Case, Chicago, Ill.	McIlwer	330
June 2	Rocks above Cross Dam, Falls of the Ohio.	Louisville	Str. Ohio, Cincinnati, Ohio.	Deem	716
June 5	Falls of the Ohio	do	Skiff Little Arthur, Louisville, Ky.		
June 12	Indiana Chute, Falls of the Ohio.	do	Skiff Ed, Louisville, Ky.		
June 20	Fifty feet west of station	Cleveland	Sloop, Cleveland, Ohio		
June 17	Falls of the Ohio	Louisville	St. y. Arrow, Louisville, Ky.	Littrell	10
	Total				

DISTRICT NO. 10.—EMBRACING

1886.					
July 23	Portage Lake, two and a half miles south of station.	Ship Canal	Str. Fountain City, Buffalo, N. Y.	Ivers	969
Aug. 2	Two miles from station	Middle Island	Pile-driver, Alpena		
Aug. 3	Two and a half miles northwest of Point aux Barques Station.	Point aux Barques and Grindstone City.	Raft of logs, Rifle River, Mich.		
Aug. 20	Five miles west-northwest of station.	Ship Canal	Fish-boat, Houghton, Mich.		
Aug. 23	Three and a half miles southeast of Point aux Barques Station.	Sand Beach and Point aux Barques.	Raft of logs, Black River, Mich.		
Aug. 27	Twenty-four miles northeast of station.	Ship Canal	St. bge. Clyde, Buffalo, N. Y.	Condon	1307

* No assistance required of life-saving crew.

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casualties, season of 1886–'87—Continued.

LAKES 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.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at stations.	Number of days' succor afforded.
Picton, Ont., to Oswego, N. Y.	Barley	9,000	11,000	20,000	7,500	12,500	8	8	....	....	....
Ashland, Wis., to Cleveland, Ohio.	Iron ore	20,000	4,000	24,000	24,000	.....	10	10	....	....	....
Louisville, Ky., to New Albany, Ind.	.....	10	.....	10	10	.....	1	1	....	....	....
South Bay, Ont., to Oswego, N. Y.	Grain	3,000	5,000	8,000	.....	8,000	6	3	3	....	....
Charlotte, N. Y.	.....	2,500	.....	2,500	2,450	50	3	3	....	....	....
Louisville, Ky	.....	15	.....	15	15	.....	1	1	....	....	....
Charleston, W. Va., to Cairo, Ill.	Furniture	100	50	150	150	.....	2	2	....	....	....
Charlotte, N. Y.	.....	20	.....	20	20	.....	2	2	....	....	....
Louisville, Ky., on pleasure trip.	.....	10	.....	10	10	.....	2	2	....	....	....
Erie to Presque Isle, Pa.	.....	5	.....	5	5	.....	2	2	....	2	2
Louisville, Ky., on pleasure trip.	.....	10	.....	10	10	.....	3	3	....	....	....
Jeffersonville, Ind., to Louisville, Ky.	.....	10	.....	10	10	.....	2	2	....	....	....
Louisville, Ky., to Jeffersonville, Ind.	.....	10	.....	10	10	.....	2	2	....	....	....
Louisville, Ky., on pleasure trip.	.....	10	.....	10	10	.....	3	3	....	....	....
Cleveland, Ohio, on pleasure trip.	.....	50	.....	50	50	.....	2	†2	....	....	....
Erie, Pa., on pleasure trip.	.....	75	.....	75	60	15	4	4	....	4	4
Escanaba, Mich., to Erie, Pa.	Iron ore	8,500	3,000	11,500	11,500	.....	6	6	....	....	....
Cincinnati, Ohio, to Memphis, Tenn.	General	35,000	25,000	60,000	60,000	.....	93	93	..		....
Louisville, Ky., on pleasure trip.	.....	10	.....	10	10	.....	2	2	....	....	....
.....do	.....	10	.....	10	10	.....	2	2			....
At anchor	.....	70	.....	70	70	.....	....	....	....	....	....
Arctic Springs, Ind., to Louisville, Ky.	.....	1,000	.....	1,000	1,000	.....	36	36	....	....	....
.....	.....	172,565	48,265	220,830	190,060	30,770	271	268	3	10	10

LAKES HURON AND SUPERIOR.

Buffalo, N. Y., to Duluth, Minn.	**General**	**60,000**	**10,000**	**70,000**	**70,000**	.....	**32**	**32**	....	....	....
Adrift	.....	**150**	.....	**150**	**150**	.....	....	....	....	....	....
Rifle River to Detroit, Mich.	.....	**25,000**	.....	**25,000**	**25,000**	.....	....	....	....	....	....
Houghton, Mich., on fishing trip.	.....	**200**	.....	**200**	**200**	.....	**2**	**2**	....	....	....
Black River, Mich., to Toledo, Ohio.	.....	**22,000**	.....	**22,000**	**22,000**	.....	....	....	....	....	....
Bayfield, Wis., to Buffalo, N. Y.	**Flour**	**75,000**	**65,000**	**140,000**	**140,000**	.....	**17**	**17**	....	....	....

† **Delos Hayden, assistant keeper of the Cleveland Breakwater Light, being near at hand, rescued one from the water. The life-saving crew rescued the other and saved the boat.**

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Life-Saving Service.—Table of

DISTRICT NO. 10.—EMBRACING

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1886.					
Aug. 28	One-half mile northeast of station.	Thunder Bay Island.	Sc. Venus, Cleveland, Ohio.	Thompson	233
Aug. 31	One-eighth of a mile west of station.	Muskallonge Lake.	St. pile-driver, East Saginaw, Mich.	.....	.....
Sept. 7	One and one-half miles east of station.	Vermillion Point..	Sl. Abbey, Sault Sainte Marie, Mich.	.....	.....
Sept. 8	One-quarter of a mile east of station.	Sand Beach.....	Sail-boat Lottie, Sand Beach, Mich.	.....	.....
Sept. 10	One-eighth of a mile west of station.	Muskallonge Lake.	St. pile-driver, East Saginaw, Mich.	.....	.....
Sept. 30	Three-quarters of a mile southeast of station.	Sand Beach.....	Sc. F. B. Gardner, Buffalo, N. Y.	Williams	403
Oct. 3	Two miles southeast of station.	Middle Island	Sc. Champion, Buffalo, N. Y.	Mullen ...	586
Oct. 14	Sand Beach Harbor.....	Sand Beach.....	Sc. C. N. Johnson, Marine City, Mich.	Downes ..	288
Oct. 14	Sand Beach Harbor.....	Sand Beach.....	Sloop Matilda, East Saginaw, Mich.	Cribbins..	309
Oct. 15	Twelve miles from station	Thunder Bay Island.	Sc. C. O. D., Chicago, Ill.	Gambon ..	289
Oct. 15	Three miles south-southeast of station.	Middle Island.....	Bge. William Case, Algonac, Mich.	Smith	266
Oct. 25	Port Austin	Grindstone City ..	Sc. Otsego, Au Sable, Mich.	Willis	24
Oct. 25	Five miles north-northwest of station.	Middle Island....	Sc. Fame, Detroit, Mich.	Hickmott.	282
Nov. 10	One hundred and fifty yards east of station.	Muskallonge Lake	Str. St. Marie, Sault Sainte Marie, Mich.	Stafford ..	132
Nov. 13	Four hundred yards southeast of station.	Ship Canal.....	Lighter, Hancock, Mich.	.....	.....
Nov. 15	One and one-half miles northeast of station.	Grindstone City ..	Sloop Dolphin, Port Austin, Mich.	.....	.....
Nov. 17	Three miles northwest of station.	Ottawa Point.....	Barge B. M. Baker,* East Saginaw, Mich.	Eaton ...	187
Nov. 17	.....do	.....do	Bge. John A. McDougall,* East Saginaw, Mich.	.....	415
Nov. 17	.....do	.....do	Sc. B.B. Buckhaut, Bay City, Mich.	Patterson.	352
Nov. 17	.....do	.....do	Bge. Golden Harvest, Saginaw, Mich	Abel.....	255
Nov. 17	.....do	.....do	Barge Charles H. Davis,* Saginaw, Mich.	.....	346
Nov. 17	Eighteen miles south of station.	Sturgeon Point ..	Sc. Thomas P. Sheldon, Buffalo, N. Y.	McHenry.	669
Nov. 17	Fifteen miles northwest of station.	Hammond's Bay..	St. bge. City of New York, Chicago, Ill.	Chatterson	210
Nov. 18	Six miles east of Marquette; one hundred and ten miles from station.	Ship Canal.....	Str. Robert Wallace, Lorain, Ohio.	Brown....	905
Nov. 18	.....do	.....do	Bge. David Wallace, Lorain, Ohio.	Wallace ..	1035
Nov. 26	Five miles south-southeast of station.	Point aux Barques	Sc. James F. Joy, Erie, Pa.	Christy..	583
1887.					
May 13	Forty Mile Point	Hammond's Bay..	Pile driver E. B. Creswell, East Saginaw, Mich.	.....	.....
May 22	One and one-half miles north of station.	Ship Canal.....	Sl. Sea Gull, Keweenaw Point, Mich.	.....	.....
May 23	Three-quarters of a mile northwest of station.	.....do	Lighter, Hancock, Mich.	.....	.....

*No assistance required of life-saving crew.

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casualties, season of 1886–'87—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.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at stations.	Number of days' succor afforded.
Alpena to Detroit, Mich.	Lumber.....	8,000	1,000	9,000	8,900	100	5	5	....	....	...
East Saginaw, Mich., to Muskallonge Lake, Mich.	.....	2,700	.....	2,700	2,700	.....	2	2	....	....	....
Sault Sainte Marie, Mich.	Merchandise.	75	1,000	1,075	1,075	.....	3	3	....	....	....
....	Stone	200	15	215	165	50	2	2	....	....	....
From East Saginaw, Mich.	.....	2,700	.....	2,700	2,700	.....	2	2	....	....	....
Buffalo, N. Y., to Milwaukee, Wis.	Coal	13,000	5,000	18,000	18,000	.....	7	7	....	....	....
Buffalo, N. Y., to Chicago, Ill.	....do	24,000	5,750	29,750	29,500	250	8	8	....	....	....
Toledo, Ohio, to Bay City, Mich.	....do	4,000	1,100	5,100	5,100	.....	6	6	....	....	....
Sandusky, Ohio, to East Saginaw, Mich.	Stone.....	4,000	125	4,125	3,200	925	5	5	....	....	....
Cleveland, Ohio, to Milwaukee, Wis.	Coal	6,000	1,000	7,000	5,140	1,860	7	7	....	....	...
Thomson's Harbor to Detroit, Mich.	Lumber.....	6,500	21,000	27,500	27,500	.....	6	6	...	...	....
Oscoda to White Rock, Mich.	Staves.....	600	350	950	340	610	3	3	...	...	...
From Detroit, Mich ...	.....	2,000	.....	2,000	2,000	.....	7	7	....	6	6
Grand Marais to Sault Sainte Marie, Mich.	Hay and oats	8,000	2,000	10,000	9,000	1,000	20	20	....	20	40
Hancock to Gratiot River, Mich.	Hay and supplies.	300	400	700	650	50	....	....	...	....	....
East Saginaw to Port Austin, Mich.	.....	75	.....	75	75	.....	1	1	...	....	....
Cleveland, Ohio, to East Saginaw, Mich	Stone	2,000	2,500	4,500	4,500	.....	4	4	....	....	....
.....do.....	.....	3,000	.....	3,000	2,980	20	4	4	....	....	....
Cleveland, Ohio, to East Tawas, Mich.	.....	9,000	.....	9,000	9,000	.....	6	6	....	....	....
Cleveland, Ohio, to East Saginaw, Mich.	Stone	3,000	2,500	5,500	5,100	400	6	6	....	....	....
.....do	.....	4,000	.....	4,000	4,000	.....	4	4	....	....	...
Cleveland, Ohio, to Milwaukee, Wis.	Coal	18,000	10,000	28,000	17,500	10,500	9	9	....	...	....
From Midland, Ontario.	.....	20,000	.....	20,000	19,000	1,000	13	13	....	....	....
Duluth, Minn., to Buffalo, N. Y.	Wheat.....	80,000	40,000	120,000	45,000	75,000	15	15	....	....	....
.....do	....do	52,000	44,000	96,000	37,000	59,000	9	9	....	....	....
Escanaba, Mich., to Erie, Pa.	Iron ore	18,000	8,000	26,000	25,200	800	7	7	....	....	....
Cheboygan to Hammond's Bay, Mich.	.....	3,000	.....	3,000	3,000	.....	5	5	....	....	...
Keweenaw Point to Ontonagon, Mich.	.....	650	.....	650	640	10	1	1	....	....	....
Adrift.....	Cedar posts and railroad ties.	500	1,000	1,500	1,500	.....	(†)	....	....	....	....

†No one on board.

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Life-Saving Service, table of casualties

DISTRICT NO. 10, EMBRACING LAKES

Date.	Place.	Name of station.	Name of vessel and where owned.	Master.	Tonnage.
1887.					
May 31	Three and a half miles west-by-north of station	Thunder Bay Island.	Str. Mary Pringle, Cleveland, Ohio.	Humphrey.	205
May 31	....do....	....do....	Sc. Fame, Detroit, Mich.	Bedford..	282
June 2	Three-quarters of a mile north-northwest of station.	Crispe.....	Str. Argonaut, Marine City, Mich.	.....	1119
June 14	Four miles south-southwest of station.	Middle Island.....	Sc. Imperial, Manitowoc, Wis.	Worden..	300
	Total.....	.....	.....	.....	.....

DISTRICT NO. 11, EMBRACING

1886.					
July 4	Two and one-half miles northwest of station.	Grand Haven.....	Sloop, Grand Haven, Mich.	.....	.....
July 5	One mile north of station..	Chicago.....	Sloop, Chicago, Ill.....	.....	.....
July 7	One mile northwest of station.	Grand Point au Sable.....	Small boat, Stony Creek, Mich.	.....	.....
July 8	Five hundred yards west of station.	Grand Haven.....	Fish boat, Grand Haven, Mich.	.....	.....
July 8	Eight miles north of station.	Saint Joseph.....	Str. Jennie King, Saint Joseph, Mich.	Kinsley..	13
July 13	Opposite station.	Grand Haven.....	Small boat, Muskegon, Mich.	.....	.....
July 14	One mile south of station..	Chicago.....	Sc. Curiosity, Chicago, Ill.	Anderson.	13
July 14	Two miles northeast of station.	Sheboygan.....	Sc. Hercules, Charlevoix, Mich.	Hoag.....	90
July 17	Three-quarters of a mile north-northwest of station.	Chicago.....	Sc. Laura Johnson,† Chicago, Ill.	.....	84
July 20	Five hundred yards south of station.	Grand Haven.....	Sloop yacht, Muskegon, Mich.	.....	.....
July 21	Five hundred feet east of station.	Kenosha.....	Sc. Walter Smith, Milwaukee, Wis.	McGansland.	42
July 21	One-half mile north of station.	.....do.....	Row boat, Kenosha, Wis.	.....	.....
July 30	Five miles northwest of station.	Saint Joseph.....	Sc. South Haven, Chicago, Ill.	Harris....	120
Aug. 11	Three-quarters of a mile south of station.	Grand Point au Sable.	Sc. Mary Ellen Cook, Ludington, Mich.	Williams.	175
Aug. 13	Sheboygan Harbor.....	Sheboygan.....	Sc. Pride of America, Saint Catherines, Ont.	McCleanen.	350
Aug. 14	Two thousand feet south of station.	Kenosha.....	Sc. Lottie Mason, Charlevoix, Mich.	Morehouse	69
Aug. 15	One mile east of station....	.....do.....	Sc. T. Y. Avery, Chicago, Ill.	Nelson....	256
Aug. 16	One-half mile south of station.	Evanston.....	Sc. John V. Jones, Chicago, Ill.	.....	236
Aug. 20	Two thousand yards east-northeast of station.	Milwaukee.....	Skiff, Milwaukee, Wis.	.....	.....
Aug. 20	One-third of a mile south of station.	Muskegon.....	Sc. Blue Wave, Saint Joseph, Mich.	Nichols...	16
Aug. 22	Three-quarters of a mile south of station.	Grand Point au Sable.	Sc. Z. Y. M. C. A., Chicago, Ill.	Ferris....	190
Aug. 30	Three miles south-southeast of station.	.....do.....	Sc. Teanie and Laura, Manitowoc, Wis.	Hanson...	57
Aug. 30	Two miles east of station..	Racine.....	Row-boat, Racine, Wis	.....	.....
Sept. 2	One quarter mile east of station.	.....do.....	.....do.....	.....	.....
Sept. 2	Five hundred feet south of station.	Kenosha.....	Yacht Freddie Gebhardt, Kenosha, Wis.	.....	.....

*No one on board.

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season of 1886-'87—Continued.

HURON AND SUPERIOR—Continued.

Where from and where bound.	Cargo.	Estimated value of vessel.	Estimated value of cargo.	Total.	Estimated amount saved.	Estimated amount lost.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at stations.	Number of days' succor afforded.
Detroit to Alpena, Mich		$10,000		$10,000	$10,000		10	10			
....do		2,000		2,000	2,000		7	7			
Ashland, Wis., to Cleveland, Ohio.	Iron ore	80,000	$9,000	89,000	88,000	$1,000	12	12			
Lake landings to Chicago, Ill.	Cedar ties	12,000	4,500	16,500	16,500		8	8			
		581,650	235,240	816,890	664,315	152,575	255	255		26	46

LAKE MICHIGAN.

Grand Haven to White Lake, Mich.		60		60	60		3	3			
Chicago, Ill		30		30	30		2	2			
Stony Creek to Portage Lake, Mich.		5		5	5		1	1		1	1
From fishing	Fish	100	10	110	105	5	2	2			
Saint Joseph, Mich		3,000		3,000	3,000		3	3			
Muskegon, Mich	Chains	150	250	400	400		(*)				
Glencoe to Chicago, Ill		300		300	250	50	2	2			
Charlevoix, Mich., to Milwaukee, Wis.	Bark	1,200	750	1,950		1,950	5	5			
Kenosha, Wis., to Chicago, Ill.	Gravel	1,500	60	1,560	1,445	115	4	4			
From Muskegon, Mich.		400		400	400		(*)				
Chicago, Ill., to Kenosha, Wis.	Gravel	2,000	100	2,100	2,100		7	7			
Pike Creek to Kenosha, Wis.		50		50	50		7	7			
To Milwaukee, Wis	Bark	2,000	1,000	3,000	2,975	25	5	5			
Hamlin, Mich., to Chicago, Ill.	Lumber	10,000	12,000	22,000	22,000		6	6			
Vert Island, Nipigon Bay, Ont., to Chicago, Ill.	Stone	5,000	7,000	12,000	11,600	400	8	8			
Charlevoix, Mich., to Kenosha, Wis.	Bark	2,000	500	2,500	2,200	300	3	3			
Charlevoix, Mich., to Chicago, Ill.	Wood and bark.	6,000	2,000	8,000	7,800	200	7	7			
Ford River, Wis., to Evanston, Ill.	Cedar posts and shingles.	8,000	1,000	9,000	9,000		7	7			
Milwaukee, Wis., on pleasure trip.		10		10	10		1	1			
Saint Joseph to Muskegon, Mich.	Apples and potatoes.	200	50	250	250		2	2			
Hamlin, Mich., to Chicago, Ill.	Lumber	10,000	1,400	11,400	11,400		8	8			
Port Washington, Wis., to Ludington, Mich.		1,400		1,400	1,400		3	3			
Racine, Wis., on pleasure trip.		10		10	10		2	2			
....do		35		35	35		1	1			
Kenosha, Wis., on pleasure trip.		50		50	50		2	2			

*No assistance by life-saving crew.

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Life-Saving Service.—Table of casualties,

DISTRICT No. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel, and where owned.	Master.	Tonnage.
1886.					
Sept. 6	Five hundred feet south of station.	Kenosha	Str. Union, Chicago, Ill.	Groh	38
Sept. 7	One hundred yards from station.	Grand Haven	Scow, Grand Haven, Mich.		
Sept. 10	One mile south of station	Muskegon	Sc. Penobscot, Milwaukee, Wis.	Johnson	257
Sept. 12	Two miles northeast of station.	Racine	Yacht Pilot, Racine, Wis.		
Sept. 18	One and one-half miles north of station.	....do	Sc. Marine, Chicago, Ill.	Cristopher	152
Sept. 18	Three miles north of station.	Sturgeon Bay	Sc. Bay Breeze, Green Bay, Wis.	Peterson	47
Sept. 19	Seven miles north of station.	Evanston	Sc. Sodus, Chicago, Ill.	Gray	33
Sept. 19	Three hundred and thirty-yards southeast of station.	Kenosha	Yacht Mamie, Kenosha, Wis.	Kimball	13
Sept. 22	Six miles northeast of station.	Kenosha	Sc. C. C. Trowbridge, Chicago, Ill.	Bullen	243
Sept. 24	Four hundred yards south of station.	Chicago	Cat-boat, Chicago, Ill		
Sept. 27	Two miles southeast of station.	Muskegon	Sc. Pilot, Chicago, Ill	Jefferson	131
Sept. 30	Two hundred yards west of station.	....do	Sc. W. H. Hawkins, Chicago, Ill.	Nelson	135
Sept. 30	.....do	....do	Sc. John Bean, jr., Chicago, Ill.	Jacobson	157
Oct. 1	Six miles south of station	North Manitou Island	Bge. B. B. Icsman, Sandusky, Ohio.	Reynolds	289
Oct. 4	One-eighth of a mile west of station.	Manistee	Fish-boat, Frankfort, Mich.		
Oct. 4	Three and a half miles north of station.	Saint Joseph	Str. Emma Dwyer, Milwaukee, Wis.	Drumm	34
Oct. 9	One mile east of station	Sturgeon Bay	Scow No. 1, Sturgeon Bay, Wis.		
Oct. 15	One mile southeast of station.	Ludington	Str. Ida M. Stevens, Ludington, Mich.	Ray	23
Oct. 15	Off station	Racine	Yawl, Racine, Wis.		
Oct. 21	Two hundred and fifty-yards, southwest of station.	Muskegon	Sc. Evra Fuller, Chicago, Ill.	Christianson.	229
Oct. 21	.....do	.. do	Str. Robert Holland, Chicago, Ill.	Myers	424
Oct. 23	Six hundred and sixty-five yards west of station.	Grand Haven	St. bge. Berrien, Benton Harbor, Mich.	Phillips	115
Nov. 3	Five hundred yards southwest of station.	Muskegon	Sc. Solon H. Johnson, Marine City, Mich.	Clark	129
Nov. 4	One mile south of station	Kenosha	Scow, Chicago, Ill.		
Nov. 4	Fifty yards southeast of station.	Sturgeon Bay	Sc. George L. Wren, Chicago, Ill.	Nelson	214
Nov. 5	Three hundred and thirty-three yards southeast of station.	Kenosha	Scow and pile-driver, Kenosha, Wis.		
Nov. 5	Nine miles south of station	Sturgeon Bay	Sc. Sea Star, Racine, Wis.	Sebilskey	95
Nov. 12	One and one-half miles north of station.	Chicago	Sc. Nellie Winlack, South Haven, Mich.	Nelson	40
Nov. 17	Six hundred yards southeast of station.	Two Rivers	Sc. Nellie Redington, Cleveland, Ohio.	Andrews	817
Nov. 18	One mile north of station	Grand Point au Sable.	Sc. William Jones, Chicago, Ill.	Dall	154
Nov. 18	Two hundred yards north of station.	Ludington	Sc. Laura Miller, Glencoe, Ill.	Peterson	54
Nov. 18	Three miles south of station.	Muskegon	Sc. South Haven, Chicago, Ill.	Harris	120
Nov. 22	One thousand yards east of station.	Kenosha	Sc. Ingeborg M. Forrest, Chicago, Ill.	Sanders	174

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season of 1886–'87—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.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at stations.	Number of days' succor afforded.
Chicago, Ill.	.....	6,000	.....	6,000	5,900	100	5	5	....	....	....
Adrift	Pine edgings.	150	50	200	150	50	....	....	....	....	....
Milwaukee, Wis., to Muskegon, Mich.	.....	15,000	.....	15,000	13,500	1,500	9	9	....	....	....
Racine, Wis., on pleasure trip.	.....	250	.....	250	240	10	8	8	....	....	....
Chicago, Ill., to Ahnapee, Wis.	.....	2,500	.....	2,500	2,400	100	6	6	....	....	....
Jacksonport to Two Rivers, Wis.	Basswood bolts.	200	250	450	200	250	3	3	....	3	3
Lakeside to Chicago, Ill.	.....	500	.....	500	500	.....	5	5	....	5	5
Adrift	.....	3,000	.....	3,000	3,000	.....	(*)	....	....	....	....
Rodger's City, Mich., to Chicago, Ill.	Cedar posts.	3,000	2,000	5,000	4,800	200	9	9	....	....	....
Chicago, Ill., on pleasure trip.	.....	25	.....	25	25	.....	2	2	....	....	....
Chicago, Ill., to Muskegon, Mich.	.....	2,000	.....	2,000	1,800	200	6	6	....	....	....
.....do	.....	3,000	.....	3,000	2,500	500	6	6	....	6	12
.....do	.....	2,000	.....	2,000	500	1,500	7	7	....	7	14
Chicago, Ill., to Drummond Island, Lake Huron.	.....	4,000	.....	4,000	4,000	.....	11	11	....	....	....
Frankfort to Manistee, Mich.	.....	50	.....	50	50	.....	1	1	....	....	....
Muskegon to Saint Joseph, Mich.	.....	2,500	.....	2,500	1,700	800	4	4	....	....	....
Sturgeon Bay, Wis., to Chicago, Ill.	Cedar ties ..	700	800	1,500	450	1,050	....	....	....	....	....
From Ludington, Mich.	.....	4,000	.....	4,000	3,900	100	3	3	....	....	....
Adrift	.....	60	.....	60	60	.....	(*)	....	....	....	....
Chicago, Ill., to Muskegon, Mich.	.....	15,000	.....	15,000	13,700	1,300	8	8	....	....	....
Muskegon, Mich., to Chicago, Ill.	Lumber	35,000	72,000	107,000	106,700	300	16	16	....	....	....
Chicago, Ill., to Grand Haven, Mich.	.....	8,000	.....	8,000	8,000	.....	7	7	....	....	....
Chicago, Ill., to Pentwater, Mich.	Merchandise	6,000	500	6,500	4,000	2,500	8	8	....	7	7
Chicago, Ill., to Kenosha, Wis.	Stone	5,000	1,000	6,000	6,000	.....	(*)	....	....	....	....
Masonville, Mich., to Chicago, Ill.	Cedar posts.	3,500	1,600	5,100	5,075	25	7	7	....	....	....
From Kenosha, Wis.	.....	6,000	.....	6,000	5,900	100	5	5	....	....	....
Claybanks to Milwaukee, Wis.	Wood	2,000	120	2,120	.....	2,120	5	5	....	....	....
Muskegon, Mich., to Chicago, Ill.	Pine slabs ..	800	100	900	.....	900	3	3	....	....	....
Milwaukee, Wis., to Escanaba, Mich.	.....	30,000	.....	30,000	27,000	3,000	10	10	....	....	....
Chicago, Ill., to Grand Haven, Mich.	.....	3,000	.....	3,000	1,000	2,000	7	7	....	....	....
Chicago, Ill., to Muskegon, Mich.	.....	1,800	.....	1,800	1,770	30	3	3	....	3	3
.....do	.....	2,000	.....	2,000	700	1,300	5	5	....	....	....
White Lake, Mich., to Chicago, Ill.	Shingles	3,000	1,000	4,000	4,000	.....	6	6	....	....	....

* No one on board.

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Life-Saving Service.—Table of

DISTRICT No. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel, and where owned.	Master.	Tonnage.
1886.					
Nov. 22	Three quarters of a mile northeast of station.	Milwaukee	St. Bge. Colin Campbell, Milwaukee, Wis.	Cochrane	373
Nov. 22	One quarter of a mile east-northeast of station.	Sheboygan	Sc. Belle Walbridge, Chicago, Ill.	Melchest	271
Nov. 26	Two hundred yards west of station.	Muskegon	Sc. A. J. Mowry, Chicago, Ill.	Dishor	188
Nov. 29	Three and a half miles north of station.	Manistee	Str. Alfred P. Wright, Manistee, Mich.	Johnson	56
Dec. 1	Four miles south of station.	do	St. Bge. Maggie Marshall, Manistee, Mich.	Hanson	365
Dec. 1	do	do	Sc. Arendal, Manistee, Mich.	Anker	208
Dec. 1	Three hundred feet south of station.	Saint Joseph	Sc. Sarah Ann Johnson, Holland, Mich.	Abreson	14
Dec. 12	Two miles northeast of station.	Racine	Str. Lawrence, Grand Haven, Mich.		334
Dec. 14	Two and a half miles northeast of station.	do	Sc. Petrel, Sheboygan, Wis.	McKay	31
Dec. 17	Four miles northeast of station.	Two Rivers	Sc. Anna O. Hanson, Manistee, Mich.	Owens	185
1887.					
Apr. 5	Three quarters of a mile south of station.	Chicago	Catboat, Chicago, Ill		
Apr. 14	Two hundred yards southeast of station.	Ludington	Sc. Daisy, Ludington, Mich.	Ludwig	40
Apr. 28	Two miles southeast of station.	Chicago	Fishboat, Chicago, Ill		
May 1	One quarter mile northwest of station.	Pentwater	Sc. Carrier, Chicago, Ill.	Gunderson	187
May 3	One and one-half miles south-southeast of station.	Sheboygan	Sc. Australia, Chicago, Ill.	Mullen	159
May 9	Three hundred and thirty-five yards southeast of station.	Kenosha	Skiff, Kenosha		
May 11	One mile west by north of station.	North Manitou Island.	Sc. Henry Fitzhugh, Vermillion, Ohio.	Peterson	316
May 15	Two hundred yards east of station.	Holland	Sc. Wonder, Milwaukee, Wis.	Anderson	39
May 21	Three quarters of a mile northwest of station.	Saint Joseph	Row-boat, Benton Harbor, Mich.		
May 23	Twenty yards west of station.	Sheboygan	Skiff Pearl, Sheboygan, Wis.		
May 23	Five miles south-southeast of station.	North Manitou Island.	Str. William A. Haskell, Detroit, Mich.	Brown	1,531
June 5	Four miles north of station.	Milwaukee	Sc. Black Hawk, Milwaukee, Wis.	Nelson	172
June 6	Fox Point	do	Str. George Burnham, Milwaukee, Wis.	Mabee	333
June 6	do	do	Sc. C. N. Johnson, Marine City, Mich.	Matteson	288
June 6	Seven miles north of station.	do	Sc. Quickstep, Lakeside, Mich.	Becker	282
June 7	Four hundred yards east of station.	Evanston	Small boat (shell), Evanston, Ill.		
June 8	One and one quarter miles southeast of station.	Racine	Sail-boat, Racine, Wis.		
June 9	Two and one-half miles north of station.	Evanston	Sc. Sunrise, Chicago, Ill.	O'Conner	439
June 10	Two hundred yards east of station.	Holland	Sc. Daisy, Ludington, Mich.	Ludwig	42
June 11	Fifty yards west of station.	Sheboygan	Sc. Eliza, Milwaukee, Wis.	McGraw	30
June 13	Seven hundred and thirty yards west-northwest of station.	Saint Joseph	Sail-boat, Saint Joseph, Mich.		

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casualties, season of 1886–'87—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.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at station.	Number of days' succor afforded.
Ludington, Mich., to Chicago, Ill.	Lumber	$20,000	$4,500	$24,500	$23,500	$1,000	14	14	....	....	....
Sturgeon Bay, Wis., to Chicago, Ill.	Lumber and telegraph poles.	3,000	6,000	9,000	1,000	8,000	8	8	....	....	....
Chicago, Ill., to Muskegon, Mich.	.....	4,000	.....	4,000	4,000	.....	6	6	....	....	....
Pierport to Manistee, Mich.	.....	7,000	.....	7,000	3,000	4,000	5	5	....	....	....
Chicago, Ill., to Manistee, Mich.	.....	20,000	.....	20,000	17,000	3,000	14	14	....	....	....
.....do.....	Oats	3,000	3,000	6,000	5,000	1,000	6	6	....	....	....
White Lake to St. Joseph, Mich.	Lumber	500	100	600	300	300	2	2	....	....	....
Saint Ignace, Mich., to Racine, Wis.	Lumber and merchandise.	17,000	3,500	20,500	20,500	.....	23	23	....	....	....
Kewaunee to Racine, Wis.	.....	1,200	.....	1,200	1,150	50	2	2	....	....	....
South Frankfort, Mich., to Milwaukee, Wis.	Lumber	8,000	2,000	10,000	7,200	2,800	7	7	....	....	....
From Chicago, Ill	.....	75	.....	75	75	.....	1	1	....	....	....
Ludington to Saint Joseph, Mich.	Salt and ties.	700	300	1,000	980	20	4	4	....	....	...
Chicago, Ill., to Fishing Grounds.	.....	55	.....	55	55	.....	2	2	....	....	....
Chicago, Ill., to Pentwater, Mich.	.....	5,000	.....	5,000	3,000	2,000	6	6	....	....	....
Ahnapee, Wis., to Chicago, Ill.	Cedar posts and hemlock ties.	1,500	1,200	2,700	2,300	400	6	6	....	...	....
From Kenosha, Wis ...	.....	15	.....	15	15	.....	4	4	....	....	....
Chicago, Ill., to Sandusky, Ohio.	Wheat.....	7,500	18,365	25,865	25,340	525	7	7	....	....	....
Holland, Mich., to Milwaukee, Wis.	Staves and heads.	1,500	2,000	3,500	3,500	.....	3	3	....	....	....
Benton Harbor, Mich., fishing.	.....	20	.....	20	20	.....	2	2	....	....	....
Adrift	.....	75	.....	75	75	.....	(*)	....	....	....	....
Oscoda, Mich., to Chicago, Ill.	Salt.....	115,000	1,755	116,755	116,755	.....	20	20	....	....	....
Garden Bay to Milwaukee, Wis.	Lumber	3,000	2,000	5,000	5,000	.....	5	5	....	....	....
Sandusky, Ohio, to Milwaukee, Wis.	Coal	25,000	2,000	27,000	27,000	.....	11	11	....	....	....
.....do.....	...do	8,000	1,500	9,500	9,470	30	7	7	....	....	....
Muskegon, Mich., to Milwaukee, Wis.	Lumber ...	12,000	6,000	18,000	18,000	.....	8	8	....	....	....
Evanston, Ill., on pleasure trip.	.....	175	.....	175	175	.....	2	2	....	....	....
From Racine, Wis	.....	25	.....	25	25	.....	1	1	....	....	....
Buffalo, N. Y., to Chicago, Ill.	Coal	16,000	4,200	20,200	18,700	1,500	8	8	....	....	....
Holland, Mich., to Saint Joseph, Mich.	Shingles	700	300	1,000	1,000	.....	3	3	....	....	....
Frankfort, Mich., to Sheboygan, Wis.	Lumber	600	260	860	845	15	2	2	....	....	....
Saint Joseph, Mich., on pleasure trip.	.....	65	.....	65	65	.....	2	2	....	....	....

* No one on board.

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Life-Saving Service.—Table of

DISTRICT No. 11.—EMBRACING

Date.	Place.	Name of station.	Name of vessel, and where owned.	Master.	Tonnage.
1887.					
June 15	One-half mile north of station.	North Manitou Island.	Sloop, North Manitou Island, Mich.	.....	.....
June 18	Beaver Harbor.....	Beaver Island	Sc. L. M. Mason, Chicago, Ill.	Vinson ...	250
June 20	One-half mile east of station.	South Haven	Str. Myrtle L. McChier, Saint Joseph, Mich.	Bowen....	14
June 22	One and one-half miles northeast of station.	Two Rivers.....	Sloop, Manitowoc, Wis.	.....	.....
June 29	Four hundred and fifty yards west of station.	Chicago.....	Row-boat, Chicago, Ill.	.....	.....
	Total	.....	.....	.....	.....

DISTRICT No. 12—EMBRACING

1887.					
July 23	Three miles southwest of station.	Cape Disappointment.	Bk. William H. Besse, Wareham, Mass.	Gibbs.....	1027
Aug. 12	Two miles southwest of station.	....do	Pile-driver, Astoria, Oregon.	.....	.....
Aug. 26	.....do	....do	Cat-boat	.....	.....
Dec. 16	Three and a half miles east-southeast of station.	Shoalwater Bay...	Sc. Jessie Nickerson, San Francisco, Cal.	Tibbetts ..	185
Dec. 17	One-quarter mile south of station.	Golden Gate Park.	Bk. Atlantic, New Bedford, Mass.	Warren...	292
1887.					
Jan. 15	Point Lobos	....do	Sc. Parallel, San Francisco, Cal.	Miller	149
Jan. 23	Three-quarters of a mile north-northwest of station.	....do	Small boat.....	.....	.....
Feb. 3	Off bar, entrance to Coos Bay.	Cape Arago.....	Str. Dawn, Astoria, Oregon.	Church ...	27
May 3	One mile northeast of station.	Cape Disappointment.	Fishing-smack, Astoria, Oregon.	.....	.....
May 6	Sand Island.....	....do	....do	.....	.....
May 13	Sand Spit, 2 miles southeast of station.	....do	Fishing-smack, Cathlamett, W. T.	.....	.....
May 20	Sand Island.....	....do	Fishing-smack, Astoria, Oregon.	.....	.....
June 6	One-quarter mile west of station.	....do	Fishing-smack, Clifton, Oregon.	.....	.....
June 9	Peacock Spit	....do	Fishing-smack, Ilwaco, Wash. Ter.	.....	.....
June 11	.....do	....do	Fishing-smack, Knapton, Wash. Ter.	.....	.....
June 17	.....do	....do	Fishing-smack, Astoria, Oregon.	.....	.....
June 19	.....do	....do	Fishing-smack, Ilwaco, Wash. Ter.	.....	.....
June 21	.....do	....do	Fishing-smack, Astoria, Oregon.	.....	.....
	Total	.....	.....	.....	.....

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casualties, season of 1886–'87—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.	Number of persons on board.	Number of persons saved.	Number of persons lost.	Number of persons succored at station.	Number of days' succor afforded.
.....	.....	$35	.....	$35	$35	.....	1	1	....	....	....
Chicago, Ill., to Middleton, Canada.	Oats	8,000	$8,600	16,600	16,600	.....	7	7	....	....	....
Lying in South Haven Harbor, Mich.	Beer	2,000	50	2,050	2,050	.....	2	2	....	....	....
Kewaunee to Manitowoc, Wis.	.....	40	.....	40	40	.....	1	1	....	....	....
From Chicago, Ill	.....	40	.....	40	40	.....	4	4	....	....	....
....	.....	514,355	173,170	687,525	639,905	$47,620	472	472	....	32	45

PACIFIC COAST.

New York to Portland, Oregon.	Railroad iron	$30,000	$50,000	$80,000	.....	$80,000	17	17	....	17	17
Adrift.....	.....	1,200	.....	1,200	$1,200	.....	(*)	....	....	....	....
....do.....	.....	150	.....	150	150	.....	(*)	....	....	....	....
Sunshine, Wash. Ter., to San Francisco, Cal.	Lumber....	10,000	3,000	13,000	.....	13,000	6	6	....	....	....
San Francisco, Cal., on whaling voyage.	Whaling stores.	12,000	16,000	28,000	1,500	26,500	38	11	27	2	2
San Francisco, Cal., to Astoria, Oregon.	Merchandise and giant powder.	8,000	16,000	24,000	.....	24,000	8	8	....	....	....
....	.....	50	.....	50	50	.....	2	2	....	....	....
Disabled and drifting to sea.	.....	1,800	.....	1,800	.....	1,800	2	2	....	....	....
Adrift.....	.....	75	.....	75	75	.....	(*)	....	....	....	....
....do.....	Net.....	250	200	450	430	20	(*)	....	....	....	....
Cathlamett to Cape Disappointment, W. T.	Fish	200	400	600	530	70	2	1	1	1	1
Astoria, Oregon, to Sand Island.	....do	300	.....	300	300	.....	4	4	....	....	....
Clifton, Oregon, fishing.	....do	300	350	650	650	.....	2	2	....	2	4
Ilwaco, Wash. Ter., fishing.	....do	200	300	500	480	20	2	2	....	2	2
Knapton, Wash. Ter., fishing.	....do	250	300	550	430	120	2	2	....	2	2
Astoria, Oregon, fishing.	....do	250	400	650	470	180	2	2	....	2	2
Ilwaco, Wash. Ter., fishing.	....do	200	300	500	.....	500	2	2	....	....	....
Astoria, Oregon, fishing.	....do	200	350	550	460	90	2	2	....	2	2
....	.....	65,425	87,600	153,025	6,725	146,300	91	63	28	30	32

*No one on board.

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Life-Saving Service.—Table of casualties,

RECAPITU

Districts.	Total number of disasters.	Total value of vessels.	Total value of cargoes.
District No. 1	41	$102,025	$28,060
District No. 2	40	696,250	217,420
District No. 3	41	1,121,160	545,660
District No. 4	64	422,585	268,710
District No. 5	41	506,800	205,840
District No. 6	18	269,275	187,510
District No. 7	5	112,800	100,590
District No. 8	13	311,575	198,000
District No. 9	53	172,565	48,265
District No. 10	39	581,650	235,240
District No. 11	94	514,355	173,170
District No. 12	18	65,425	87,600
Aggregate	467	4,876,465	2,296,065

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season of 1886–'87—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.
$130,085	$107,165	$22,920	191	191	.....	57	200	10
918,670	854,070	59,600	766	763	3	81	148	10
1,666,820	1,410,850	255,970	2,040	2,040	.....	192	510	7
691,295	559,265	132,030	894	892	2	114	332	12
712,640	528,180	184,460	1,304	1,304	.....	88	266	9
456,785	301,535	155,250	141	119	22	36	129	8
213,390	175,690	37,700	38	38	.....	2	4	2
509,575	443,975	65,600	138	138	.....	52	154	3
220,830	190,060	30,770	271	268	3	10	10	2
816,890	664,315	152,575	255	255	.....	39	59	1
687,525	639,905	47,620	472	472	.....	35	48	8
153,025	6,725	146,300	91	63	28	31	34	5
7,172,530	5,881,735	1,290,795	6,601	6,543	58	*737	*1,894	72

*These figures include 108 persons to whom succor was given, who were not on board the vessels embraced in the tables, and 215 days of such succor, as follows:

District No. 1, 5 persons 10 days.
District No. 2, 4 persons 4 days.
District No. 3, 13 persons 20 days.
District No. 4, 9 persons 9 days.
District No. 6, 17 persons 18 days.
District No. 8, 43 persons 136 days.
District No. 10, 13 persons 13 days.
District No. 11, 3 persons 3 days.
District No. 12, 1 person 2 days.

Total..... 108 persons 215 days.

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APPROPRIATIONS AND EXPENDITURES.

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STATEMENT

SHOWING THE

APPROPRIATIONS AND EXPENDITURES FOR THE MAINTENANCE OF THE LIFE-SAVING SERVICE FOR THE FISCAL YEAR ENDING JUNE 30, 1887.

Appropriation.—Life-Saving Service, 1887.

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 twenty-three keepers of life-saving and life-boat stations and houses of refuge		156,100.00
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, or in any effort to save persons from drowning, 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; traveling 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; for draught animals and maintenance of same; 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		738,000.00
Total		914,900.00

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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, 1886, to June 30, 1887	$1,500.00	
District No. 2, July 1, 1886, to June 30, 1887	1,500.00	
District No. 3, July 1, 1886, to June 30, 1887	1,800.00	
District No. 4, July 1, 1886, to June 30, 1887	1,800.00	
District No. 5, July 1, 1886, to June 30, 1887	1,500.00	
District No. 6, July 1, 1886, to March 31, 1887	1,350.00	
District No. 7, July 1, 1886, to June 30, 1887	1,200.00	
District No. 8, July 1, 1886, to June 30, 1887	1,500.00	
District No. 9, July 1, 1886, to June 30, 1887	1,800.00	
District No. 10, July 1, 1886, to June 30, 1887	1,800.00	
District No. 11, July 1, 1886, to June 30, 1887	1,800.00	
District No. 12, July 1, 1886, to June 30, 1887	1,800.00	
Salary of assistant superintendent, District No. 3, from July 1, 1886, to June 30, 1887	1,000.00	
		$20,350.00
Salaries of 214 keepers, Districts 1 to 12, inclusive, quarter ending September 30, 1886	35,121.49	
Salaries of 212 keepers, Districts 1 to 12, inclusive, quarter ending December 31, 1886	35,305.57	
Salaries of 216 keepers, Districts 1 to 12, inclusive, quarter ending March 31, 1887	35,632.24	
Salaries of 186 keepers, Districts 1, 2, 3, 4, 5, 7, 8, 9, 10, 11, and 12, quarter ending June 30, 1887	31,563.46	
		137,622.76
Pay of surfmen in District No. 1, from September 1, 1886, to April 30, 1887	21,200.00	
Pay of surfmen in District No. 2, from September 1, 1886, to April 30, 1887	48,900.00	
Pay of surfmen in District No. 3, from September 1, 1886, to April 30, 1887	98,169.35	
Pay of surfmen in District No. 4, from September 1, 1886, to April 30, 1887	106,271.53	
Pay of surfmen in District No. 5, from September 1, 1886, to April 30, 1887	39,900.00	
Pay of surfmen in District No. 6, from September 1, 1886, to April 30, 1887	71,450.00	
Pay of surfmen in District No. 7, from September 1, 1886, to April 30, 1887	4,582.41	
Pay of surfmen in District No. 8, from September 1, 1886, to April 30, 1887	12,457.97	
Pay of surfmen in District No. 9, from July 1, 1886, to June 30, 1887	24,135.38	
Pay of surfmen in District No. 10, from July 1 to December 9, 1886, and from April 16 to June 30, 1887	35,312.64	
Pay of surfmen in District No. 11, from July 1 to December 15, 1886, and from April 1 to June 30, 1887	49,400.22	
Pay of surfmen in District No. 12, from July 1, 1886, to June 30, 1887	11,898.44	
Pay of surfmen as acting keepers—		
Crumple Island Station, District No 1, from July 29 to August 19, 1886	35.49	
Parmet River Station, District No. 2, from July 1 to August 18, 1886	79.03	
Moriches Station, District No. 3, from July 1 to August 22, 1886	85.48	
Jones's Beach Station, District No. 3, from July 1 to August 19, 1886	80.65	
Spring Lake Station, District No. 4, from July 1 to August 22, 1886	85.48	
Harvey's Cedars Station, District No. 4, from May 1 to June 30, 1887	100.00	
Townsend's Inlet Station, District No. 4, from July 28 to August 15, 1886	30.64	
Cape May Station, District No. 4, from July 1 to July 30, 1886	48.39	
Seatack Station, District No. 6, from July 1 to August 31, 1886	100.00	

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Pay of surfmen as acting keepers—Continued.		
Sabine Pass Station, District No. 8, from November 4, 1886, to June 30, 1887	$395.00	
Saluria Station, District No. 8, from July 1 to August 31, 1886, and from May 1 to June 30, 1887	200.00	
Aransas Station, District No. 8, from July 10 to July 31, 1886	35.48	
Grand Point au Sable Station, District No. 11, from December 1, 1886, to January 8, 1887	79.03	
Pay of volunteer surfmen for assistance rendered the keepers and crews of certain stations at wrecks which occurred during the active season—		
District No. 3	9.66	
District No. 4	6.00	
District No. 5	18.00	
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the stations—		
District No. 1	218.00	
District No. 2	18.00	
District No. 3	87.00	
District No. 4	207.00	
District No. 5	54.00	
District No. 8	78.00	
District No. 9	3.00	
District No. 11	149.00	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882	5,043.30	
		$530,923.57
Pay of volunteer surfmen in District No. 9 for drill and exercise	216.00	
Pay of volunteer surfmen for services at disasters—		
District No. 9	90.00	
District No. 12	18.00	
		324.00
Apparatus	12,426.84	
Books, charts, stationery, advertising, etc	894.87	
Care of stations	3.23	
Compensation for special services, labor, etc	8,887.82	
Draught animals	5,170.59	
Equipments	3,143.91	
Freight, packing, storage, etc	2,889.77	
Fuel and water for stations	12,295.23	
Furniture	4,901.03	
Lithographing and engraving	523.50	
Medals	747.45	
Medical services	32.00	
Medicines	23.10	
Protection of stations from encroachment of the sea	77.00	
Rebuilding, repair, and improvement of stations	22,759.89	
Recording conveyances	12.87	
Removal of stations	2,257.00	
Rent of offices of inspector and superintendents	1,468.17	
Repairs of apparatus, equipments, and furniture	1,574.03	
Sites for stations	2,214.60	
Subsistence of persons rescued from wrecked vessels	135.20	
Supplies	10,263.59	
Transporting apparatus to and from wrecks, where horses are not kept	280.50	
Traveling expenses of officers	8,732.87	
Pay of disabled keepers, under the provisions of section 7 of the act approved May 4, 1882	808.33	
Pay of widows and others, under the provisions of section 8 of the act approved May 4, 1882	2,768.89	
		105,292.28
Total expenditures from appropriation "Life-Saving Service, 1887"		794,512.61
Balance of available funds July 1, 1887		120,387.39
		914,900.00

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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, 1886	$75,779.88
To which repayments have been made amounting to	5,130.01
Total available funds	80,909.89

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, 1886," available as above		$80,909.89
Salary of superintendent of the Seventh Life-Saving District, from April 1 to June 30, 1886	$300.00	
Pay of 12 keepers, District No. 7, between April 1 and June 30, 1886	968.53	
Pay of one keeper, Shark River Station, District No. 4, from October 1, 1885, to January 13, 1886	200.28	
Pay of one keeper, Sheboygan Station, District No. 11, from January 17 to 22, 1886, both inclusive	11.54	
Pay of 3 surfmen, Fourth District, from January 1 to February 10, 1886	203.58	
Pay of one surfman Third District, balance due for quarter ending June 30, 1886, on account of short payment on pay-roll	2.00	
Pay of surfmen for services at wrecks which occurred at periods when crews were not required to reside at the station—		
District No. 1	84.00	
District No. 3	123.00	
District No. 4	66.00	
District No. 5	15.00	
Pay of disabled surfmen, under the provisions of section 7 of the act approved May 4, 1882	1,999.88	
		3,973.81
Pay of volunteer crews for services at wrecks		30.00
Apparatus	5,957.83	
Books, charts, stationery, advertising, etc	71.21	
Compensation for special services, labor, etc	364.79	
Equipments	372.66	
Freight, packing, storage, telegraphing, etc	282.63	
Fuel and water	148.20	
Furniture, supplies, etc	507.41	
Lithographing and engraving	9.50	
Medals	8.50	
Rebuilding, repair, and improvement of stations	28,705.80	
Recording conveyances	1.50	
Rents of offices of inspector and superintendents	483.00	
Repairs of apparatus, equipments, and furniture	81.50	
Sites for stations	1,015.70	
Subsistence of persons rescued from wrecked vessels	21.60	
Transporting apparatus to and from wrecks where horses are not kept	5.00	
Traveling expenses of officers	982.56	
Pay of disabled keepers under the provisions of section 7 of the act approved May 4, 1882	429.92	
Pay of widows and others under the provisions of section 8 of the act approved May 4, 1882	1,896.42	
		41,345.73
Total expenditures from appropriation "Life-saving Service, 1886"		45,349.54
Balance of available funds July 1, 1887		35,560.35
		80,909.89

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There also remained unexpended at the beginning of the fiscal year from appropriation of 1885, the following:

"Life-Saving Service, 1885,"	$38,153.50
To which repayments have been made amounting to	426.30
Total available funds	38,579.80

The expenditures from this balance during the last year, made in payment of indebtedness standing over from the fiscal year ending June 30, 1885, were as follows:

"Life-Saving Service, 1885," available as above		$38,579.80
Freight, packing, storage, telegraphing, etc	$1.00	
Furniture, supplies, etc	46.80	
Sites for stations	6.00	
Pay of disabled surfmen under the provisions of section 7 of the act approved May 4, 1882	206.46	
Pay of widows and others, under the provisions of section 8 of the act approved May 4, 1882	763.76	
Total expenditures from appropriation "Life-Saving Service, 1885,"		1,024.02
Balance unexpended and carried to surplus fund June 30, 1887		37,555.78

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, 1886	$2,204.94
Which sum has been increased by amounts realized from sales of public property belonging to the Life-Saving Service, condemned and sold in conformity with provisions of law	344.50
Total available funds	2,549.44

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, 1887, were, therefore, as follows:

"Life-Saving Service, 1887"		$794,512.61
"Life-Saving Service, 1886"		45,349.54
"Life-Saving Service, 1885"		1,024.02
		840,886.17
Less the following:		
Repayments to appropriations, "Life-Saving Service, 1885 and 1886"	$5,556.31	
Excess of deposits, appropriation "Rebuilding and improving life-saving stations proceeds of sales"	344.50	
		5,900.81
Total net expenditures of the service		834,985.36

There remained standing to the credit of the respective appropriations at the close of the fiscal year ending June 30, 1887, available, as heretofore stated, the following balances:

"Life-Saving Service, 1886"	$35,560.35
"Life-Saving Service, 1887"	120,387.39
"Rebuilding and improving life-saving stations, proceeds of sales"	2,549.44

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The foregoing statement of the net expenditures for the maintenance of the Life-Saving Service for the fiscal year ending June 30, 1887, differs from the expenditures by warrants in the following particulars:

Net expenditures by warrants			$836,201.35
From which should be deducted the amount in hands of disbursing clerk June 30, 1887:			
"Life-Saving Service, 1886"		$210.52	
"Life-Saving Service, 1887"		1,811.75	
Amounts reappropriated and expended by warrant not included in the foregoing statement		17.95	
		2,040.22	
Less the following:			
Amount in hands of disbursing clerk June 30, 1886, as shown on page 354 of the report for that year	$819.48		
Amount realized from the sale of life-saving property and turned into the Treasury on account of "miscellaneous receipts"	4.75		
		824.23	
			1,215.99
Net expenditures from the appropriations during the year			834,985.36

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	$38,480.00

EXPENDITURES.

Compensation of officers and employés in office of Life-Saving Service	$37,967.87	
Amount in hands of disbursing clerk unexpended	512.13	
		38,480.00

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INSTRUCTIONS TO MARINERS IN CASE OF SHIPWRECK.

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INSTRUCTIONS TO MARINERS IN CASE OF SHIPWRECK,

WITH

INFORMATION CONCERNING THE LIFE-SAVING STATIONS UPON THE COASTS OF THE UNITED STATES.

Prepared by Lieut. 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, etc.

Houses of refuge are supplied with boats, provisions, and restoratives, but not manned by crews; a keeper, however, resides in each throughout the year, who, after every storm, is required to make extended excursions along the coast with a view of ascertaining 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.

* Destroyed by fire.

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All services are performed by the life-saving crews without other compensation than their wages from the Government, though, in view of the meagerness 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 sea-farers 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 partol 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 ship's 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.

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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, etc. Therefore, if you have been driven into the rigging where but one or two men can work to advantage, cut the shot-line and run it through some available block, such as the throat or peak-halyards' block or any block which will afford a clear lead, or even between the ratlines, that as many as possible may assist in hauling.

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

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

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

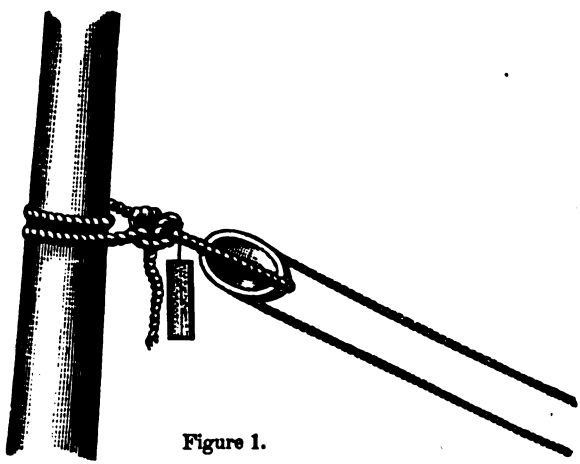


Figure 1.

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 two feet above the tail-block; see all clear, and that the rope in the block runs free, and show signal to the shore."

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

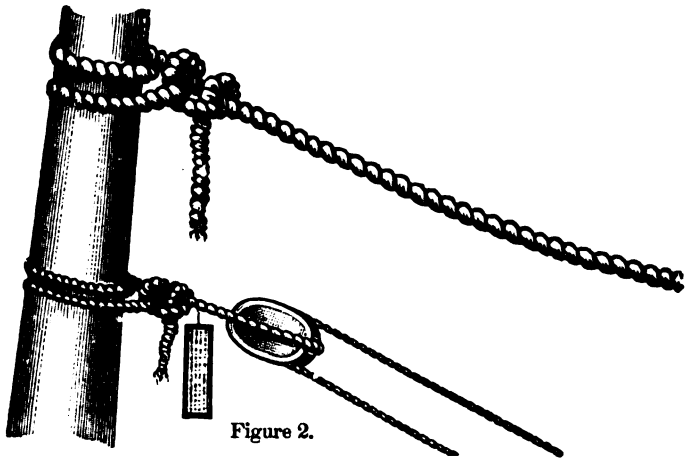


Figure 2.

Take particular care that there are no turns of the whip-line round the hawser, to 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 signal seen by the life-saving crew, they will haul the hawser taut and by means of the whip will haul off to your ship a breeches-buoy suspended from a traveler-block, or a life-car from rings, running on the hawser.

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

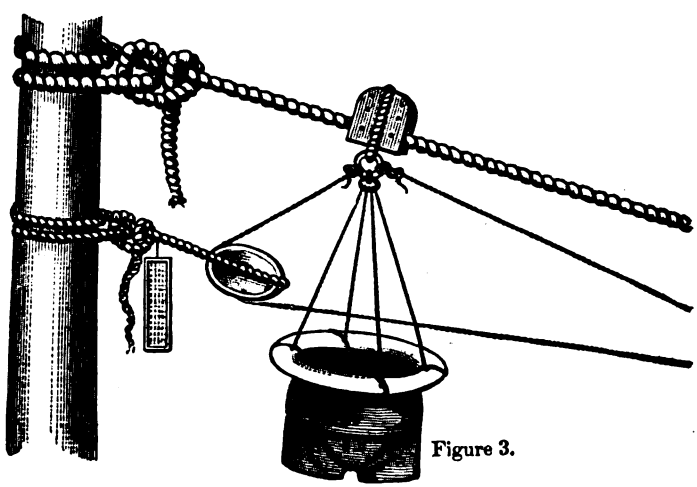


Figure 3.

If the breeches-buoy be sent, let one man immediately get into it, thrusting his legs through the breeches. If the life-car, remove the hatch, place as many persons into it as it will hold (four to six), and

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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 signaling as directed in the foregoing instructions, if in the daytime, let one man separate himself from the rest and swing his hat, a handkerchief, or his hand; if at night, the showing of a light, and concealing it once or twice, will be understood; and like signals will be made from the shore.

Circumstances may arise, owing to the strength 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.

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LIST OF LIFE-SAVING DISTRICTS AND STATIONS

IN

THE UNITED STATES.

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LIFE-SAVING DISTRICTS AND STATIONS IN THE UNITED STATES.

FIRST DISTRICT.

COAST 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.	Little Cranberry Island, off Mount Desert.	44 15 20	68 12 50
White Head	Me.	On southwest end White Head Island	43 58 40	69 07 50
Hunniwell's Beach	Me.	On west side mouth Kennebec River	43 44 40	69 46 50
Cape Elizabeth	Me.	Near the Lights	43 33 58	70 12 02
Fletcher's Neck	Me.	Biddeford Pool, Fletcher's Neck	43 26 30	70 20 30
Jerry's Point	N. H.	Southeast point Great Island, Portsmouth Harbor.	43 03 30	70 42 45
Rye Beach	N. H.	North end of 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's Neck	Mass.	Near Annisquam light	42 40 10	70 40 20
North Scituate	Mass.	2½ miles south of Minot's Ledge light	42 04 00	70 45 30
Fourth Cliff	Mass.	South end of Fourth Cliff, Scituate	42 09 30	70 42 10
Gurnet	Mass.	4½ miles northeast of Plymouth	42 00 10	70 36 10
Manomet Point	Mass.	6½ miles southeast of Plymouth	41 55 30	70 32 40
Race Point	Mass.	⅝ mile northeast of Race Point light	42 04 10	70 14 20
Peaked Hill Bars	Mass.	2½ miles northeast of Provincetown	42 04 30	70 09 10
High Head	Mass.	3½ miles northwest of Highland light	42 03 40	70 06 30
Highland	Mass.	⅞ mile northwest of Highland light	42 02 50	70 04 20
Parmet 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
Nauset	Mass.	1¾ miles south of Nauset lights	41 50 30	69 56 40
Orleans	Mass.	Abreast of Ponchet Island	41 45 30	69 56 00
Chatham	Mass.	On beach abreast of Chatham	41 43 10	69 55 40
Monomoy	Mass.	2½ 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.

COAST 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.

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THIRD DISTRICT—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.	3½ 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 of Napeague Harbor	40 59 45	72 02 40
Amagansett	N. Y.	Abreast of the village	40 58 00	72 08 20
Georgica	N. Y.	1 mile south of village of East Hampton	40 56 40	72 11 40
Mecox	N. Y.	2 miles south of the village of Bridgehampton.	40 54 10	72 18 00
Southampton	N. Y.	½ mile south of the village	40 52 10	72 23 40
Shinnecock	N. Y.	2 miles southeast of Shinnecock light	40 50 40	72 27 50
Tiana	N. Y.	2 miles southwest of Shinnecock light	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.	8 miles east of Fire Island light	40 39 40	73 04 20
Point of Woods	N. Y.	4 miles east of Fire Island light	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 30
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 vilage 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.	2½ miles south of Sandy Hook light	40 25 40	73 59 00
Seabright	N. J.	About a mile south of Navesink light	40 22 50	73 58 30
Monmouth Beach	N. J.	About a mile south of Seabright	40 20 30	73 58 30
Long Branch	N. J.	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

* Obtained from latest Coast-Survey charts.

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FOURTH DISTRICT—Continued.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude west.
			° ′ ″	° ′ ″
Spring Lake	N. J.	2⅓ 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
Bayhead	N. J.	At the head of Barnegat Bay	40 04 00	74 02 40
Mantoloking	N. J.	2½ miles south of head of Barnegat Bay	40 01 40	74 03 10
Chadwick's	N. J.	5 miles south of 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.	5⅜ miles north of Barnegat Inlet	39 51 10	74 05 10
Forked River	N. J.	2 miles north of Barnegat Inlet	39 48 10	74 05 40
Barnegat	N. J.	South side of Barnegat Inlet	39 45 30	74 06 10
Loveladies Island	N. J.	2½ miles south of Barnegat Inlet	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
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.	2¾ miles south of Absecom light	39 20 50	74 27 40
Great Egg	N. J.	6¾ miles south of Absecom light	39 19 00	74 31 10
Ocean City	N. J.	South side of Egg Harbor 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.	3½ 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 northeast of Cape May City	38 58 40	74 49 50
Turtle Gut	N. J.	4 miles northeast of Cape May City	38 57 10	74 51 10
Cold Spring	N. J.	1 mile east 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.

COAST 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 of Cape Henlopen light	38 45 50	75 04 50
Rehoboth Beach	Del.	Opposite north end of Rehoboth Bay	38 41 30	75 04 20
Indian River Inlet	Del.	North of Inlet	38 37 50	75 03 40
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 northeast of Assateague light	38 04 30	75 12 50
Pope's Island	Va.	10 miles northeast of Assateague light	38 00 20	75 15 40
Assateague Beach	Va.	1⅛ miles south of Assateague light	37 53 40	75 21 40

* Obtained from latest Coast-Survey charts.

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FIFTH DISTRICT—Continued.

Name of station.	State.	Locality.	Approximate position.* Latitude, north.	Approximate position.* Longitude, west.
			° ′ ″	° ′ ″
Wallop's Beach	Va	½ mile 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.

COAST 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 52 50
Wash Woods	N. C	On beach abreast of Knott's Island	36 32 00	75 52 10
Currituck Inlet	N. C	5¾ miles north of Currituck Beach light	36 27 30	75 50 40
Whale's Head	N. C	¾ mile north of Currituck Beach light	36 23 20	75 49 40
Poyner's Hill	N. C	6½ miles south of Currituck Beach light	36 17 10	75 48 00
Caffey's Inlet	N. C	10¾ 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	4½ miles south of Kitty Hawk	36 00 10	75 39 40
Nag's Head	N. C	9 miles north of Oregon Inlet	35 56 00	75 36 40
Bodie's Island	N. C	¾ 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 30	75 32 10
Pea Island	N. C	2 miles north of New Inlet	35 43 15	75 29 30
New Inlet	N. C	½ mile south of New Inlet	35 40 40	75 29 00
Chicamicomico	N. C	5 miles south of New Inlet	35 36 40	75 27 50
Gull Shoal	N. C	11¾ miles south of New Inlet	35 29 50	75 28 40
Little Kinnakeet	N. C	11¼ 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 Cape Hatteras light	35 14 20	75 31 20
Creed's Hill	N. C	4 miles west of Cape Hatteras light	35 14 30	75 35 15
Durant's	N. C	3 miles east of Hatteras Inlet	35 12 35	75 41 10
Ocracoke	N. C	2½ miles west of Hatteras Inlet	36 11 00	75 46 10
Cape Lookout	N. C	1½ miles south of Cape Lookout light	34 36 30	76 32 20
Cape Fear	N. C	On Smith's Island, Cape Fear	33 50 30	77 57 20

* Obtained from latest Coast-Survey charts.

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SEVENTH DISTRICT.

COAST OF SOUTH CAROLINA, GEORGIA, AND EASTERN FLORIDA.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
			° ′ ″	° ′ ″
Morris Island	S. C.	Near Charleston light	32 42 00	79 52 30
Smith's Creek†	Fla	20 miles south of Matanzas Inlet	29 26 10	81 06 15
Mosquito Lagoon†	Fla	On beach outside the lagoon	28 51 30	80 46 20
Chester Shoal†	Fla	11 miles north of Cape Canaveral	28 36 40	80 35 50
Cape Malabar†	Fla	20 miles south of Cape Canaveral	28 03 10	80 32 45
Bethel Creek†	Fla	11 miles north of Indian River Inlet	27 40 00	80 21 20
Indian River Inlet†	Fla	South side of inlet	27 29 45	80 17 50
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 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	10 miles north of Boca Rattones, Narrows Cut.	25 54 10	80 08 00

EIGHTH DISTRICT.

GULF COAST OF UNITED STATES.

Santa Rosa	Fla	3 miles east of Fort Pickens	30 19 00	87 14 30
Sabine Pass	Tex.	East side of Pass	29 43 00	93 50 00
San Luis	Tex.	West end 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.	East side entrance of Oswego Harbor, Lake Ontario.	.....	.....
Charlotte	N. Y.	East side entrance of Charlotte Harbor, Lake Ontario.	.....	.....
Buffalo	N. Y.	South side entrance of Buffalo Harbor, Lake Erie.	.....	.....
Erie	Pa	North side entrance of Erie Harbor, Lake Erie.	.....	.....
Fairport	Ohio	West side entrance of Fairport Harbor, Lake Erie.	.....	.....
Cleveland	Ohio	West side entrance of Cleveland Harbor, Lake Erie.	.....	.....
Point Marblehead	Ohio	Point Marblehead, near Quarry Docks, Lake Erie.	.....	.....
Louisville	Ky.	Falls of the Ohio River, Louisville, Ky.	.....	.....

* Obtained from latest Coast-Survey charts.
† House of refuge. No crew employed.
‡ Destroyed by fire.

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TENTH DISTRICT.

LAKES HURON AND SUPERIOR.

Name of station.	State.	Locality.	Approximate position.	
			Latitude, north.	Longitude, west.
			° ′ ″	° ′ ″
Sand Beach	Mich	Inside Sand Beach Harbor, Lake Huron		
Point aux Barques	Mich	Near light, Lake Huron		
Grindstone City	Mich	1 mile northwest of City, Lake Huron		
Ottawa Point	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 Betsey	Mich	Near light		
Frankfort	Mich	South side entrance of harbor		
Manistee	Mich	North side entrance of harbor		
Grand Point au Sable	Mich	1 mile south of light		
Ludington	Mich	North side entrance of harbor		
Pent Water	Mich	North side entrance of harbor		
White River	Mich	North side entrance of White Lake		
Muskegon	Mich	North side entrance of harbor, Port Sherman.		
Grand Haven	Mich	North side entrance of harbor		
Holland	Mich	In the harbor, south side		
South Haven	Mich	North side entrance of harbor		
Saint Joseph	Mich	In the harbor, north side		
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, south side		
Sheboygan	Wis	In the harbor, east side		
Two Rivers	Wis	North side entrace of harbor		
Sturgeon Bay	Wis	Eastern entrance of canal, north side		

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TWELFTH DISTRICT.

PACIFIC COAST.

Name of station.	State.	Locality.	Approximate position.*	
			Latitude, north.	Longitude, west.
			° ′ ″	° ′ ″
Neah Bay	Wash	On Indian reservation	48 22 00	124 38 20
Shoalwater Bay	Wash	Near light-house boat-landing	46 43 30	124 03 00
Cape Disappointment	Wash	Baker's Bay, 1½ miles northeast of light	46 16 40	124 02 00
Cape Arago	Oregon	Entrance of 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, ¾ mile south Point Lobos.	37 45 50	122 30 30

* Obtained from latest Coast-Survey charts. † Destroyed by fire.

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DIRECTIONS

FOR

RESTORING THE APPARENTLY DROWNED.

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DIRECTIONS

FOR

RESTORING THE APPARENTLY DROWNED.

RULE I. *Arouse the patient.*—Unless in danger of freezing, do not move the patient, but instantly expose the face to a current of fresh air, wipe dry the mouth and nostrils, rip the clothing so as to expose the chest and waist, and give two or three quick smarting slaps on the stomach and chest with the open hand. If, however, there is reason to believe that considerable time has elapsed since the patient became insensible, do not lose further time by practicing Rule I, but proceed immediately to Rule II. After loosening clothing, etc., if the patient does not revive, then proceed thus:

RULE II. *To expel water, etc., from the stomach and chest.*—(See Fig. I.)



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

If the jaws are clinched, separate them, and keep the mouth open by placing between the teeth a cork or small bit of wood; turn the patient on the face, a large bundle of tightly-rolled clothing being placed beneath the stomach, and press heavily over it for half a minute, or so long as fluids flow freely from the mouth.

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RULE III. *To produce breathing.*—(See Fig. II.)—Clear the mouth and throat of mucus by introducing into the throat the corner of a

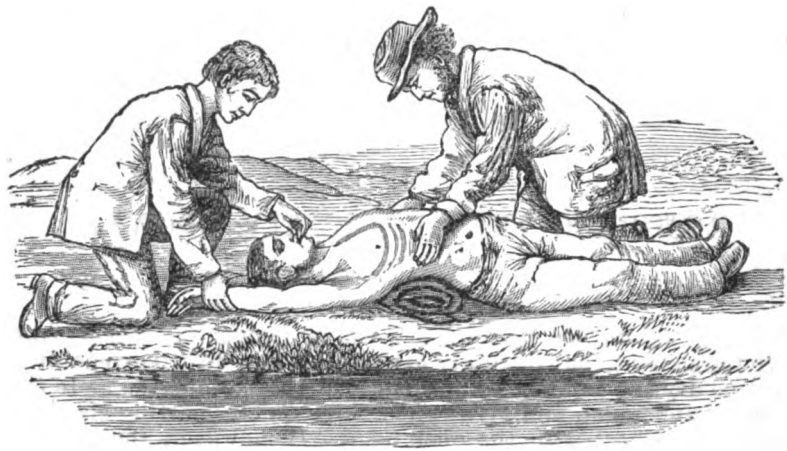


FIG. II.—*Showing the position and action of the operator, in alternately producing artificial expiration and inspiration of air.*

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 returning 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 in-

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terfere 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 armpits, bottles or bladders of hot water, heated bricks, etc., to the limbs and soles of the feet.

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

NOTE.—Dr. Labordette, the Supervising Surgeon of the Hospital of Lisieux, in France, appears to have established that the clinching of the jaws and the 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 clinching 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 clinched that, to aid respiration, their teeth had to be forced apart with iron instruments.

* The muscular rigidity of death (*rigor mortis*) occurs later, after the temporary relaxation here referred to.

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TABULAR SUMMARIES

OF

DISASTERS TO VESSELS 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

FOR EACH OF THE

FISCAL YEARS FROM JUNE 30, 1876, TO JUNE 30, 1886, INCLUSIVE.

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The statistics presented in previous annual reports under the caption of "Wrecks, casualties, and collisions at home and abroad," were compiled from reports of all casualties resulting in the loss of property amounting to $50 or more; this having been regarded as "material damage" within the meaning of section 10 of the act approved June 20, 1874, by authority of which such reports are required.

Department circular No. 22, dated February 25, 1887, however, announced that thereafter loss of property involved in any accident sustained or caused by a vessel of the United States, amounting to less than $300, would not be regarded as "material" within the meaning of the section referred to. Accordingly the statistics presented in this annual report under the caption quoted, commencing on page 393, embrace only those of casualties involving a loss of $300 and upwards, together with those resulting in the total loss of vessels, without regard to their value.

In order, therefore, to make possible the comparison of the statistics of the last fiscal year (ending June 30, 1887) with those of former years, the following eleven tables, embracing a general summary of disasters for each of the fiscal years from 1875–'76 to 1885–'86, have been compiled upon the same basis.

These tables will also be available for such comparison with the statistics submitted in future annual reports.

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Summary of disasters to vessels which occurred on and near the COASTS *and on the* RIVERS *of the United States, and to* AMERICAN *vessels at* SEA *and on the* COASTS *of* FOREIGN *countries, during the year ending June* 30, 1876.

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	38	3,519	2,286	$220,750	$44,855	$130,470	$23,410	$24,900	$26,835	27	11	..	27	11	55	191	246	9
Pacific coast	4	200	.....	7,900	9,000	7,900	9,000	2,500	6,940	3	1	....	4	....	.....	11	11	4
Great Lakes	14	3,923	264	161,700	106,960	155,800	80,210	60,000	78,275	12	2	....	10	4	6	112	118	62
Rivers	5	319	460	30,000	3,075	17,500	575	11,000	45	2	3	..	2	3	.....	33	33	...
At sea or in foreign waters	23	6,687	.....	211,900	68,680	211,900	68,680	91,175	42,400	18	5	....	23	....	.....	216	216	70
Total	84	14,648	3,010	632,250	232,570	523,570	181,875	189,575	154,495	62	22	....	66	18	61	563	624	145
Strandings:																		
Atlantic and Gulf coasts	316	23,501	32,961	3,401,500	1,682,595	1,641,540	415,325	856,355	831,320	223	93	...	134	182	702	2,113	2,815	47
Pacific coast	34	8,315	2,148	498,900	95,650	408,550	61,100	157,000	16,500	27	7	....	26	8	32	300	332	35
Great Lakes	113	5,557	31,550	1,834,900	781,190	539,010	301,850	882,500	601,625	88	25	..	29	84	32	965	997	6
Rivers	10	3,141	2,792	266,200	340,300	158,700	132,000	56,000	325,000	8	2	...	4	6	196	277	473	...
At sea or in foreign waters	82	17,768	12,790	1,690,700	896,065	1,109,200	350,680	660,950	372,880	67	14	1	58	24	21	874	895	22
Total	555	58,282	82,241	7,692,200	3,795,800	3,857,000	1,260,955	2,612,805	2,147,325	413	141	1	251	304	983	4,529	5,512	110
Vessels collided:																		
Atlantic and Gulf coasts	223	2,491	77,969	6,464,480	1,851,670	305,585	38,715	1,478,060	866,320	121	67	35	20	203	1,280	2,129	3,409	13
Pacific coast	6	929	1,722	83,400	3,100	81,700	600	47,500	.....	4	....	2	3	3	200	62	262	245
Great Lakes	80	1,006	29,995	1,954,650	568,215	84,080	35,065	716,900	301,995	56	18	6	2	78	58	709	767	13
Rivers	20	997	5,893	215,000	113,600	62,700	38,300	18,000	98,000	10	3	7	6	14	68	301	369	4
At sea or in foreign waters	60	3,418	24,507	690,500	574,430	250,400	144,200	385,100	329,005	29	5	26	8	52	26	522	548	35
Total	389	8,841	140,086	9,408,030	3,111,015	784,465	256,880	2,645,560	1,595,320	220	93	76	39	350	1,632	3,723	5,355	310
Other causes:																		
Atlantic and Gulf coasts	116	1,068	21,362	1,564,125	385,465	296,115	27,035	599,400	200,895	78	38	....	12	104	123	724	847	5
Pacific coast	6	.....	1,416	48,600	7,600	19,750	1,200	8,600	.....	3	3	....	....	6	.....	33	33	5
Great Lakes	101	4,154	27,057	1,598,200	472,155	357,445	740,365	662,165	305,670	72	29	...	12	89	198	866	1,064	3
Rivers	53	9,766	10,686	1,337,800	767,890	766,900	661,650	530,000	1,033,000	30	23	..	29	24	585	1,126	1,711	50
At sea or in foreign waters	249	21,239	96,919	5,584,700	6,777,785	2,094,980	945,875	2,857,050	2,736,755	220	25	4	60	189	220	2,768	2,988	250
Total	525	36,227	157,440	10,133,425	8,410,895	3,535,190	2,376,125	4,657,215	4,276,320	403	118	4	113	412	1,126	5,517	6,643	313
Grand total	1,553	117,998	382,777	27,865,905	15,550,280	8,700,225	4,075,835	10,105,155	8,173,460	1,098	374	81	469	1,084	3,862	14,332	18,134	878

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RECAPITULATION—(GENERAL SUMMARY).

Coasts, etc.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.†
Atlantic and Gulf coasts	693	30,579	134,578	165,157	449	209	35	193	500	2,160	5,157	7,317	74
Pacific coast	50	9,444	5,286	14,730	37	11	2	33	17	232	406	638	289
Great Lakes	308	14,640	88,866	103,506	228	74	6	53	255	294	2,652	2,946	84
Rivers	88	14,223	19,831	34,054	50	31	7	41	47	849	1,737	2,586	54
At sea or in foreign waters	414	49,112	134,216	183,328	334	49	31	149	265	267	4,380	4,647	377
Total	*1,553	117,998	382,777	500,775	1,098	374	81	469	1,084	3,802	14,332	18,134	878

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Aggregate.
Total value vessels involved	$11,650,855	$638,800	$5,549,450	$1,849,000	$8,177,800	$27,865,905
Total value cargoes involved	3,964,585	115,350	1,928,520	1,224,865	8,316,960	15,550,280
Aggregate	15,615,440	754,150	7,477,970	3,073,865	16,494,760	43,416,185
Total losses to vessels	$2,373,710	$517,900	$1,136,335	$1,005,800	$3,666,480	$8,700,225
Total losses to cargoes	504,485	71,900	1,157,490	832,525	1,509,435	4,075,835
Aggregate	2,878,195	589,800	2,293,825	1,838,325	5,175,915	12,776,060
Total insurance on vessels*	$2,958,715	$215,600	$2,321,565	$615,000	$3,994,275	$10,105,155
Total insurance on cargoes*	1,925,370	23,440	1,287,565	1,456,045	3,481,040	8,173,460
Aggregate	4,884,085	239,040	3,609,130	2,071,045	7,475,315	18,278,615
Total tonnage vessels damaged	134,578	5,286	88,866	19,831	134,216	382,777
Total tonnage vessels lost	30,579	9,444	14,640	14,223	49,112	117,998

* The amount of insurance is on 679 vessels and on 404 cargoes.

† In addition to the number of lives lost here reported, 108 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 986.

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Summary of disasters to vessels which occurred on and near the COASTS *and on the* RIVERS *of the United States, and to* AMERICAN *vessels at* SEA *and on the* COASTS *of* FOREIGN *countries during the year ending June 30, 1877.*

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	41	2,666	775	$156,700	$48,455	$129,050	$35,970	$19,800	$24,530	34	7	..	31	10	20	172	192	34
Pacific coast	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Great Lakes	12	3,058	121	113,250	33,485	111,750	33,305	68,000	27,805	12	..	...	11	1	3	88	91	15
Rivers	6	15	422	15,200	1,070	7,950	70	2,500	.....	2	4	...	1	5	.....	14	14	....
At sea or in foreign waters	46	12,832	.....	644,625	378,315	644,625	378,315	272,365	213,485	33	10	..	46	.....	15	404	419	149
Total	105	18,571	1,318	929,775	461,325	893,375	447,660	362,665	265,820	84	21	....	89	16	38	678	716	198
Strandings:																		
Atlantic and Gulf coasts	273	30,546	36,396	3,363,750	2,344,775	2,186,385	615,720	1,219,140	965,815	205	68	...	134	139	547	2,187	2,734	91
Pacific coast	24	5,019	5,443	637,600	216,060	336,275	17,150	226,400	12,000	17	7	..	13	11	39	289	328	11
Great Lakes	45	2,491	8,713	425,550	192,840	113,440	27,465	158,800	71,510	34	11	..	16	29	4	345	349	1
Rivers	13	267	1,859	125,200	69,510	33,850	9,105	28,500	31,580	12	1	....	5	8	84	143	227	....
At sea or in foreign waters	82	27,518	10,314	2,382,900	2,209,680	2,027,690	1,360,155	822,230	1,399,295	68	14	....	59	23	158	925	1,083	71
Total	437	65,841	62,725	6,935,000	5,032,865	4,697,640	2,029,595	2,455,070	2,480,200	336	101	....	227	210	832	3,889	4,721	174
Vessels collided:																		
Atlantic and Gulf coasts	209	2,465	70,984	6,803,880	1,734,855	250,920	36,490	1,170,105	264,850	112	68	29	19	190	3,123	2,003	5,126	12
Pacific coast	18	12	14,956	799,800	253,000	8,500	.....	112,400	.....	7	8	3	1	17	191	493	684	....
Great Lakes	45	1,251	22,684	1,173,500	505,105	80,210	92,135	499,300	369,780	33	10	2	3	42	99	501	600	2
Rivers	30	358	18,918	1,772,290	320,190	23,590	2,330	113,500	6,100	19	10	1	4	26	348	557	905	2
At sea or in foreign waters	75	5,599	39,767	1,273,000	1,023,945	448,565	223,250	508,480	790,520	37	9	29	11	64	42	553	595	19
Total	377	9,685	167,309	11,822,470	3,837,095	811,785	354,205	2,403,785	1,431,250	208	105	64	38	339	3,803	4,107	7,910	35
Other causes:																		
Atlantic and Gulf coast	167	3,411	34,267	2,886,700	1,191,890	309,675	182,825	362,950	587,710	127	40	....	31	136	802	1,407	2,209	38
Pacific coast	7	.....	4,144	213,000	110,825	18,580	1,200	144,500	.....	6	1	....	...	7	88	126	214	1
Great Lakes	48	1,075	16,344	836,200	172,170	152,540	13,160	400,500	134,115	35	13	...	9	39	186	512	698	29
Rivers	85	10,673	9,149	1,300,750	681,875	573,800	297,220	471,165	489,285	39	46	...	57	28	689	917	1,606	42
At sea or in foreign waters	321	27,465	112,209	7,296,610	8,623,755	2,037,715	1,455,255	2,797,350	5,267,785	298	20	3	81	240	451	3,782	4,233	309
Total	628	42,624	176,113	12,533,260	10,780,425	3,092,310	1,949,660	4,176,465	6,478,895	505	120	3	178	450	2,216	6,744	8,960	419
Grand total	1,547	136,721	407,465	32,220,505	20,111,710	9,495,110	4,781,120	9,397,985	10,656,165	1,133	347	67	532	1,015	6,889	15,418	22,307	826

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RECAPITULATION—(GENERAL SUMMARY).

Coasts, etc.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.†
Atlantic and Gulf coasts	690	39,088	142,422	181,510	478	183	29	215	475	4,492	5,769	10,261	175
Pacific coast	49	5,031	24,543	29,574	30	16	3	14	35	318	908	1,226	12
Great Lakes	150	7,875	47,862	55,737	114	34	2	39	111	292	1,446	1,738	47
Rivers	134	11,313	30,348	41,661	72	61	1	67	67	1,121	1,631	2,752	44
At sea or in foreign waters	524	73,414	162,290	235,704	439	53	32	197	327	666	5,664	6,330	548
Total	1,547	136,721	407,465	544,186	1,133	347	67	532	1,015	6,889	15,418	22,307	826

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Aggregate.
Total value vessels involved	$13,211,030	$1,650,400	$2,548,500	$3,213,410	$11,597,135	$32,220,505
Total value cargoes involved	5,319,885	579,885	903,600	1,072,615	12,235,695	20,111,710
Aggregate	18,530,915	2,230,285	3,452,100	4,286,085	23,832,830	52,332,215
Total losses to vessels	$2,876,030	$363,355	$457,940	$639,190	$5,158,595	$9,495,110
Total losses to cargoes	871,005	18,350	166,065	308,725	3,416,975	4,781,120
Aggregate	3,747,035	381,705	624,005	947,915	8,575,570	14,276,230
Total insurance on vessels*	$2,771,995	$183,200	$1,126,600	$615,665	$4,400,425	$9,397,985
Total insurance on cargoes*	1,842,905	12,000	603,210	526,965	7,671,085	10,656,165
Aggregate	4,614,900	495,300	1,729,810	1,142,630	12,071,510	20,054,150
Total tonnage vessels damaged	142,422	24,543	47,862	30,348	162,290	407,465
Total tonnage vessels lost	39,088	5,031	7,875	11,313	73,414	136,721

*The amount of insurance is on 692 vessels and 523 cargoes.

† In addition to the number of lives lost here reported 113 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 939.

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Summary of disasters to vessels which occurred on and near the COASTS *and on the* RIVERS *of the United States, and to* AMERICAN *vessels at* SEA *and on the* COASTS *of* FOREIGN *countries, during the year ending June 30, 1878.*

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	48	4,319	1,613	$152,600	$77,095	$142,300	$62,185	$13,250	$43,000	34	14	..	40	8	3	204	207	7
Pacific coast	5	66	151	11,000	10,385	6,950	2,885	3,000	.....	4	1	..	2	3	.....	15	15	....
Great Lakes	11	2,131	138	72,900	79,310	69,700	79,310	25,000	67,575	10	1	....	9	2	2	78	80	21
Rivers	3	34	148	15,300	800	3,450	500	.....	.....	1	2	..	1	2	.....	12	12	1
At sea or in foreign waters	34	12,175	118	469,300	644,145	466,300	602,645	151,100	326,235	32	2	..	33	1	18	310	328	46
Total	101	18,725	2,168	721,100	811,735	688,700	747,525	192,350	436,810	81	20	..	85	16	23	619	642	75
Strandings:																		
Atlantic and Gulf coasts	242	24,889	27,241	2,832,930	1,276,195	1,829,145	518,910	578,030	894,595	185	55	2	129	113	427	1,886	2,313	250
Pacific coasts	39	2,364	8,224	605,350	229,250	243,325	121,050	309,800	81,140	28	11	..	18	21	64	308	372	6
Great Lakes	89	4,993	18,779	831,480	427,880	286,195	110,000	400,645	296,690	68	21	..	30	59	23	652	675	14
Rivers	19	864	3,569	228,600	77,750	35,500	6,800	15,800	12,500	15	4	..	7	12	141	219	360	....
At sea or in foreign waters	70	24,132	5,735	1,589,400	1,671,725	1,387,150	1,163,660	677,975	1,783,820	57	13	..	55	15	40	861	901	12
Total	459	57,242	63,548	6,087,760	3,682,800	3,781,315	1,920,420	1,982,250	3,068,745	353	104	2	239	220	695	3,926	4,621	282
Vessels collided:																		
Atlantic and Gulf coasts	199	3,108	69,962	5,203,050	2,199,640	242,000	291,275	767,725	307,020	121	54	24	21	178	2,656	1,801	4,457	15
Pacific coast	26	307	8,685	1,121,700	244,650	48,845	8,185	123,500	.....	10	15	1	4	22	409	344	753	4
Great Lakes	69	2,505	26,042	1,082,300	404,115	110,990	37,475	282,900	343,575	42	18	9	9	60	68	583	651	3
Rivers	40	583	14,038	957,400	169,330	46,600	37,030	284,000	92,900	23	10	7	4	36	540	722	1,262	8
At sea or in foreign waters	64	2,404	36,529	1,213,500	1,210,900	223,640	98,450	533,565	642,800	35	8	21	5	59	170	678	848	4
Total	398	8,907	155,256	9,577,950	4,228,635	672,075	472,415	1,991,690	1,386,295	231	105	62	43	355	3,843	4,128	7,971	34
Other causes:																		
Atlantic and Gulf coasts	123	5,618	39,066	3,258,360	1,326,880	446,775	219,570	873,000	630,480	90	33	...	20	103	972	1,326	2,298	14
Pacific coast	21	3,762	5,634	356,300	195,845	133,550	43,520	91,150	17,000	17	4	..	5	16	171	259	430	16
Great Lakes	94	3,826	27,623	1,365,650	651,385	217,585	73,370	620,485	431,510	67	27	....	15	79	131	843	974	....
Rivers	55	13,764	10,822	1,107,650	841,400	664,250	462,835	447,015	650,800	34	21	..	29	26	782	1,144	1,926	44
At sea or in foreign waters	232	20,765	85,617	4,731,450	6,290,670	1,208,230	842,955	2,204,350	3,490,735	214	16	2	47	185	140	2,529	2,669	179
Total	525	47,735	168,762	10,819,410	9,306,180	2,670,390	1,642,250	4,236,000	5,220,525	422	101	2	116	409	2,196	6,101	8,297	253
Grand total	1,483	132,609	389,734	27,206,220	18,029,350	7,812,480	4,782,610	8,402,290	10,112,375	1,087	330	66	483	1,000	6,757	14,774	21,531	614

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RECAPITULATION (GENERAL SUMMARY).

Coasts, etc.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.†
Atlantic and Gulf coasts	612	37,934	137,882	175,816	430	156	26	210	402	4,058	5,217	9,275	286
Pacific coast	91	6,499	22,694	29,193	59	31	1	29	62	644	926	1,570	26
Great Lakes	263	13,455	72,582	86,037	187	67	9	63	200	224	2,156	2,380	38
Rivers	117	15,245	28,577	43,822	73	37	7	41	76	1,463	2,097	3,560	53
At sea or in foreign water	400	59,476	127,999	187,475	338	39	23	140	260	368	4,378	4,746	241
Total	1,483	132,609	389,734	522,343	1,087	330	66	483	1,000	6,757	14,774	21,531	644

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Aggregate.
Total value vessels involved	$11,446,940	$2,094,350	$3,352,330	$2,308,950	$8,003,650	$27,206,220
Total value cargoes involved	4,879,810	680,130	1,562,690	1,089,280	9,817,440	18,029,350
Aggregate	16,326,750	2,774,480	4,915,020	3,398,230	17,821,090	45,235,570
Total losses to vessels	$2,660,220	$432,670	$684,470	$749,800	$3,285,320	$7,812,480
Total losses to cargo	1,091,940	175,640	300,155	507,165	2,707,710	4,782,610
Aggregate	3,752,160	608,310	984,625	1,256,965	5,993,030	12,595,090
Total insurance on vessels*	$2,232,005	$527,450	$1,329,030	$746,815	$3,566,990	$8,402,290
Total insurance on cargoes*	1,875,095	98,140	1,139,350	756,200	6,243,590	10,112,375
Aggregate	4,107,100	625,590	2,468,380	1,503,015	9,810,580	18,514,665
Total tonnage vessels damaged	137,882	22,694	72,582	28,577	127,999	389,734
Total tonnage vessels lost	37,934	6,499	13,455	15,245	59,476	132,609

* The amount of insurance is on 680 vessels and on 480 cargoes.

† In addition to the number of lives lost here reported, 151 lives were lost in cases where no other casualty occurred to the vessels making the total number of lives lost 795.

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Summary of disasters to vessels which occurred on and near the COASTS *and on the* RIVERS *of the United States and to* AMERICAN *vessels at* SEA *and on the* COASTS *of* FOREIGN *countries, during the year ending June 30, 1879.*

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	32	3,248	575	$121,750	$42,185	$112,650	$37,680	$8,600	$9,780	29	3	....	25	7	12	168	180	39
Pacific coast	1	.....	346	9,000	20,000	3,000	20,000	.....	20,000	1	.....	.....	.....	1	.....	4	4	....
Great Lakes	11	3,123	45	161,500	28,880	144,200	28,380	61,500	3,300	8	2	1	10	1	.....	74	74	....
Rivers	7	300	180	16,000	1,240	11,300	1,040	.....	1,200	2	4	1	5	2	.....	25	25	12
At sea or in foreign waters	72	16,881	1,228	819,045	1,058,060	771,295	1,027,660	195,785	614,815	65	7	..	68	4	73	636	709	308
Total	123	23,552	2,374	1,127,295	1,150,965	1,042,445	1,114,760	265,885	649,095	105	16	2	108	15	85	907	992	359
Strandings:																		
Atlantic and Gulf coasts	309	25,865	31,319	2,085,860	1,571,885	1,095,255	682,820	483,850	714,000	242	67	....	156	153	867	1,977	2,844	69
Pacific coast	26	7,388	4,342	792,050	130,750	576,700	80,085	344,400	40,300	20	6	....	11	15	594	325	919	14
Great Lakes	65	4,246	13,215	593,800	311,165	186,250	94,630	215,900	189,415	50	15	....	19	46	28	465	493	7
Rivers	19	382	2,570	105,900	34,225	28,130	8,200	28,250	10,300	11	8	....	3	16	52	197	249	....
At sea or in foreign waters	83	22,525	10,099	1,638,435	1,797,475	1,343,965	1,366,130	554,175	1,001,515	70	13	...	61	22	133	916	1,049	21
Total	502	60,406	61,545	5,216,045	3,845,500	3,230,300	2,231,865	1,626,575	1,955,530	393	109	....	250	252	1,674	3,880	5,554	111
Vessels collided:																		
Atlantic and Gulf coasts	181	2,272	84,047	6,869,600	1,678,315	154,925	54,680	768,625	324,490	165	58	18	21	160	2,568	2,077	4,645	9
Pacific coast	22	175	11,559	813,300	200,695	44,570	.....	62,000	21,400	10	12	..	2	20	781	306	1,087	....
Great Lakes	59	394	24,279	1,016,635	510,550	34,550	12,100	225,000	209,410	35	21	3	2	57	393	623	1,016	1
Rivers	29	469	15,089	1,064,050	336,875	33,145	75,635	75,800	290,000	15	12	2	3	26	449	397	846	6
At sea or in foreign waters	56	1,935	34,840	1,873,375	789,350	116,255	7,350	318,440	187,750	23	11	22	7	49	235	610	845	....
Total	347	5,245	169,814	11,636,960	3,515,785	383,445	149,825	1,449,865	1,033,050	188	114	45	35	312	4,426	4,013	8,439	16
Other causes:																		
Atlantic and Gulf coasts	126	5,870	26,401	2,106,450	1,018,340	363,500	315,240	485,250	691,550	91	34	1	28	98	473	944	1,417	38
Pacific coast	9	393	987	89,400	14,850	31,200	4,750	33,700	4,270	6	3	....	3	6	36	69	105	8
Great Lakes	73	1,198	23,079	959,600	379,060	103,035	12,620	432,700	171,170	47	26	..	5	68	105	592	697	6
Rivers	75	6,220	12,478	781,450	464,185	421,075	168,300	238,000	370,150	40	34	1	29	46	474	1,170	1,644	13
At sea or in foreign waters	290	17,736	105,703	6,602,025	6,347,345	1,306,160	579,125	2,425,130	3,280,655	261	28	1	61	229	1,117	3,388	4,505	179
Total	573	31,417	168,648	10,538,925	8,223,780	2,224,970	1,080,035	3,614,780	4,517,795	445	125	3	126	447	2,205	6,163	8,368	244
Grand total	1,545	120,620	402,381	28,519,225	16,736,030	6,881,160	4,576,485	6,957,105	8,155,470	1,131	364	50	519	1,026	8,390	14,963	23,353	730

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RECAPITULATION—(GENERAL SUMMARY).

Coasts, etc.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.†
Atlantic and Gulf coasts	648	37,255	142,342	179,597	467	162	19	230	418	3,920	5,166	9,086	155
Pacific coast	58	7,956	17,234	25,190	37	21	.....	16	42	1,411	704	2,115	22
Great Lakes	204	8,961	60,618	69,579	140	64	4	36	172	526	1,754	2,280	14
Rivers	130	7,371	30,317	37,688	68	58	4	40	90	975	1,789	2,764	31
At sea or in foreign waters	501	59,077	151,870	210,947	419	59	23	197	304	1,558	5,550	7,108	508
Total	1,545	120,620	402,381	523,001	1,131	364	50	519	1,026	8,390	14,963	23,353	730

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Aggregate.
Total value vessels involved	$11,183,660	$1,703,750	$2,731,535	$1,967,400	$10,932,880	$28,519,225
Total value cargoes involved	4,310,725	366,295	1,229,655	836,525	9,992,830	16,736,030
Aggregate	15,494,385	2,070,045	3,961,190	2,803,925	20,925,710	45,255,255
Total losses to vessels	$1,726,330	$655,470	$468,035	$493,650	$3,537,675	$6,881,160
Total losses to cargoes	1,090,420	104,835	147,790	253,175	2,980,265	4,576,485
Aggregate	2,816,750	760,305	615,825	746,825	6,517,940	11,457,645
Total insurance on vessels *	$1,746,325	$440,100	$935,100	$342,050	$3,493,530	$6,957,105
Total insurance on cargoes *	1,739,820	85,970	573,295	671,650	5,084,735	8,155,470
Aggregate	3,486,145	526,070	1,508,395	1,013,700	8,578,265	15,112,575
Total tonnage vessels damaged	142,342	17,234	60,618	30,317	151,870	402,381
Total tonnage vessels lost	37,255	7,956	8,961	7,371	59,077	120,620

* The amount of insurance is on 639 vessels and on 481 cargoes.

†In addition to the number of lives lost here reported, 190 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 920.

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Summary of disasters to vessels which occurred on and near the COASTS *and on the* RIVERS *of the United States, and to* AMERICAN *vessels at* SEA *and on the* COASTS *of* FOREIGN *countries, during the year ending June* 30, 1880.

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.†
Foundernngs:																		
Atlantic and Gulf coasts	38	2,310	421	$73,700	$27,125	$59,250	$23,525	$7,600	$15,400	28	10	....	31	7	6	123	129	12
Pacific coast	1	45	.....	2,500	2,000	2,500	400	1,800	1,000	1	....	....	1	.....	2	3	5	5
Great Lakes	7	857	.....	26,500	8,750	26,500	7,250	9,500	.....	5	2	....	7	.....	.....	33	33	4
Rivers	14	3,795	793	59,100	123,100	49,000	106,275	3,500	120,000	7	6	1	11	3	14	87	101	....
At sea or in foreign waters	23	8,982	226	292,900	244,625	292,600	244,625	133,790	103,075	21	2	....	22	1	31	218	249	47
Total	83	15,989	1,440	454,700	405,600	429,850	382,075	156,190	239,475	62	20	1	72	11	53	464	517	68
Strandings:																		
Atlantic and Gulf coasts	270	18,716	37,525	2,491,625	1,638,680	891,195	253,680	737,260	848,700	201	68	1	125	145	189	1,709	1,988	20
Pacific coast	38	3,402	3,698	448,350	156,055	317,900	103,815	223,800	6,800	30	8	....	24	14	54	270	324	....
Great Lakes	137	7,479	43,536	1,969,300	1,012,095	473,605	325,870	869,890	732,510	106	31	....	31	106	126	1,142	1,268	10
Rivers	25	872	5,179	192,250	187,775	34,550	16,850	65,000	158,700	17	8	....	7	18	96	222	318	....
At sea or in foreign waters	71	20,084	12,191	1,083,000	1,422,710	785,105	569,870	520,850	862,840	54	17	....	51	20	9	794	803	....
Total	541	50,553	102,129	6,184,525	4,417,315	2,502,355	1,270,085	2,416,800	2,609,550	408	132	1	238	303	474	4,227	4,701	30
Vessels collided:																		
Atlantic and Gulf coasts	230	3,196	114,171	6,385,500	2,170,710	466,510	161,175	819,865	364,695	126	75	29	17	213	5,237	2,841	8,078	41
Pacific coast	26	.....	14,985	618,000	398,750	25,030	7,000	163,600	87,065	16	8	2	..	26	55	309	364	....
Great Lakes	83	505	35,038	1,218,900	597,785	67,835	52,465	397,400	446,845	50	22	11	2	81	92	657	749	....
Rivers	51	743	25,844	1,353,700	327,485	74,900	15,525	454,000	178,815	28	16	7	6	45	609	556	1,165	....
At sea or in foreign waters	40	2,484	24,477	620,500	1,234,240	182,175	85,580	237,000	704,125	18	2	20	5	35	21	320	341	39
Total	430	6,928	214,515	10,196,600	4,728,950	816,450	321,745	2,071,855	1,781,545	238	123	69	30	400	6,014	4,683	10,697	80
Other causes:																		
Atlantic and Gulf coasts	119	3,408	28,757	2,132,400	750,060	427,070	105,570	346,750	554,970	81	38	...	19	100	637	1,121	1,758	32
Pacific coast	16	20	7,186	1,012,000	184,405	23,750	5,400	40,250	21,000	9	7	....	1	15	111	286	397	....
Great Lakes	114	2,055	32,130	1,817,600	830,350	182,635	69,500	784,750	619,585	91	23	....	13	101	263	1,076	1,339	15
Rivers	96	8,934	31,176	1,550,500	1,740,780	453,190	472,200	613,200	1,197,890	68	28	..	30	66	1,259	2,416	3,675	31
At sea or in foreign waters	225	21,605	87,617	4,067,980	5,413,196	1,080,640	550,225	1,961,115	3,096,585	203	21	1	40	179	483	2,924	3,407	213
Total	570	36,022	186,866	10,580,480	8,918,790	2,167,285	1,202,895	3,746,065	5,490,030	452	117	1	109	461	2,753	7,823	10,576	291
Grand total	1,624	109,492	504,950	27,416,255	18,470,655	5,915,940	3,176,800	8,390,920	10,120,600	1,160	392	72	449	1,175	9,294	17,197	26,491	469

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RECAPITULATION—(GENERAL SUMMARY).

Coasts, etc.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.†
Atlantic and Gulf coasts	657	27,630	180,874	208,504	436	191	30	192	465	6,069	5,884	11,953	105
Pacific coasts	81	3,467	25,869	29,336	56	23	2	26	55	222	868	1,090	5
Great Lakes	341	10,896	110,704	121,600	252	78	11	53	288	481	2,908	3,389	29
Rivers	186	14,344	62,992	77,336	120	58	8	54	132	1,978	3,281	5,259	31
At sea or in foreign waters	359	53,155	124,511	177,666	296	42	21	124	235	544	4,256	4,800	299
Total	1,624	109,492	504,950	614,442	1,160	392	72	449	1,175	9,294	17,197	26,491	469

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Aggregate.
Total value vessels involved	$11,083,225	$2,080,850	$5,032,300	$3,155,550	$6,064,330	$27,416,255
Total value cargoes involved	4,586,575	741,210	2,448,980	2,379,120	8,314,770	18,470,655
Aggregate	15,669,800	2,822,060	7,481,280	5,534,670	14,379,100	45,886,910
Total losses to vessels	$1,844,025	$369,180	$750,575	$611,640	$2,340,520	$5,915,940
Total losses to cargoes	543,950	116,615	455,085	610,850	1,450,300	3,176,800
Aggregate	2,387,975	485,795	1,205,660	1,222,490	3,790,820	9,092,740
Total insurance on vessels*	$1,911,475	$429,450	$2,061,540	$1,135,700	$2,852,755	$8,390,920
Total insurance on cargoes*	1,783,765	115,865	1,798,940	1,655,405	4,766,625	10,120,600
Aggregate	3,695,240	545,315	3,860,480	2,791,105	7,619,380	18,511,520
Total tonnage vessels damaged	180,874	25,869	110,704	62,992	124,511	504,950
Total tonnage vessels lost	27,630	3,467	10,896	14,344	53,155	109,492

* The amount of insurance is on 693 vessels and on 491 cargoes.

† In addition to the number of lives lost here reported, 198 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 667.

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Summary of disasters to vessels which occurred on and near the COASTS *and on the* RIVERS *of the United States, and to* AMERICAN *vessels at* SEA *and on the* COASTS *of* FOREIGN *countries, during the year ending June* 30, 1880.

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.
Foundernge:																		
Atlantic and Gulf coasts	38	2,310	421	$73,700	$27,125	$59,250	$23,525	$7,600	$15,400	28	10	....	31	7	6	123	129	12
Pacific coast	1	45	.....	2,500	2,000	2,500	400	1,800	1,000	1	....	....	1	.....	2	3	5	5
Great Lakes	7	857	.....	26,500	8 750	26,500	7,250	9,500	.....	5	2	....	7	.....	.....	33	33	4
Rivers	14	3,795	793	59,100	123,100	49,000	106,275	3,500	120,000	7	6	1	11	3	14	87	101	....
At sea or in foreign waters	23	8,982	226	292,900	244,625	292,600	244,625	133,790	103,075	21	2	....	22	1	31	218	249	47
Total	83	15,989	1,440	454,700	405,600	429,850	382,075	156,190	239.475	62	20	1	72	11	53	464	517	68
Strandings:																		
Atlantic and Gulf coasts	270	18,716	37,525	2,491,625	1,638,680	891,195	253,680	737,260	848,700	201	68	1	125	145	189	1,799	1,988	20
Pacific coast	38	3,402	3,698	448,350	156.055	317,900	103,815	223,800	6,800	30	8	....	24	14	54	270	324	....
Great Lakes	137	7,479	43,536	1,969,300	1,012,095	473,605	325,870	869,890	732.510	106	31	....	31	106	126	1,142	1,268	10
Rivers	25	872	5,179	192,250	187,775	34,550	16,850	65.000	158,700	17	8	....	7	18	96	222	318	....
At sea or in foreign waters	71	20,084	12,191	1,083,000	1,422,710	785,105	569,870	520,850	862,840	54	17		51	20	9	794	803	....
Total	541	50,553	102,129	6,184,525	4,417,315	2,502,355	1,270,085	2,416,800	2,609,550	408	132	1	238	303	474	4,227	4,701	30
Vessels collided:																		
Atlantic and Gulf coasts	230	3,196	114,171	6,385,500	2,170,710	466,510	161,175	819,865	364,695	126	75	29	17	213	5,237	2,841	8,078	41
Pacific coast	26	....	14,985	618,000	398,750	25,030	7,000	163,600	87,065	16	8	2	..	26	55	309	364	....
Great Lakes	83	505	35,038	1,218,900	597,785	67,835	52,465	397,400	446,845	50	22	11	2	81	92	657	749	....
Rivers	51	743	25,844	1,353,700	327,465	74,900	15,525	454,000	178,815	28	16	7	6	45	609	556	1,165	....
At sea or in foreign waters	40	2,484	24,477	620,500	1,234,240	182,175	85,580	237,000	704,125	18	2	20	5	35	21	320	341	39
Total	430	6,928	214,515	10,196,600	4,728,950	816,450	321,745	2,071,855	1,781,545	238	123	69	30	400	6,014	4,683	10,697	80
Other causes:																		
Atlantic and Gulf coasts	119	3,408	28,757	2,132,400	750,060	427,070	105,570	346,750	554,970	81	38	....	19	100	637	1,121	1,758	32
Pacific coast	16	20	7,186	1,012,000	184,405	23,750	5,400	40,250	21,000	9	7	....	1	15	111	286	397	....
Great Lakes	114	2,055	32,130	1,817,600	830,350	182,635	69,500	784,750	619,585	91	23	....	13	101	203	1,076	1,339	15
Rivers	96	8,934	31,176	1,550,500	1,740,780	453,190	472,200	613,200	1,197,890	68	28	....	30	66	1,259	2,416	3,675	31
At sea or in foreign waters	225	21,606	87,617	4,067,980	5,413,195	1,080,640	550,225	1,961,115	3,096,585	203	21	1	46	179	483	2,924	3,407	213
Total	570	36,022	186,866	10,580,480	8,918,790	2,167,285	1,202,895	3,746,065	5,490,030	452	117	1	109	461	2,753	7,823	10,576	291
Grand total	1,624	109,492	504,950	27,416,255	18,470,655	5,915,940	3,176,800	8,390,920	10,120,600	1,160	392	72	449	1,175	9,294	17,197	26,491	469

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RECAPITULATION—(GENERAL SUMMARY).

Coasts, etc.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.†
Atlantic and Gulf coasts	657	27,630	180,874	208,504	436	191	30	192	465	6,069	5,884	11,953	105
Pacific coasts	81	3,467	25,869	29,336	56	23	2	26	55	222	868	1,090	5
Great Lakes	341	10,896	110,704	121,600	252	78	11	53	288	481	2,908	3,389	29
Rivers	186	14,344	62,992	77,336	120	58	8	54	132	1,978	3,281	5,259	31
At sea or in foreign waters	359	53,155	124,511	177,666	296	42	21	124	235	544	4,256	4,800	299
Total	1,624	109,492	504,950	614,442	1,160	392	72	449	1,175	9,294	17,197	26,491	469

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Aggregate.
Total value vessels involved	$11,083,225	$2,080,850	$5,032,300	$3,155,550	$6,064,330	$27,416,255
Total value cargoes involved	4,586,575	741,210	2,448,980	2,379,120	8,314,770	18,470,655
Aggregate	15,669,800	2,822,060	7,481,280	5,534,670	14,379,100	45,886,910
Total losses to vessels	$1,844,025	$369,180	$750,575	$611,640	$2,340,520	$5,915,940
Total losses to cargoes	543,950	116,615	455,085	610,850	1,450,300	3,176,800
Aggregate	2,387,975	485,795	1,205,660	1,222,490	3,790,820	9,092,740
Total insurance on vessels*	$1,911,475	$429,450	$2,061,540	$1,135,700	$2,852,755	$8,390,920
Total insurance on cargoes*	1,783,765	115,865	1,798,940	1,655,405	4,766,625	10,120,600
Aggregate	3,695,240	545,315	3,860,480	2,791,105	7,619,380	18,511,520
Total tonnage vessels damaged	180,874	25,869	110,704	62,992	124,511	504,950
Total tonnage vessels lost	27,630	3,467	10,896	14,344	53,155	109,492

* The amount of insurance is on 693 vessels and on 491 cargoes.

† In addition to the number of lives lost here reported, 198 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 667.

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***Summary of disasters to vessels which occurred on and near the* COASTS *and on the* RIVERS *of the United States, and to* AMERICAN *vessels at* SEA *and on the* COASTS *of* FOREIGN *countries, during the year ending June* 30, 1881.

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	37	3,648	575	$161,000	$93,130	$154,680	$60,080	$19,250	$72,020	29	8	...	30	7	46	152	198	25
Pacific coast	1	.....	17	800	150	400	150	.....	.....	1	...	....		1	.....	2	2	1
Great Lakes	18	3,400	1,431	225,300	101,710	176,000	73,810	98,800	69,000	13	5	....	13	5	30	141	171	76
Rivers	10	601	292	35,400	13,250	23,500	9,250	2,000	9,000	5	5	..	6	4	13	42	55	....
At sea or in foreign waters	25	10,050	.....	377,700	228,725	377,700	228,725	211,200	131,100	20	5	..	25	.....	30	270	300	102
Total	91	17,699	2,315	800,200	436,965	732,280	372,015	331,250	281,120	68	23	..	74	17	119	607	726	204
Strandings:																		
Atlantic and Gulf coasts	218	26,643	27,115	2,471,880	1,602,440	1,307,375	903,785	507,955	952,780	167	51	....	111	107	840	1,719	2,559	35
Pacific coast	33	5,498	4,350	424,300	331,555	299,330	304,040	190,150	139,550	22	11	....	21	12	45	289	334	2
Great Lakes	110	7,954	28,815	1,512,665	622,315	398,170	212,615	727,800	362,650	89	21	..	36	74	56	876	932	8
Rivers	16	1,572	3,292	319,850	97,470	83,050	51,520	45,500	78,700	9	7	....	4	12	179	235	414	...
At sea or in foreign waters	49	21,413	8,331	1,121,500	1,013,905	881,250	555,955	544,215	675,420	38	11	....	36	13	13	666	679	11
Total	426	63,080	71,933	5,850,195	3,667,685	3,029,175	2,027,915	2,015,620	2,209,100	325	101	...	208	218	1,133	3,785	4,918	56
Vessels collided:																		
Atlantic and Gulf coasts	187	1,956	74,171	5,942,300	1,494,020	170,570	87,165	617,850	652,605	108	56	23	18	169	2,395	2,108	4,503	16
Pacific coast	16	.....	15,222	1,027,600	188,165	10,445	.....	24,000	88,685	8	5	3	..	16	85	251	336	...
Great Lakes	118	2,495	47,403	2,253,100	711,335	184,490	68,460	1,057,050	576,165	69	32	17	7	111	840	980	1,820	18
Rivers	28	1,172	12,070	914,200	172,465	39,500	17,630	298,100	52,800	16	7	5	6	22	418	433	851	4
At sea or in foreign waters	30	856	14,751	654,000	339,210	65,010	30,850	226,655	77,500	16	6	8	1	29	47	338	385	8
Total	379	6,479	163,617	10,791,200	2,905,795	470,015	204,105	2,223,655	1,447,755	217	106	56	32	347	3,785	4,110	7,895	46
Other causes:																		
Atlantic and Gulf coasts	111	5,012	28,185	2,507,255	1,041,150	434,095	155,565	285,490	437,480	74	37	....	32	79	1,148	1,047	2,195	11
Pacific coast	18	9	6,137	730,800	210,295	34,850	1,820	195,100	15,800	12	6	....	1	17	129	234	363	2
Great Lakes	108	2,449	34,044	1,823,500	834,395	215,065	92,490	1,020,100	562,690	79	29	..	12	96	162	1,024	1,186	25
Rivers	142	14,661	32,262	2,285,600	1,987,690	821,500	849,210	838,500	1,432,850	89	53	...	47	95	1,040	2,754	3,794	49
At sea or in foreign waters	253	23,661	105,482	4,955,685	5,714,080	1,343,315	904,490	2,018,325	2,995,585	233	19	1	62	191	308	2,901	3,209	230
Total	632	45,792	206,110	12,302,840	9,787,610	2,848,825	2,003,575	4,357,515	5,444,405	487	144	1	154	478	2,787	7,960	10,747	317
Grand total	1,528	133,050	443,975	29,744,435	16,798,055	7,080,295	4,607,610	8,928,040	9,382,380	1,097	374	57	408	1,060	7,824	16,462	24,286	623

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RECAPITULATION (GENERAL SUMMARY).

Coasts, etc.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.†
Atlantic and Gulf coasts	553	37,259	130,046	167,305	378	152	23	191	362	4,429	5,026	9,455	87
Pacific coast	68	5,507	25,756	31,263	43	22	3	22	46	259	776	1,035	5
Great Lakes	354	16,298	111,693	127,991	250	87	17	68	286	1,088	3,021	4,109	127
Rivers	196	18,006	47,916	65,922	110	72	5	63	133	1,650	3,464	5,114	53
At sea or in foreign waters	357	55,980	128,564	184,544	307	41	9	124	233	398	4,175	4,573	351
Total	1,528	133,050	443,975	577,025	1,097	374	57	468	1,060	7,824	16,462	24,286	623

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Aggregate.
Total value vessels involved	$11,082,435	$2,183,500	$5,814,565	$3,555,050	$7,108,885	$29,744,435
Total value cargoes involved	4,230,740	730,765	2,269,755	2,270,875	7,295,920	16,798,055
Aggregate	15,313,175	2,914,265	8,084,320	5,825,925	14,404,805	46,542,490
Total losses to vessels	$2,126,720	$345,025	$973,725	$967,550	$2,667,275	$7,080,295
Total losses to cargoes	1,206,595	306,010	447,375	927,610	1,720,020	4,607,610
Aggregate	3,333,315	651,035	1,421,100	1,895,160	4,387,295	11,687,905
Total insurance on vessels*	$1,430,545	$409,250	$2,903,750	$1,184,100	$3,000,395	$8,928,040
Total insurance on cargoes*	2,114,885	244,035	1,570,505	1,573,350	3,879,605	9,382,380
Aggregate	3,545,430	653,285	4,474,255	2,757,450	6,880,000	18,310,420
Total tonnage vessels damaged	130,046	25,756	111,693	47,916	128,564	443,975
Total tonnage vessels lost	37,259	5,507	16,298	18,006	55,980	133,050

*The amount of insurance is on 696 vessels and on 484 cargoes.

†In addition to the number of lives lost here reported, 237 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 860.

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Summary of disasters to vessels which occurred on and near the COASTS *and on the* RIVERS *of the United States, and to* AMERICAN *vessels at* SEA *and on the* COASTS *of* FOREIGN *countries, during the year ending June* 30, 1882.

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	38	2,383	832	$94,850	$29,595	$73,350	$25,900	$12,450	$10,100	27	11	....	29	9	11	107	118	12
Pacific coast	3	93	.....	3,250	900	3,250	900	.....	.....	3	..	....	3	.....	.....	7	7	....
Great Lakes	8	1,437	83	61,700	34,980	51,460	13,080	23,000	20,410	7	1	....	6	2	2	63	65	33
Rivers	8	478	667	50,200	43,500	21,500	13,850	23,000	30,500	4	4	....	3	5	12	60	72	9
At sea or in foreign waters	31	13,124	.....	382,875	126,980	382,875	124,480	157,200	54,630	25	6	....	31	.....	2	335	337	99
Total	88	17,575	1,582	592,875	235,955	532,375	178,210	215,650	115,640	66	22	....	72	16	27	572	599	158
Strandings:																		
Atlantic and Gulf coasts	242	23,731	35,177	2,717,480	1,604,225	1,220,075	565,540	476,450	415,195	184	58	....	116	126	356	1,896	2,252	27
Pacific coast	25	6,964	3,811	1,012,500	134,350	439,900	118,120	576,500	52,500	19	6	....	17	8	150	308	458	2
Great Lakes	112	4,047	45,621	2,516,350	750,800	334,075	122,275	1,354,550	571,150	85	27	....	20	92	20	1,033	1,053	10
Rivers	17	2,714	5,230	532,200	158,740	235,850	81,600	83,000	64,090	13	4	...	7	10	326	330	656	1
At sea or in foreign waters	64	17,715	10,484	1,059,200	1,812,310	840,850	1,004,795	575,380	1,017,630	51	12	1	44	20	60	750	810	17
Total	460	55,171	100,323	7,837,730	4,460,425	3,070,750	1,892,330	3,065,880	2,120,565	352	107	1	204	256	912	4,317	5,229	57
Vessels collided:																		
Atlantic and Gulf coasts	239	4,981	75,015	6,323,100	1,167,365	374,490	25,460	1,013,135	551,055	124	82	33	18	221	2,717	3,048	5,765	10
Pacific coast	24	32	13,141	667,100	334,125	22,995	20	126,000	59,560	12	9	3	1	23	3	277	280	....
Great Lakes	101	2,689	41,933	2,104,800	637,300	299,345	73,870	922,600	415,605	64	24	13	5	96	31	848	879	8
Rivers	47	93	18,071	1,202,300	175,510	27,595	120	424,200	91,600	25	19	3	2	45	423	720	1,143	1
At sea or in foreign waters	36	766	17,064	461,500	475,650	107,375	47,300	104,415	177,925	17	8	11	3	33	27	620	647	15
Total	447	8,561	165,224	10,758,800	2,789,950	831,800	146,770	2,590,350	1,295,745	242	142	63	29	418	3,201	5,513	8,714	34
Other causes:																		
Atlantic and Gulf coasts	127	2,340	35,474	2,706,535	1,066,085	351,515	146,655	535,980	644,170	96	31	....	14	113	1,684	1,134	2,818	4
Pacific coast	17	603	5,468	312,400	45,420	100,550	17,460	75,800	18,700	12	5	....	3	14	32	210	242	....
Great Lakes	100	2,058	29,766	1,749,750	331,110	249,170	56,380	722,840	142,765	69	30	1	8	92	245	895	1,140	15
Rivers	95	10,198	23,523	1,734,555	990,810	741,500	277,750	709,490	659,770	58	37	.	37	58	1,331	2,216	3,547	104
At sea or in foreign waters	180	15,321	81,016	3,799,300	4,308,255	970,610	698,755	1,351,985	1,814,685	163	15	2	28	152	1,171	2,252	3,423	130
Total	519	30,520	175,247	10,302,540	6,741,680	2,413,345	1,197,000	3,396,095	3,280,090	398	118	3	90	429	4,463	6,707	11,170	253
Grand total	1,514	111,827	442,376	29,491,945	14,228,010	6,848,270	3,414,310	9,267,975	6,812,040	1,058	389	67	395	1,119	8,603	17,109	25,712	502

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RECAPITULATION—(GENERAL SUMMARY).

Coasts, etc.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost. †
Atlantic and Gulf coasts	646	33,435	146,498	179,933	431	182	33	177	469	4,768	6,185	10,953	53
Pacific coast	69	7,692	22,420	30,112	46	20	3	24	45	185	802	987	2
Great Lakes	321	10,291	117,403	127,694	225	82	14	39	282	298	2,839	3,137	71
Rivers	167	13,483	47,491	60,974	100	64	3	49	118	2,092	3,326	5,418	115
At sea or in foreign waters	311	46,926	108,564	155,490	256	41	14	106	205	1,260	3,957	5,217	261
Total	1,514	111,827	442,376	554,203	1,058	389	67	395	1,119	8,603	17,109	25,712	502

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Aggregate.
Total value vessels involved	$11,841,965	$1,995,250	$6,432,600	$3,519,255	$5,702,875	$29,491,945
Total value cargoes involved	3,867,270	514,795	1,754,190	1,368,560	6,723,195	14,228,010
Aggregate	15,709,235	2,510,045	8,186,790	4,887,815	12,426,070	43,719,955
Total losses to vessels	$2,019,430	$566,695	$933,990	$1,026,445	$2,301,710	$6,848,270
Total losses to cargoes	763,555	136,500	265,605	373,320	1,875,330	3,414,310
Aggregate	2,782,985	703,195	1,199,595	1,399,765	4,177,040	10,262,580
Total insurance on vessels *	$2,038,015	$778,300	$3,022,990	$1,239,690	$2,188,980	$9,267,975
Total insurance on cargoes *	1,620,520	130,760	1,149,930	845,960	3,064,870	6,812,040
Aggregate	3,658,535	909,060	4,172,920	2,085,650	5,253,850	16,080,015
Total tonnage vessels damaged	146,498	22,420	117,403	47,491	108,564	442,376
Total tonnage vessels lost	33,435	7,692	10,291	13,483	46,926	111,827

* The amount of insurance is on 690 vessels and on 411 cargoes.
† In addition to the number of lives lost here reported, 245 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 747.

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Summary of disasters to vessels which occurred on and near the COASTS *and on the* RIVERS *of the United States, and to* AMERICAN *vessels at* SEA *and on the* COASTS *of* FOREIGN *countries, during the year ending June* 30, 1883.

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	33	2,964	638	$160,070	$42,125	$104,095	$32,070	$27,000	$17,000	24	9	....	23	10	7	144	151	3
Pacific coast	6	131	485	37,600	6,870	19,285	6,320	.....	.....	4	2	....	3	3	6	30	36	....
Great Lakes	10	1,463	69	53,250	16,980	42,950	16,980	26,400	8,600	7	3	....	7	3	....	41	41	16
Rivers	8	673	80	34,000	2,930	32,000	2,230	3,000	.....	4	4	..	7	1	2	33	35	3
At sea or in foreign waters	10	6,897	.....	246,000	162,100	246,000	82,100	83,600	25,000	10	....	...	10	.....	3	123	126	3
Total	67	12,128	1,272	530,920	231,005	435,330	139,700	140,000	50,600	49	18	....	50	17	18	371	389	25
Strandings:																		
Atlantic and Gulf coasts	206	21,437	38,148	4,251,490	2,160,725	1,236,945	737,290	859,670	773,835	158	48	....	92	114	760	1,730	2,490	21
Pacific coast	27	3,588	3,643	868,100	88,145	625,240	41,075	193,700	9,400	19	8	....	11	16	53	269	322	10
Great Lakes	90	6,176	32,848	1,824,200	517,720	321,035	64,930	869,585	320,760	52	8	....	26	64	10	802	812	14
Rivers	19	787	5,398	297,500	181,400	62,700	9,100	161,800	12,500	15	4	....	4	15	171	418	589	....
At sea or in foreign waters	64	16,716	9,940	1,061,100	1,047,585	797,750	345,190	479,320	375,345	44	20	...	42	22	23	869	892	34
Total	406	48,704	89,967	8,302,390	3,995,575	3,043,630	1,197,585	2,584,075	1,491,840	318	88	....	175	231	1,017	4,088	5,105	79
Vessels collided:																		
Atlantic and Gulf coasts	185	3,118	81,837	6,833,345	1,418,100	293,525	58,825	1,210,035	790,500	91	65	29	20	165	3,903	2,056	5,959	16
Pacific coast	22	.....	10,974	487,100	93,750	14,005	875	147,200	.....	6	11	5	....	22	106	199	305	....
Great Lakes	94	889	47,788	2,006,600	1,004,590	94,160	7,675	833,635	753,860	54	27	13	2	92	125	854	979	3
Rivers	54	2,292	21,061	1,587,650	462,450	181,700	70,300	233,250	205,130	18	28	8	4	50	1,224	679	1,903	63
At sea or in foreign waters	42	2,102	23,038	1,328,050	891,900	219,335	35,920	322,000	566,500	20	10	12	6	36	60	405	465	....
Total	397	8,392	184,698	12,242,645	3,870,790	803,325	173,595	2,746,120	2,315,990	189	141	67	32	365	5,418	4,173	9,591	82
Other causes:																		
Atlantic and Gulf coasts	118	3,513	31,326	2,495,725	885,250	427,995	87,805	577,100	525,150	79	39		22	96	1,537	994	2,531	22
Pacific coast	18	3,254	7,116	763,340	42,100	303,040	30,600	201,200	.....	13	4	1	9	9	184	286	470	33
Great Lakes	101	3,458	28,488	1,498,225	426,575	290,860	34,445	654,550	220,160	68	33	....	16	85	74	795	869	22
Rivers	99	12,769	22,321	2,175,450	753,360	786,650	314,190	736,500	408,190	58	41	....	35	64	967	2,184	3,151	102
At sea or in foreign waters	210	15,525	108,750	5,698,555	6,780,260	936,125	415,840	1,583,915	3,446,865	190	19	1	36	174	447	2,644	3,091	174
Total	546	38,459	198,001	12,631,295	8,887,550	2,738,670	882,880	3,753,265	4,600,365	408	136	2	118	428	3,209	6,903	10,112	353
Grand total	1,416	107,683	473,938	33,707,250	16,984,920	7,020,955	2,393,760	9,223,460	8,458,795	964	383	69	375	1,041	9,662	15,535	25,197	539

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RECAPITULATION—(GENERAL SUMMARY).

Coasts, etc.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.†
Atlantic and Gulf coasts	542	31,032	151,949	182,981	352	161	29	157	385	6,207	4,924	11,131	62
Pacific coast	73	6,973	22,218	29,191	42	25	6	23	50	349	784	1,133	43
Great Lakes	295	11,977	109,183	121,160	211	71	13	51	244	209	2,472	2,681	55
Rivers	180	16,461	48,860	65,321	95	77	8	50	130	2,364	3,314	5,678	168
At sea or in foreign waters	326	41,240	141,728	182,968	264	49	13	94	232	533	4,041	4,574	211
Total	1,416	107,683	473,938	581,621	964	383	69	375	1,041	9,662	15,535	25,197	539

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Aggregate.
Total value vessels involved	$13,740,630	$2,156,040	$5,382,275	$4,094,600	$8,333,705	$33,707,250
Total value cargoes involved	4,506,205	230,865	1,965,865	1,400,140	8,881,845	16,984,920
Aggregate	18,246,835	2,386,905	7,348,140	5,494,740	17,215,550	50,692,170
Total losses to vessels	2,062,560	953,130	749,005	1,057,050	2,199,210	7,020,955
Total losses to cargoes	915,990	78,870	124,030	395,820	879,050	2,393,760
Aggregate	2,978,550	1,032,000	873,035	1,452,870	3,078,260	9,414,715
Total insurance on vessels*	2,673,805	542,100	2,404,170	1,134,550	2,468,835	9,223,460
Total insurance on cargoes*	2,106,485	9,400	1,303,380	625,820	4,413,710	8,458,795
Aggregate	4,780,290	551,500	3,707,550	1,760,370	6,882,545	17,682,255
Total tonnage vessels damaged	151,949	22,218	109,183	48,860	141,728	473,938
Total tonnage vessels lost	31,032	6,973	11,977	16,461	41,240	107,683

* The amount of insurance is on 685 vessels and on 382 cargoes.

† In addition to the number of lives lost here reported, 207 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 746.

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Summary of disasters to vessels which occurred on and near the COASTS *and on the* RIVERS *of the United States, and to* AMERICAN *vessels at* SEA *and on the* COASTS *of* FOREIGN *countries, during the year ending June 30, 1884.*

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	37	3,940	2,215	$146,350	$87,770	$92,500	$58,020	$80,500	$80,225	28	9	....	22	15	46	146	192	31
Pacific coast	1	8	.....	900	.....	900	.....	.....	.....	.....	1	..	1	.....	.....	3	3	....
Great Lakes	13	4,055	.....	199,400	74,765	199,400	74,765	88,900	23,800	11	1	1	13	.....	21	123	144	73
Rivers	19	411	469	44,600	8,020	18,200	6,480	1,200	.....	11	8	...	10	9	22	69	91	6
At sea or in foreign waters	35	7,799	50	333,200	307,005	331,700	307,005	107,810	252,900	20	15	....	34	1	9	355	364	242
Total	105	16,213	2,734	724,450	477,560	642,700	446,270	278,410	356,925	70	34	1	80	25	98	696	794	352
Strandings:																		
Atlantic and Gulf coasts	230	19,337	35,374	2,800,500	1,021,835	1,147,855	383,690	798,160	366,215	167	63	....	97	133	332	1,522	1,854	117
Pacific coast	31	4,305	6,399	838,750	594,600	356,550	284,850	531,490	75,000	17	14	....	18	13	274	382	656	6
Great Lakes	127	9,725	41,910	2,507,400	715,700	578,715	276,890	1,280,850	437,215	101	26	....	37	90	58	1,144	1,202	11
Rivers	16	1,958	3,718	201,150	96,550	77,250	50,400	117,900	31,200	11	5	....	6	10	98	313	411	3
At sea or in foreign waters	65	18,710	11,526	1,405,200	1,061,630	1,061,100	638,930	622,360	598,160	43	22	...	43	22	126	895	1,021	3
Total	469	54,035	98,927	7,753,000	3,489,715	3,221,470	1,634,760	3,350,780	1,507,790	339	130	.	201	268	888	4,256	5,144	140
Vessels collided:																		
Atlantic and Gulf coasts	255	2,348	112,736	8,277,750	1,823,630	296,985	111,125	924,000	704,300	117	106	32	18	237	3,851	2,358	6,209	23
Pacific coast	16	.....	9,003	309,800	149,350	9,785	.....	106,000	7,000	9	4	3	....	16	170	182	352	....
Great Lakes	62	661	25,484	1,127,800	185,990	75,650	7,965	436,770	169,235	29	21	12	2	60	30	405	435	....
Rivers	42	265	9,988	557,350	286,070	26,650	2,220	102,000	6,300	18	14	10	4	38	475	311	786	3
At sea or in foreign waters	38	758	24,562	1,055,600	541,095	76,120	43,620	232,800	237,000	21	5	12	5	33	201	387	588	4
Total	413	4,032	181,774	11,328,300	2,986,135	485,190	164,930	1,801,570	1,123,835	194	150	69	29	384	4,727	3,643	8,370	30
Other causes:																		
Atlantic and Gulf coasts	151	6,626	39,904	4,581,450	1,229,510	626,065	174,365	1,466,000	754,720	89	62	....	27	124	2,052	1,525	3,577	20
Pacific coast	9	732	2,648	288,000	68,800	153,900	2,800	127,000	3,000	5	4	..	2	7	109	123	232	....
Great Lakes	121	2,499	44,873	2,411,350	613,380	304,860	110,645	1,346,400	386,330	90	31	...	11	110	272	1,191	1,463	7
Rivers	116	9,976	27,896	1,901,700	1,066,200	704,635	495,625	876,400	701,000	48	66	2	33	83	813	1,944	2,757	27
At sea or in foreign waters	263	19,497	109,820	6,695,650	5,916,435	1,245,560	845,420	2,154,720	2,562,810	223	39	1	56	207	900	3,324	4,224	231
Total	660	39,330	225,141	15,878,150	8,894,325	3,035,020	1,628,855	5,970,520	4,407,860	455	202	3	129	531	4,146	8,107	12,253	285
Grand total	1,647	113,610	508,576	35,683,900	15,847,735	7,384,380	3,874,815	11,401,280	7,396,410	1,058	516	73	439	1,208	9,859	16,702	26,561	807

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RECAPITULATION—(GENERAL SUMMARY).

Coasts, etc.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.†
Atlantic and Gulf coasts	673	32,251	190,229	222,480	401	240	32	164	509	6,281	5,551	11,832	191
Pacific coast	57	5,045	18,050	23,095	31	23	3	21	36	553	690	1,243	6
Great Lakes	323	16,940	112,267	129,207	231	79	13	63	260	381	2,863	3,244	91
Rivers	193	12,610	42,071	54,681	88	93	12	53	140	1,408	2,637	4,045	39
At sea or in foreign waters	401	46,764	145,959	192,723	307	81	13	138	263	1,236	4,961	6,197	480
Total	1,647	113,610	508,576	622,186	1,058	516	73	439	1,208	9,859	16,702	26,561	807

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Aggregate.
Total value vessels involved	$15,806,050	$1,437,450	$6,245,950	$2,704,800	$9,489,650	$35,683,900
Total value cargoes involved	4,162,745	812,150	1,589,835	1,456,840	7,826,165	15,847,735
Aggregate	19,968,795	2,249,600	7,835,785	4,161,640	17,315,815	51,531,635
Total losses to vessels	2,163,405	521,135	1,158,625	826,735	2,714,480	7,384,380
Total losses to cargoes	727,200	287,650	470,265	554,725	1,834,975	3,874,815
Aggregate	2,890,605	808,785	1,628,890	1,381,460	4,549,455	11,259,195
Total insurance on vessels*	3,268,660	764,490	3,152,920	1,097,500	3,117,710	11,401,280
Total insurance on cargoes*	1,905,460	85,000	1,016,580	738,500	3,650,870	7,396,410
Aggregate	5,174,120	849,490	4,169,500	1,836,000	6,768,580	18,797,690
Total tonnage vessels damaged	190,229	18,050	112,267	42,071	145,959	508,576
Total tonnage vessels lost	32,251	5,045	16,940	12,610	46,764	113,610

* The amount of insurance is on 856 vessels and on 454 cargoes.
† In addition to the number of lives lost here reported 267 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 1,074.

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Summary of disasters to vessels which occurred on and near the COASTS *and on the* RIVERS *of the United States, and to* AMERICAN *vessels at* SEA *and on the* COASTS *of* FOREIGN *countries, during the year ending June* 20, 1885.

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	33	2,638	3,489	$398,500	$223,460	$61,700	$68,835	$41,350	$214,825	22	11	...	21	12	6	131	137	13
Pacific coast	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Great Lakes	9	1,061	289	41,300	12,200	32,800	9,035	15,000	7,500	7	2	...	8	1	....	44	44	4
Rivers	10	603	203	44,400	395	38,400	175	19,800	.....	3	7	..	7	3	15	63	78	15
At sea or in foreign waters	15	5,339	.....	172,500	63,900	172,500	62,900	45,300	8,900	12	3	..	15	.....	8	128	136	18
Total	67	9,641	3,981	656,700	299,955	305,400	140,945	121,450	231,225	44	23	..	51	16	29	366	395	50
Strandings:																		
Atlantic and Gulf coasts	200	16,565	36,938	3,097,000	1,048,165	1,092,140	355,820	1,465,950	554,330	144	56	...	94	106	928	1,580	2,508	14
Pacific coast	26	3,987	5,069	612,150	82,920	235,695	5,560	96,650	54,685	15	11	....	12	14	33	232	265	5
Great Lakes	73	3,312	26,624	1,368,850	443,255	233,215	135,885	652,600	277,935	59	14	...	15	58	84	716	800	1
Rivers	18	1,541	4,127	301,800	190,700	53,420	64,100	66,700	74,500	12	6	....	6	12	155	307	462	....
At sea or in foreign waters	64	23,959	10,828	1,896,300	1,046,845	1,589,950	618,465	567,140	630,850	44	20	..	43	21	397	821	1,218	17
Total	381	49,364	83,586	7,276,100	2,811,885	3,204,420	1,179,830	2,849,040	1,592,300	274	107	...	170	211	1,597	3,656	5,253	37
Vessels collided:																		
Atlantic and Gulf coasts	221	1,494	119,640	10,348,100	1,657,255	243,800	67,345	1,471,950	795,400	104	86	31	14	207	5,820	2,986	8,806	5
Pacific coast	18	12	16,912	409,000	64,500	22,660	35	98,400	5,000	8	7	3	1	17	112	172	284	....
Great Lakes	62	1,210	30,338	1,468,800	298,265	121,810	10,430	561,950	191,405	35	21	6	2	60	42	588	630	3
Rivers	44	2,092	18,300	1,054,700	160,175	128,210	32,190	461,500	90,400	19	19	6	6	38	2,946	576	3,522	2
At sea or in foreign waters	74	5,839	46,124	1,424,000	603,230	340,990	118,380	425,075	342,930	38	12	24	11	63	61	661	722	21
Total	419	10,647	231,314	14,704,600	2,783,425	857,470	228,380	3,018,875	1,425,135	204	145	70	34	385	8,981	4,983	13,964	31
Other causes:																		
Atlantic and Gulf coasts	118	3,656	30,583	3,077,800	772,115	597,760	127,905	1,117,100	649,640	65	53	....	28	90	509	988	1,497	6
Pacific coast	18	1,925	5,661	732,000	44,700	162,775	1,500	108,000	.....	7	11	....	5	13	230	308	538	4
Great Lakes	95	2,649	38,050	2,086,600	391,995	426,820	56,440	1,159,450	270,480	53	42	....	12	83	53	884	937	10
Rivers	121	9,706	19,972	1,516,650	488,230	688,250	158,470	552,800	121,700	58	63	....	46	75	1,878	1,916	3,794	25
At sea or in foreign waters	188	19,140	79,263	4,885,100	2,847,055	1,135,700	549,940	2,526,975	1,404,495	165	23	....	46	142	797	2,409	3,206	172
Total	540	37,076	173,529	12,298,150	4,544,095	3,011,305	894,255	5,464,425	2,446,315	348	192	..	137	403	3,447	6,525	9,972	217
Grand total	1,407	106,728	492,410	34,935,550	10,439,360	7,378,595	2,443,410	11,453,790	5,694,975	870	467	70	392	1,015	14,054	15,530	29,594	335

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RECAPITULATION—(GENERAL SUMMARY).

Coasts, etc.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.†
Atlantic and Gulf coasts	572	24,353	190,650	215,003	335	206	31	157	415	7,263	5,685	12,948	38
Pacific coast	62	5,924	27,642	33,566	30	29	3	18	44	375	712	1,087	9
Great Lakes	239	8,232	95,301	103,533	154	79	6	37	202	179	2,232	2,411	18
Rivers	193	13,942	42,602	56,544	92	95	6	65	128	4,974	2,882	7,856	42
At sea or in foreign waters	341	54,277	136,215	190,492	259	58	24	115	226	1,263	4,019	5,282	228
Total	1,407	106,728	492,410	599,138	870	467	70	392	1,015	14,054	15,530	29,584	335

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Aggregate.
Total value vessels involved	$16,921,400	$1,753,150	$4,965,550	$2,917,550	$8,377,900	$34,935,550
Total value cargoes involved	3,700,995	192,120	1,145,715	839,500	4,561,030	10,439,360
Aggregate	20,622,395	1,945,270	6,111,265	3,757,050	12,938,930	45,374,910
Total losses to vessels	1,995,400	421,130	814,645	908,280	3,239,140	7,378,595
Total losses to cargoes	619,905	7,095	211,790	254,935	1,349,685	2,443,410
Aggregate	2,615,305	428,225	1,026,435	1,163,215	4,588,825	9,822,005
Total insurance on vessels *	4,096,350	303,050	2,389,000	1,100,900	3,564,490	11,453,790
Total insurance on cargoes *	2,214,195	59,685	747,320	286,600	2,387,175	5,694,975
Aggregate	6,310,545	362,735	3,136,320	1,387,500	5,951,665	17,148,765
Total tonnage vessels damaged	190,650	27,642	95,301	42,602	136,215	492,410
Total tonnage vessels lost	24,353	5,924	8,232	13,942	54,277	106,728

* The amount of insurance is on 716 vessels and on 356 cargoes.

† In addition to the number of lives lost here reported, 227 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 562.

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Summary of disasters to vessels which occurred on and near the COASTS *and on the* RIVERS *of the United States, and to* AMERICAN *vessels at* SEA *and on the* COASTS *of* FOREIGN *countries, during the year ending June 30, 1886.*

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	44	6,527	759	$261,490	$41,335	$236,500	$37,665	$53,100	$19,180	28	16	...	33	11	8	175	183	39
Pacific coast	3	22	184	1,900	245	1,600	170	.....	.....	3	.....	.....	1	2	.....	12	12	.....
Great Lakes	10	3,015	174	108,400	25,000	108,100	22,600	63,000	10,050	10	.....	.....	9	1	3	78	81	19
Rivers	7	153	386	30,000	1,200	17,850	1,100	1,800	.....	2	5	....	4	3	5	43	48	3
At sea or in foreign waters	19	5,620	.....	202,000	254,515	202,000	254,515	72,250	92,255	14	5	...	19	.....	2	167	169	60
Total	83	15,337	1,503	603,790	322,295	566,050	316,050	190,150	121,485	57	26	....	66	17	18	475	493	121
Strandings:																		
Atlantic and Gulf coast	299	34,823	49,077	4,335,550	1,544,375	1,600,340	892,000	1,370,195	560,040	232	67	....	146	153	1,537	2,463	4,000	71
Pacific coast	31	2,821	4,744	668,600	159,370	253,900	121,200	125,350	500	22	9	....	20	11	113	318	431	18
Great Lakes	70	7,391	31,616	1,750,500	401,995	476,280	96,325	815,830	227,720	59	11	....	22	48	115	745	860	48
Rivers	10	970	2,026	104,500	114,900	38,100	23,650	41,000	62,803	9	1	....	3	7	70	158	228	8
At sea or in foreign waters	75	22,164	15,015	1,722,000	1,327,775	974,275	548,315	738,675	909,280	60	15	....	52	23	54	918	972	8
Total	485	68,169	102,478	8,581,150	3,548,415	3,342,895	1,681,490	3,091,050	1,760,340	382	103	...	243	242	1,889	4,602	6,491	153
Vessels collided:																		
Atlantic and Gulf coasts	274	3,705	109,026	6,735,490	1,298,320	332,365	60,385	1,771,965	726,290	133	105	36	15	259	3,539	2,280	5,819	5
Pacific coast	18	25	15,539	1,434,500	475,500	39,635	5,800	87,850	10,000	11	4	3	1	17	509	330	839	1
Great Lakes	49	159	25,649	1,124,800	305,150	43,070	2,075	532,600	222,330	29	13	7	1	48	.....	394	394	.....
Rivers	60	650	31,952	2,415,170	505,385	65,685	28,910	724,550	411,700	23	25	12	3	57	899	798	1,697	6
At sea or in foreign waters	38	517	15,284	466,555	185,700	68,605	3,900	186,040	25,600	13	10	15	5	33	10	250	260	2
Total	439	5,056	197,450	12,176,515	2,770,055	549,360	101,070	3,303,005	1,395,920	209	157	73	25	414	4,957	4,052	9,009	14
Other causes:																		
Atlantic and Gulf coasts	169	3,739	38,566	2,737,150	530,995	389,430	110,860	814,000	324,530	89	80	....	35	134	1,474	1,281	2,755	16
Pacific coast	12	138	6,173	700,565	197,800	42,600	2,700	144,500	3,000	9	3	....	2	10	152	188	340	1
Great Lakes	91	2,141	31,267	1,422,870	491,205	197,395	27,445	696,050	324,315	60	31	...	19	72	66	752	818	11
Rivers	122	10,785	17,977	1,701,280	603,065	707,185	260,115	732,900	400,330	55	67	....	43	79	837	1,734	2,571	20
At sea or in foreign waters	249	23,038	87,656	4,798,845	4,019,820	1,298,170	767,405	1,749,805	2,180,575	222	27	....	66	183	469	2,734	3,203	240
Total	643	39,841	181,639	11,360,710	5,842,885	2,634,780	1,168,525	4,137,255	3,232,750	435	208	....	165	478	2,998	6,689	9,687	288
Grand total	1,650	128,403	483,070	32,722,165	12,483,650	7,093,085	3,267,135	10,721,460	6,510,495	1,083	494	73	499	1,151	9,862	15,818	25,680	576

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RECAPITULATION—(GENERAL SUMMARY).

Coasts, etc.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.†
Atlantic and Gulf coasts	786	48,794	197,428	246,222	482	268	36	229	557	6,558	6,199	12,757	131
Pacific coast	64	3,006	26,640	29,646	45	16	3	24	40	774	848	1,622	20
Great Lakes	220	12,706	88,706	101,412	158	55	7	51	169	184	1,969	2,153	78
Rivers	199	12,558	52,341	64,899	89	98	12	53	146	1,811	2,733	4,544	37
At sea or in foreign waters	381	51,339	117,955	169,294	309	57	15	142	239	535	4,069	4,604	310
Total	1,650	128,403	483,070	611,473	1,083	494	73	499	1,151	9,862	15,818	25,680	576

	*Atlantic and Gulf coasts.	Pacific coast.	Great lakes.	Rivers.	At sea or in foreign waters.	Aggregate.
Total value vessels involved	$14,069,680	$2,805,565	$4,406,570	$4,250,950	$7,189,400	$32,722,165
Total value cargoes involved	3,415,025	832,915	1,223,350	1,224,550	5,787,810	12,483,650
Aggregate	17,484,705	3,638,480	5,629,920	5,475,500	12,977,210	45,205,815
Total losses to vessels	$2,558,635	337,735	$824,845	$828,820	$2,543,050	$7,093,085
Total losses to cargoes	1,100,910	129,870	148,445	313,775	1,574,135	3,267,135
Aggregate	3,659,545	467,605	973,290	1,142,595	4,117,185	10,360,220
Total insurance on vessels*	$4,009,260	$357,700	$2,107,480	$1,500,250	$2,746,770	$10,721,460
Total insurance on cargoes.*	1,630,040	13,500	784,415	874,830	3,207,710	6,510,495
Aggregate	5,639,300	371,200	2,891,895	2,375,080	5,954,480	17,231,955
Total tonnage vessels damaged	197,428	26,640	88,706	52,341	117,955	483,070
Total tonnage vessels lost	48,794	3,006	12,706	12,558	51,339	128,403

* The amount of insurance is on 785 vessels and on 425 cargoes.

† In addition to the number of lives lost here reported, 286 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 862.

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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, 1887.

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WRECKS, CASUALTIES, AND COLLISIONS AT HOME AND ABROAD.

REMARKS EXPLANATORY OF THE WRECK STATISTICS FOR THE YEAR 1886-'87.

The following is the thirteenth 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, etc., connecting the several lakes named;
3. All casualties occurring in the harbors of any of said lakes, or in or near the mouths of rivers emptying into them, within the United States.

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

V. Disasters occurring to American shipping at sea 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.

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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 vessels may be sunk thereby;
Striking on sunken wrecks, anchors, buoys, piers, or bridges;
Leakage, (except when vessel foundered or went ashore for safety;)
Loss of masts, sails, boats, or any portion of 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.

ADDITIONAL STATISTICS FOR THE FISCAL YEAR ENDING JUNE 30 1886.

Since the publication of the annual statement for the fiscal year ending June 30, 1886, information has been received of the occurrence of disasters during the year to sixty-two American vessels and one Nova Scotian vessel, involving the loss of sixty-eight lives; also, the loss of nine lives on eight vessels, suffering no other casualty. The table annexed shows the nature of these disasters and the divisions in which they occurred:

Coasts, etc.	Founderings.			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	2	236	...	9	1,049	4	2	361	...	6	1,728	...	19	3,374	4
Pacific coast	...	...	...	2	66	...	...	...	...	...	...	...	2	66	...
Great Lakes	...	...	...	3	1,607	...	3	1,146	...	9	3,380	...	15	6,133	...
Rivers	...	...	...	1	135	...	4	1,099	...	2	179	...	7	1,413	...
At sea or in foreign waters	...	...	...	2	769	...	...	...	...	18	10,700	64	20	11,469	64
Total	2	236	...	17	3,626	4	9	2,606	...	35	15,987	64	63	22,455	68

Coasts, etc.	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	9	1,310	4	10	2,064	....	....	.....	....	19	3,374	4
Pacific coast	2	66	....	....	....	....	....	.....	....	2	66	....
Great Lakes	3	235	....	12	5,898	....	4	1,984	5	19	8,117	5
Rivers	2	179	....	5	1,234	....	3	549	3	10	1,962	3
At sea or in foreign waters	8	1,845	64	12	9,624	....	1	533	1	21	12,002	65
Total	24	3,635	68	39	18,820	....	8	3,066	9	71	25,521	77

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Of the lives lost, reported above, forty were lost on the bark *Amethyst*, of San Francisco, California, which sailed from her home port on a whaling voyage to the Arctic Ocean in the month of February, 1885. She was spoken on October 12, 1885, since which time no tidings from her have been received. Four were lost on the schooner *Millie Trim*, of Rockland, Maine, which stranded on Calf Island, Boston Bay, Massachusetts, on January 10, 1886, during a blinding snow-storm and heavy gale; fourteen were lost on the schooner *Seth Stockbridge*, of Gloucester, Massachusetts, which sailed from her home port on June 1, 1886, for Greenland, since which time she has not been heard from; eight were lost on the schooner *Louisa A. Orr*, of Portland, Maine, which sailed from Baltimore, Maryland, on February 24, 1886, for Aspinwall, United States of Colombia, and was last seen on the following day off Cape Henry, Virginia; two, belonging to the schooner *New York*, of San Francisco, California, were killed by the natives of Itu Island, Solomon Group, Pacific Ocean, in April, 1886, and the vessel destroyed; two fell overboard while scuffling; one fell through a hatchway and died from injuries received, and six fell overboard.

As the foregoing could not properly be included in the report for the fiscal year just closed, the General Summary Table of the previous year, amended so as to include the particulars furnished by the wreck reports relative to the disasters mentioned above, is reprinted. The table will be convenient for comparison with the corresponding table in the statements of former years.

Summary of disasters to vessels which occurred on and near the COASTS *and on the* RIVERS *of the United States, and to* AMERICAN *vessels at* SEA *and on the* COASTS *of* FOREIGN *countries, during the year ending June* 30, 1886.

FOUNDERINGS.

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Total.
Number of vessels	55	3	10	12	19	99
Tonnage of vessels partially damaged.	1,085	184	174	601	.....	2,044
Tonnage of vessels totally lost	6,548	22	3,015	153	5,605	15,343
Value of vessels	275,590	7,300	108,400	39,200	202,000	632,490
Value of cargoes	42,225	245	25,000	1,500	254,515	323,485
Loss to vessels	239,230	1,600	108,100	18,700	202,000	569,630
Loss to cargoes	38,055	170	22,600	1,250	254,515	316,590
Insurance on vessels	59,600	.....	63,000	4,000	72,250	198,850
Insurance on cargoes	18,930	.....	10,050	.....	92,255	121,235
Laden	35	3	10	3	14	65
In ballast	20	.....	.....	9	5	34
Unknown whether laden or not	.....	.....	.....	.....	.....	.....
Wrecks involving total loss	33	1	9	4	19	66
Casualties involving partial and unknown damage.	22	2	1	8	.....	33
Number of passengers	8	.....	3	5	2	18
Number in crews	210	12	78	58	167	525
Total on board	218	12	81	63	169	543
Number of lives lost	40	.....	19	3	60	122

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

STRANDINGS.

	Atlantic and Gulf coasts.	Pacific coast.	Great lakes.	Rivers.	At sea or in foreign waters.	Total.
Number of vessels	365	33	81	10	75	564
Tonnage of vessels partially damaged	56,436	5,159	35,348	2,026	15,134	114,103
Tonnage of vessels totally lost	35,332	2,821	7,391	970	19,545	66,059
Value of vessels	4,594,435	692,600	1,854,000	104,500	1,574,800	8,820,335
Value of cargoes	1,603,925	167,370	440,060	114,900	1,307,475	3,633,730
Loss to vessels	1,606,330	254,050	477,065	38,100	824,460	3,200,005
Loss to cargoes	888,775	121,200	95,700	23,650	522,315	1,651,640
Insurance on vessels	1,276,045	142,350	836,995	41,000	743,075	3,039,465
Insurance on cargoes	576,805	3,500	250,070	62,800	943,980	1,837,155
Laden	270	24	67	9	60	430
In ballast	95	9	14	1	15	134
Unknown whether laden or not						
Wrecks involving total loss	146	20	22	3	51	242
Casualties involving partial and unknown damage	219	13	59	7	24	322
Number of passengers	1,550	113	115	70	52	1,900
Numbers in crews	2,727	333	822	158	882	4,922
Total on board	4,277	446	937	228	934	6,822
Number of lives lost	72	18	48	8	8	154

COLLISIONS.

Number of vessels	494	26	112	112	54	798
Tonnage of vessels partially damaged	183,062	21,484	51,539	50,976	19,031	326,092
Tonnage of vessels totally lost	3,705	25	159	650	517	5,056
Value of vessels	10,601,690	1,610,500	2,129,300	3,566,840	708,055	18,616,385
Value of cargoes	1,880,400	493,500	443,170	616,305	325,800	3,759,175
Loss to vessels	344.085	40,185	47,345	69,885	70,925	572,425
Loss to cargoes	60,585	5,855	2,075	28,920	3,900	101,335
Insurance on vessels	2,219,965	96,850	777,835	1,023,750	281,040	4,399,440
Insurance on cargoes	825,315	10,000	301,630	415,470	164,200	1,716,615
Laden	210	13	58	40	19	340
In ballast	205	10	35	47	14	311
Unknown whether laden or not	79	3	19	25	21	147
Wrecks involving total loss	15	1	1	3	5	25
Casualties involving partial and unknown damage	479	25	111	109	49	773
Number of passengers	6,922	633	88	2,173	4	9,820
Number in crews	3,670	443	825	1,344	343	6,625
Total on board	10,592	1,076	913	3,517	347	16,445
Number of lives lost	7	1		6	2	16

OTHER CAUSES.

Number of vessels	262	15	142	141	336	896
Tonnage of vessels partially damaged	53,118	8,719	50,923	22,397	117,662	252,819
Tonnage of vessels totally lost	3,761	138	2,130	10,865	22,512	39,406
Value of vessels	3,359,280	1,157,565	2,368,370	2,013,550	5,987,745	14,886,510
Value of cargoes	626,990	214,800	705,560	612,745	4,478,075	6,638,170
Loss to vessels	409,230	42,335	202,590	706,100	1,305,520	2,665,775
Loss to cargoes	111,865	2,300	28,435	257,565	769,035	1,169,200
Insurance on vessels	968,400	134,500	1,039,135	756,900	2,002,450	4,901,385
Insurance on cargoes	363,110	3,000	473,880	377,930	2,427,225	3,645,145
Laden	154	10	91	62	294	611
In ballast	108	5	51	79	42	285
Unknown whether laden or not						
Wrecks involving total loss	37	2	18	42	65	164
Casualties involving partial and unknown damage	225	13	124	99	271	732
Number of passengers	1,720	175	71	719	523	3,208
Number in crews	1,827	273	1,179	1,886	3,722	8,887
Total on board	3,547	448	1,250	2,605	4,245	12,095
Number of lives lost	18	1	11	21	256	307

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

RECAPITULATION.

	Atlantic and Gulf coasts.	Pacific coast.	Great lakes.	Rivers.	At sea or in foreign waters.	Total.
Number of vessels	1,176	77	345	275	484	2,357
Laden	669	50	226	114	387	1,446
In ballast	428	24	100	136	76	764
Unknown whether laden or not	79	3	19	25	21	147
Wrecks involving total loss	231	24	50	52	140	497
Casualties involving partial and unknown damage	945	53	295	223	344	1,860
Number of passengers	10,200	921	277	2,967	581	14,946
Number in crews	8,434	1,061	2,904	3,446	5,114	20,959
Total on board	18,634	1,982	3,181	6,413	5,695	35,905
Number of lives lost	137	20	78	38	326	*599
Total tonnage vessels partially damaged	293,701	35,546	137,984	76,000	151,827	695,058
Total tonnage vessels lost	49,346	3,006	12,695	12,638	48,179	125,864
Aggregate	343,047	38,552	150,679	88,638	200,006	820,922
Total value of vesels	18,830,995	3,467,965	6,460,070	5,724,090	8,472,600	42,955,720
Total value of cargoes	4,153,540	875,915	1,613,790	1,345,450	6,365,865	14,354,560
Aggregate	22,984,535	4,343,880	8,073,860	7,069,540	14,838,465	57,310,280
Total losses to vessels	2,598,875	338,170	835,100	832,785	2,402,905	7,007,835
Total losses to cargoes	1,099,280	129,525	148,810	311,385	1,549,765	3,238,765
Aggregate	3,698,155	467,695	983,910	1,144,170	3,952,670	10,246,600
Total insurance on vessels	4,524,010	373,700	2,716,965	1,825,650	3,098,815	12,539,140
Total insurance on cargoes	1,784,160	16,500	1,035,630	856,200	3,627,660	7,320,150
Aggregate	6,308,170	390,200	3,752,595	2,681,850	6,726,475	19,859,290

* In addition to the number of lives lost here reported, 258 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 857.

COMPARATIVE STATISTICS.*

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 1885–'86 and 1886–87, with the percentage of increase or decrease of the latter compared with the former:.

NUMBER OF VESSELS INVOLVED.

	1885–'86.	1886–'87.	Per cent. of—
Atlantic	786	640	Decrease, 18.57
Pacific	64	56	Decrease, 12.50
Great Lakes	220	323	Increase, 46.82
Rivers	199	177	Decrease, 11.06
At sea or in foreign waters	381	298	Decrease, 21,78
Aggregate	1,650	1,494	Decrease, 9.45

VALUE OF VESSELS AND CARGOES.

Atlantic	$17,484,705	$19,415.665	Increase, 11.04
Pacific	3,638,480	2,149,750	Decrease, 40.92
Great Lakes	5,629,920	8,860,560	Increase, 57.38
Rivers	5,475,500	4,518,435	Decrease, 17.48
At sea or in foreign waters	12,977,210	9,095,115	Decrease, 29.91
Aggregate	45,205,815	44,039,525	Decrease, 2.58

* All statististics which follow from this point are on the basis of $300 as "material damage," as explained in the note on page 363.

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LOSS TO VESSELS AND CARGOES.

	1885-'86.	1886-'87.	Per cent. of—
Atlantic	$3,659,545	$2,461,590	Decrease, 32.73
Pacific	467,605	628,620	Increase, 34.43
Great Lakes	973,290	1,386,570	Increase, 42.46
Rivers	1,142,595	1,424,985	Increase, 24.71
At sea or in foreign waters	4,117,185	2,319,220	Decrease, 43.67
Aggregate	10,360,280	8,220,985	Decrease, 20.65

TONNAGE OF VESSELS INVOLVED.

Atlantic	246,222	252,300	Increase, 2.47
Pacific	29,646	28,327	Decrease, 4.45
Great Lakes	101,412	141,254	Increase, 39.29
Rivers	64,899	63,695	Decrease, 1.86
At sea or in foreign waters	169,294	161,263	Decrease, 4.74
Aggregate	611,473	646,839	Increase, 5.78

TONNAGE OF VESSELS TOTALLY LOST.

Atlantic	48,794	32,281	Decrease, 33.84
Pacific	3,006	8,662	Increase, 188.16
Great lakes	12,706	15,766	Increase, 24.08
Rivers	12,558	20,098	Increase, 60.04
At sea or in foreign waters	51,339	39,792	Decrease, 22.49
Aggregate	128,403	116,599	Decrease, 9.19

On the 30th of June, 1887, the total number of registered, enrolled, and licensed vessels belonging to the United States were 23,063, with a total tonnage of 4,105,845; of this number 1,424 vessels, having a total tonnage of 584,314, met with casualties during the year, being 6.17 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, 1887, the number of each class which have met with disasters during the year, and the ratio of casualties to the number of vessels:

Classification.	Number of vessels belonging to the United States.	Number of casualties to vessels.	Ratio of casualties to number of vessels.
Steam-vessels	5,481	455	As 1 to 12.05
Sailing vessels	15,735	936	As 1 to 16.81
Canal-boats	910	1	As 1 to 910.00
Barges	937	32	As 1 to 29.28
Total	23,063	1,424	As 1 to 16.20

During the year 429 vessels were reported as having met with collisions, but as two vessels were engaged in each collision (though in a few instances three or more collided with each other in gales, etc.), the actual number of casualties of this nature were a little less than one-half that number.

Sixty-four foreign vessels, having an aggregate tonnage of 52,357,

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met with disasters in American waters during the year. The nationalities, values involved, etc., of these vessels are given in certain of the accompanying tables.

Besides the number of vessels here reported, six foreign vessels collided with American vessels at sea, involving a tonnage of 10,168.

In addition to the lives lost in the disasters to vessels which are embraced in the tables, 248 persons perished by drowning or by accident on board, out of crews employed on 208 different vessels. In these cases neither vessels nor cargoes suffered damage, the persons drowned having been lost overboard or having perished by the capsizing of small boats in which they had left their vessels to attend fishing trawls or for other purposes. In some instances lives were lost by falling to the deck from aloft and by being struck by spars, tackling, etc., falling or swinging, owing to the giving way of rigging. These vessels are not included in any of the tables, except 64 and 65.

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

Fiscal year.	Number of casualties.	Number of persons on board.	Number of lives lost.	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875–'76	1,553	18,134	*878	As 1 to 20.65	As 1 to 1.77
1876–'77	1,547	22,307	*826	As 1 to 27.00	As 1 to 1.87
1877–'78	1,483	21,531	*644	As 1 to 33.43	As 1 to 2.30
1878–'79	1,545	23,353	*730	As 1 to 31.99	As 1 to 2.12
1879–'80	1,624	26,491	*469	As 1 to 56.48	As 1 to 3.46
1880–'81	1,528	24,286	*623	As 1 to 38.98	As 1 to 2.45
1881–'82	1,514	25,712	*502	As 1 to 51.22	As 1 to 3.02
1882–'83	1,416	25,197	*539	As 1 to 46.75	As 1 to 2.63
1883–'84	1,647	26,561	*807	As 1 to 32.91	As 1 to 2.04
1884–'85	1,407	29,584	*335	As 1 to 88.31	As 1 to 4.20
1885–'86	1,650	25,680	*576	As 1 to 44.58	As 1 to 2.86
1886–'87	1,494	23,992	*529	As 1 to 45.35	As 1 to 2.82

*This number is exclusive of lives lost where vessels suffered no material 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 year.	Number of casualties.	Number of persons on board.	Number of lives lost.	Ratio of lives lost to number on board.	Ratio of lives lost to number of casualties.
1875–'76	1,139	13,487	*501	As 1 to 26.92	As 1 to 2.27
1876–'77	1,023	15,977	*278	As 1 to 57.47	As 1 to 3.68
1877–'78	1,083	16,785	*403	As 1 to 41.65	As 1 to 2.69
1878–'79	1,044	16,245	*222	As 1 to 73.18	As 1 to 4.70
1879–'80	1,265	21,691	*170	As 1 to 127.59	As 1 to 7.44
1880–'81	1,171	19,713	*272	As 1 to 72.47	As 1 to 4.31
1881–'82	1,203	20,495	*241	As 1 to 85.04	As 1 to 4.99
1882–'83	1,090	20,623	*328	As 1 to 62.88	As 1 to 3.32
1883–'84	1,246	20,364	*327	As 1 to 62.28	As 1 to 3.81
1884–'85	1,066	24,302	*107	As 1 to 227.12	As 1 to 9.96
1885–'86	1,269	21,076	*266	As 1 to 79.23	As 1 to 4.77
1886–'87	1,196	20,538	*302	As 1 to 68.00	As 1 to 3.96

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

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STATISTICAL TABLES FOR THE FISCAL YEAR ENDING JUNE 30, 1887.

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, 1887, *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	$768,850	2	12	$159,465	.....	2	25	$79,975	.....	3	5	$18,030	.....	9
August	61	1,002,250	5	37	224,890	2	5	59	150,085	.....	7	17	112,495	.....	27
September	41	832,750	1	27	207,900	2	1	38	66,975	.....	4	10	8,765	.....	20
October	55	1,473,800	2	39	531,375	4	2	52	101,380	.....	5	23	45,845	.....	22
November	61	1,590,900	2	42	205,235	2	1	58	149,445	.....	5	21	32,620	.....	24
December	97	1,699,200	7	63	599,015	2	7	93	247,385	.....	11	42	76,015	.....	30
January	49	2,159,800	.....	28	832,295	2	.....	47	223,160	.....	2	16	84,320	.....	14
February	43	1,552,900	6	31	506,705	.....	6	38	202,615	.....	11	16	32,035	.....	21
March	51	632,050	6	41	204,695	.....	6	50	223,475	.....	7	26	72,800	.....	21
April	41	488,700	2	27	148,585	.....	2	38	106,030	.....	5	14	14,620	.....	15
May	36	778,050	6	22	478,135	1	5	36	179,965	.....	6	10	73,340	.....	18
June	33	1,951,850	7	22	386,180	1	6	32	143,110	.....	8	9	8,105	.....	20
Total	594	14,931,190	46	391	4,484,475	16	43	566	1,882,600	.....	74	209	578,990	.....	241

* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 2.

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TABLE 2.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June* 30, 1887, *showing the number of* VESSELS TOTALLY LOST, *the number* DAMAGED, *and their* TONNAGE; *the number of* PERSONS *on* BOARD, *and number of* LIVES LOST.

Months.	Number of disasters resulting in total loss to vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number in crews, including master, etc.	Total number of passengers.	Total number of lives lost.
July	5	20	2	1	28	238	11,366	220	144	7
August	19	40	5	2	66	2,940	14,718	432	298	3
September	9	29	1	3	42	1,597	13,364	340	785	1
October	20	32	2	3	57	2,126	25,077	546	243	1
November	21	37	3	2	63	1,968	19,333	615	276	8
December	29	64	7	4	104	4,906	24,066	702	745	4
January	17	30	.....	2	49	3,929	26,040	786	719	28
February	11	27	6	5	49	4,631	23,604	503	158	3
March	17	33	6	1	57	1,545	14,822	437	1,897	13
April	9	29	2	3	43	2,615	11,128	317	85	1
May	11	25	5	1	42	4,730	17,517	326	113	....
June	4	28	7	1	40	1,056	18,984	566	480	....
Total	172	394	46	28	640	32,281	220,019	5,790	5,943	69

TABLE 3.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June* 30, 1887, *showing the number of* VESSELS *and* CARGOES INSURED *and* UNINSURED, *and the* AMOUNT *of* INSURANCE *where known.*

Months.	Number of vessels and cargoes reported to be insured, and the AMOUNT of INSURANCE.					Number of vessels and cargoes reported not insured.		Number of vessels and cargoes, whether insured or not, unknown.		Vessels in ballast.
	Vessels.		Cargoes.		Total amount of insurance.	Vessels.	Cargoes.	Vessels.	Cargoes.	
	No.	Amount.	No.	Amount.						
July	8	$225,600	5	$53,035	$278,635	17	7	3	2	14
August	15	209,700	11	130,835	340,535	40	8	11	25	22
September	14	166,700	11	98,185	264,885	25	7	3	12	12
October	19	524,900	10	233,800	758,700	32	18	6	17	12
November	22	335,000	12	33,590	368,590	35	21	6	12	18
December	36	233,400	20	89,520	322,920	52	20	16	32	32
January	21	891,000	13	500,305	1,391,305	22	5	6	12	19
February	23	294,650	12	253,220	547,870	15	8	11	17	12
March	19	203,700	18	171,215	374,915	29	15	9	14	10
April	19	197,375	10	58,900	256,275	21	11	3	8	14
May	14	119,300	8	85,325	204,625	19	5	9	15	14
June	15	585,500	6	221,985	807,485	17	8	8	15	11
Total	225	3,986,825	136	1,929,915	5,916,740	324	133	91	181	190

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TABLE 4.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coast during the year ending June* 30, 1887, *distinguishing the* NATURE *of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	1	1	2	2	3	1	3	1	3	4	....	1	22
Stranded	7	27	15	23	22	47	19	14	16	16	13	11	230
Collided	14	28	18	20	22	32	10	24	26	14	20	24	252
Abandoned	....	....	....	....	....	....	1	....	....	....	1	....	2
Capsized	3	2	....	....	3	3	....	....	3	....	....	1	15
Damage to hull, masts, rigging, etc	....	1	1	3	4	4	1	1	....	....	2	....	17
Damage to machinery	....	2	2	2	1	2	4	2	....	....	....	....	15
Explosion of boiler	....	....	....	....	1	....	1	....	....	....	....	....	2
Fire	1	2	....	4	2	7	4	5	3	2	2	2	34
Ice	....	....	....	....	....	1	2	1	....	....	....	....	4
Sprung a leak	1	1	....	2	1	2	....	....	1	2	2	....	12
Struck wharf, bridge, sunken wreck, etc	1	1	3	....	2	3	4	1	4	3	1	1	24
Miscellaneous	....	1	1	1	2	2	....	....	1	2	1	....	11
Total	28	66	42	57	63	104	49	49	57	43	42	40	640

TABLE 5.—*Abstract of returns of disasters (excluding collisions) to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June* 30, 1887, *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	2	.....	11
Darkness	.....	18	.....	.....	18
Fog	.....	34	1	.....	35
Gales, hurricanes, etc	15	92	38	.....	145
Heavy sea	.....	15	6	.....	21
Total of class 1	15	168	47	....	230
CLASS 2.—*Causes connected with vessels, equipments, or stowage:*					
Defective hull, masts, rigging, etc	.....	.....	3	.....	3
Error in chronometer	.....	1	.....	.....	1
Error in compass	.....	10	.....	.....	10
Total of class 2	.....	11	3	.....	14
CLASS 3.—*Causes connected with navigation and seamanship:*					
Errors of masters, officers, or crew	.....	25	.....	.....	25
Errors of pilots	.....	7	1	.....	8
Total of class 3	.....	32	1	.....	33
CLASS 4.—*Causes connected with machinery or boilers:*					
Damage to machinery	.....	.....	15	.....	15
Explosion of boiler	.....	.....	2	.....	2
Total of class 4	.....	.....	17	.....	17
CLASS 5.—*Other causes:*					
Absence of lights or buoys	.....	2	.....	.....	2
Accidental	.....	1	.....	.....	1
Fire	.....	.....	33	.....	33
Ice	.....	.....	4	.....	4
Incendiarism	.....	.....	1	.....	1
Misstayed	.....	2	.....	.....	2
Sprung a leak	6	4	8	.....	18
Struck rock, wreck, bridge, etc	.....	1	17	.....	18
Miscellaneous	1	5	5	.....	11
Unknown	.....	4	.....	.....	4
Total of class 5	7	19	68	.....	94
Aggregate	22	230	136	.....	388

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TABLE 6.—*Abstract of returns of disasters to vessels on the* ATLANTIC and GULF *coasts during the year ending June* 30, 1887, *showing the number of vessels that* COLLIDED, *and distinguishing the* CAUSE *of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Accidental	....	....	....	2	2	4	....	2	....	1	....	....	11
Bad management	....	1	....	....	....	....	2	....	....	....	....	....	3
Carelessness	2	2	1	1	....	....	....	4	2	....	2	....	14
Darkness	....	2	2	2	1	....	....	1	4	2	....	2	16
Error in judgment	....	2	....	....	....	....	....	....	....	....	....	....	2
Errors of pilots	....	....	....	....	2	....	....	....	....	....	....	....	2
"Fault of other vessel"	5	4	6	6	11	8	2	7	12	6	8	4	79
Fault of tug towing	....	4	....	....	....	3	....	....	....	....	....	....	7
Fog	4	8	2	2	....	4	4	4	....	....	6	12	46
High and baffling winds	....	....	2	2	2	8	2	2	....	....	....	....	18
Misunderstanding signals	....	2	....	....	....	....	....	....	....	....	....	....	2
Want of proper lights	....	....	....	....	1	2	....	....	....	....	....	....	3
Miscellaneous	....	....	....	1	....	....	....	2	2	1	....	....	6
Unknown	3	3	5	4	3	3	....	2	6	4	4	6	43
Total	14	28	18	20	22	32	10	24	26	14	20	24	252

TABLE 7.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June* 30, 1887, *showing the number of vessels and distinguishing their* DESCRIPTION.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges	1	1	....	1	3	....	1	3	3	2	2	....	17
Barks	....	2	2	....	....	4	2	3	....	1	3	1	18
Barkentines	....	....	1	2	1	....	....	....	....	....	....	....	4
Brigs	....	2	....	2	2	3	....	....	....	....	1	....	10
Brigantines	....	....	1	1	1	....	....	....	....	....	....	....	3
Canal-boats	....	....	....	....	....	1	....	....	....	....	....	....	1
Ferry-boats	1	4	2	....	....	3	3	1	2	1	2	....	19
Schooners	15	39	23	31	37	66	24	17	40	26	19	18	355
Scows	....	....	....	....	....	1	....	....	....	1	....	....	2
Ships	1	1	....	....	....	2	1	1	1	2	1	....	10
Sloops	1	2	2	4	4	2	1	12	2	2	2	1	35
Steamers	5	8	7	10	13	16	9	6	3	6	9	13	105
Steam-barges	....	1	....	....	....	....	....	....	....	....	....	....	1
Steam canal-boats	....	....	....	....	....	....	....	....	1	....	....	....	1
Steamships	4	2	2	6	2	2	8	5	3	1	3	4	42
Yachts	....	....	1	....	....	....	....	....	....	....	....	....	1
Unknown	....	4	1	....	....	4	....	1	2	1	....	3	16
Total	28	66	42	57	63	104	49	49	57	43	42	40	640

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TABLE 8.—*Abstract of returns of disasters to foreign vessels on the* ATLANTIC *and* GULF *coasts during the year ending June* 30, 1887, *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	2	2	....	....	....	....	....	....	1	1	....	....	....	3	3	6
British brigs	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	1	2
British brigantines	....	....	....	....	1	..	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	1	2
British schooners	....	....	....	....	....	....	2	....	2	....	2	2	1	2	....	....	1	....	....	....	....	....	....	....	8	4	12
British ships	..	1	....	1	....	....	....	....	....	....	....	1	....	....	....	....	....	....	1	..	....	....	....	....	1	2	3
British steam-ships	....	1	....	1	....	....	....	1	....	1	....	....	....	....	....	....	....	1	....	1	....	1	....	2	....	6	6
French steam-ships	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	1	1
German barks	..	..	....	....	....	....	....	....	....	....	....	..	..	..	1	1	....	....	....	....	....	....	....	....	1	1	2
German ships	....	....	....	....	....	....	....	....	....	....	....	1	1	....	....	....	....	....	....	....	....	1	....	....	2	1	3
German steam-ships	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	2	2
Italian barks	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	1	....	1
Norwegian brigs	..	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	1
Norwegian brigantines	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1
Norwegian steam-ships	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	....	1	1
Total	....	2	....	2	1	....	2	3	3	3	3	6	4	2	2	1	1	3	1	2	2	2	....	2	19	28	47
Aggregate	2		2		1		5		6		9		6		3		4		3		4		2		47		

NOTE.—For values involved, etc., in the casualties embraced in this table, as near as they can be ascertained, see Summary Table 62.

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TABLE 9.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June* 30, 1887, *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	4	8	5	3	7	8	8	8	10	4	16	4	7	2	1	9	5	3	4	3	3	..	4	55	74	129
Over 50 and not exceeding 100 tons	2	4	5	5	1	2	5	5	6	3	7	10	6	3	..	3	3	4	2	7	2	4	1	7	38	57	95
Over 100 and not exceeding 200 tons	....	3	4	12	2	3	4	2	5	14	8	16	1	5	2	7	3	7	1	7	1	4	2	4	33	84	117
Over 200 and not exceeding 300 tons	....	1	....	2	2	2	2	1	2	3	7	4	1	....	1	....	1	2	..	5	1	3	....	2	17	25	42
Over 300 and not exceeding 400 tons	....	2	1	4	..	1	..	5	....	....	1	1	2	....	..	3	....	4	1	2	..	2	..	1	5	25	30
Over 400 and not exceeding 500 tons	....	1	2	3	..	5	..	1	....	3	1	5	1	1	2	2	....	5	..	..	....	1	....	3	6	30	36
Over 500 and not exceeding 600 tons	....	1	....	5	..	2	1	3	....	....	1	6	1	1	1	6	1	3	....	1	1	....	..	1	6	29	35
Over 600 and not exceeding 700 tons	....	3	1	1	1	3	..	2	....	3	....	5	....	....	1	1	....	..	1	1	..	3	..	1	4	23	27
Over 700 and not exceeding 800 tons	....	1	..	....	....	2	....	....	....	....	....	1	....	1	..	2	....	2	..	2	..	2	1	2	1	15	16
Over 800 and not exceeding 900 tons	....	....	....	....	..	3	....	..	....	....	....	....	....	4	..	2	....	..	....	1	1	1	....	....	1	11	12
Over 900 and not exceeding 1,000 tons	....	....	....	1	..	..	....	....	....	....	....	3	....	1	1	....	....	....	..	1	1	1	....	2	2	9	11
Over 1,000 and not exceeding 1,100 tons	....	....	....	2	....	1	....	2	....	1	....	....	....	1	1	1	....	....	.	..	....	1	....	1	1	10	11
Over 1,100 and not exceeding 1,200 tons	....	....	....	1	....	....	....	....	....	....	....	....	....	1	....	....	....	....	..	....	....	....	....	....	....	2	2
Over 1,200 and not exceeding 1,300 tons	....	1	....	....	....	....	....	....	....	....	....	3	1	....	....	....	....	....	....	....	....	....	..	1	1	5	6
Over 1,300 and not exceeding 1,400 tons	....	....	....	....	....	....	..	1	....	....	....	....	....	....	....	....	....	....	1	..	....	....	....	....	1	1	2
Over 1,400 tons	....	2	....	1	..	1	..	6	..	5	....	1	....	7	....	6	....	3	..	2	1	3	..	3	1	40	41
Unknown	....	....	....	5	....	1	..	1	..	....	....	4	....	....	....	4	..	5	..	1	....	3	....	4	....	28	28
Total	5	23	19	47	9	33	20	37	21	42	29	75	17	32	11	38	17	40	9	34	11	31	4	36	172	468	640
Aggregate	28		66		42		57		63		104		49		49		57		43		42		40		640		

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 2.

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TABLE 10.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June* 30, 1887, *showing the number of vessels and distinguishing their* AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years	2	5	9	7	5	8	5	6	4	5	4	7	67
Over 3 and not exceeding 7 years	5	11	7	8	8	19	9	8	14	10	5	5	109
Over 7 and not exceeding 10 years	2	3	2	8	6	8	2	2	3	2	4	...	42
Over 10 and not exceeding 14 years	2	15	7	9	11	13	7	9	6	3	2	5	94
Over 14 and not exceeding 20 years	9	13	6	6	14	15	6	10	11	11	9	9	119
Over 20 and not exceeding 25 years	4	5	5	12	7	13	11	7	3	5	7	5	84
Over 25 and not exceeding 30 years	....	2	3	...	3	5	3	2	7	1	1	2	29
Over 30 and not exceeding 35 years	....	3	1	2	5	8	3	1	1	1	1	2	28
Over 35 and not exceeding 40 years	3	1	...	1	2	4	2	...	....	2	1	....	16
Over 40 and not exceeding 45 years	....	1	....	....	....	....	....	....	1	1	4	....	7
Over 45 and not exceeding 50 years	....	....	....	1	....	....	1	....	....	1	....	....	3
Over 50 years	....	1	....	....	1	2	....	....	....	....	....	1	5
Unknown	1	6	2	3	1	4	....	4	7	1	4	4	37
Total	28	66	42	57	63	104	49	49	57	43	42	40	640

TABLE 11.—*Abstract of returns of disasters to vessels on the* ATLANTIC *and* GULF *coasts during the year ending June* 30, 1887, *showing the number of vessels and distinguishing their* CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	14	22	12	12	18	32	19	12	10	14	14	11	190
Chemicals	1	....	....	....	....	....	....	....	....	1	....	....	2
Coal	3	6	13	8	6	13	3	8	11	3	7	6	87
Cotton, cotton-seed, etc	....	1	....	2	....	1	....	1	....	....	....	....	5
Fertilizers	1	....	....	1	1	1	2	....	....	....	....	1	7
Fish, oysters, etc	....	....	1	6	8	4	2	2	6	....	1	....	30
Fruit, coffee, nuts, etc	....	1	....	....	1	1	....	....	....	....	....	1	4
Grain	....	1	....	1	....	....	1	....	1	1	....	....	5
Ice	....	3	1	4	1	1	....	1	2	....	....	1	14
Iron, iron ore, etc	....	2	1	....	....	2	2	1	1	3	1	....	13
Lime	1	1	....	....	2	4	....	1	2	2	....	2	15
Logwood	....	....	....	....	2	....	1	2	....	....	....	2	7
Lumber, timber, etc	1	14	4	6	8	18	3	1	2	6	6	1	70
Merchandise (general)	2	6	7	5	5	2	8	4	4	3	2	4	52
Petroleum	....	1	....	....	1	1	....	....	....	1	....	....	4
Provisions, etc	....	....	1	1	....	3	....	....	....	....	....	....	5
Railroad iron	....	....	....	1	....	1	1	1	1	....	1	1	7
Salt	....	....	....	....	....	....	....	1	....	....	....	....	1
Sand, plaster, etc	....	1	....	....	....	2	3	1	1	....	....	....	8
Sugar, molasses, etc	....	....	....	1	....	2	....	....	1	....	2	....	6
Stone, brick, etc	2	1	....	2	5	5	....	2	1	3	2	....	23
Whale oil	....	....	....	....	1	....	....	....	1	....	....	....	2
Wood	....	1	....	3	1	2	....	....	2	....	1	2	12
Miscellaneous	1	....	1	2	2	2	4	5	5	4	....	2	28
Unknown	2	5	1	2	1	7	....	6	6	2	5	6	43
Total	28	66	42	57	63	104	49	49	57	43	42	40	640

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	22	2,195	13	9	.....	17	5	.....	88	88	11
Strandings	230	75,437	179	51	....	111	119	2,082	1,924	4,006	19
Vessels collided	252	125,701	127	82	43	16	236	3,073	2,421	5,494	8
Other causes	136	48,967	88	48	.....	28	108	788	1,357	2,145	21
Total	640	252,300	407	190	43	172	468	5,943	5,790	11,733	69

*In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 2.

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TABLE 13.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June* 30, 1887, *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	3	$56,000	....	3	$52,100	.....	.....	3	$36,600	.....	.....	2	$51,000	.....	1
August	4	67,000	....	3	9,800	.....	.....	4	4,100	.....	.....	2	1,800	.....	1
September	3	93,000	....	3	10,600	.....	.....	3	24,500	.....	.....	2	2,100	.....	1
October	1	5,000	....	1	600	.....	.....	1	5,000	.....	.....	1	400	.....	.....
November	4	175,700	...	4	22,050	.....	.....	4	24,800	.....	.....	3	10,220	.....	1
December	12	411,000	1	6	264,500	....	.....	12	169,500	1	.....	4	13,000	.....	2
January	8	76,000	.....	6	47,800	....	.....	8	62,000	.....	.....	6	41,900	.....	.....
February	7	218,000	....	6	38,700	....	.....	7	125,500	.....	.....	4	7,350	.....	2
March	4	541,000	.....	2	3,100	1	.....	4	4,850	.....	.....	2	1,600	.....	1
April	4	19,400	.....	2	1,150	....	.....	4	19,400	.....	.....	2	1,150	....	.....
May	3	19,500	.....	1	1,800	.....	.....	3	7,600	.....	.....	.....	.....	.....	1
June	2	14,000	.....	2	1,970	.....	.....	2	10,500	.....	.....	1	750	.....	1
Total	55	1,695,600	1	39	454,150	1	.....	55	494,350	1	.....	29	134,270	.....	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.

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TABLE 14.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June* 30, 1887, *showing the number of* VESSELS TOTALLY LOST, *the number* DAMAGED, *and their* TONNAGE, *the number of* PERSONS *on* BOARD, *and number of* LIVES LOST.

Months.	Number of disasters resulting in total loss to vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number in crews, including master, etc.	Total number of passengers.	Total number of lives lost.
July	2	1	.....	.....	3	1,117	229	38	30	....
August	1	3	.....	.....	4	64	1,019	34	3	....
September	.....	3	.....	.....	3	.....	2,435	75	13	....
October	1	.....	.....	.....	1	67	.....	4	.....	....
November	1	3	.....	.....	4	1,061	672	68	62	....
December	7	6	.....	.....	13	3,779	5,886	234	.....	28
January	5	3	.....	.....	8	1,767	105	51	.....	....
February	2	5	.....	.....	7	319	5,911	71	.....	....
March	1	3	.....	.....	4	35	3,145	120	133	6
April	4	.....	.....	.....	4	324	.....	23	.....	7
May	1	2	.....	.....	3	40	190	15	.....	....
June	1	1	.....	.....	2	89	73	10	.....	....
Total	26	30	.....	.....	56	8,662	19,665	743	241	41

TABLE 15.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June* 30, 1887, *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	3	$29,400	1	$50,000	$79,400	.....	2	.....	.....	....
August	2	23,000	.....	.....	23,000	1	2	1	1	1
September	1	6,000	1	3,000	9,000	2	2	.....	.....	....
October	1	2,500	.....	.....	2,500	.....	1	.....	.....	....
November	1	600	.....	.....	600	1	2	2	2	....
December	7	125,700	3	220,500	346,200	2	2	4	1	7
January	6	30,600	1	30,000	60,600	2	5	.....	.....	2
February	4	130,500	.....	.....	130,500	3	3	.....	3	1
March	....	.....	.....	.....	.....	3	2	1	1	1
April	3	11,000	.....	.....	11,000	1	1	.....	1	2
May	2	4,000	.....	.....	4,000	1	1	.....	.....	2
June	2	5,700	.....	.....	5,700	.....	2	.....	.....	....
Total	32	369,000	6	303,500	672,500	16	25	8	9	16

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TABLE 16.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June* 30, 1887, *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	...	...	4
Stranded	2	2	3	1	3	7	6	4	1	2	3	1	35
Collided	...	2	...	...	...	3	...	...	2	...	...	...	7
Capsized	...	...	...	...	...	...	...	...	1	...	...	1	2
Damage to machinery	1	...	...	...	...	1	...	...	...	...	...	...	2
Explosion of boiler	...	...	...	...	...	1	...	...	..	...	...	..	1
Explosion of powder	..	...	...	..	...	...	1	..	...	..	...	...	1
Fire	..	...	...	...	1	1	1	1	...	...	...	...	4
Total	3	4	3	1	4	13	8	7	4	4	3	2	56

TABLE 17.—*Abstract of returns of disasters (excluding collisions) to vessels on the* PACIFIC *coast during the year ending June* 30, 1887, *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:*					
Darkness	.....	1	.....	.....	1
Fog	.....	2	.....	.....	2
Gales, hurricanes, etc.	2	12	.....	.....	14
Heavy sea	.....	11	2	.....	13
Total of class 1	2	26	2	.....	30
CLASS 3.—*Causes connneted with navigation and seamanship:*					
Errors of masters, officers, or crews	.....	1	.....	.....	1
Errors of pilots	.....	2	.....	.....	2
Total of class 3	.....	3	.....	....	3
CLASS 4.—*Causes connected with machinery or boilers:*					
Damage to machinery	.....	.....	2	.....	2
Explosion of boiler	.....	.....	1	.....	1
Total of class 4	.....	.....	3	.....	3
CLASS 5.—*Other causes:*					
Capsized	1	.....	.....	.....	1
Explosion of powder	.....	.....	1	.....	1
Fire	.....	.....	4	.....	4
Sprung a leak	1	.....	.....	.....	1
Struck rock, etc	.....	2	.....	.....	2
Miscellaneous	.....	3	.....	....	3
Unknown	.....	1	.....	.....	1
Total of class 5	2	6	5	.....	13
Aggregate	4	35	10	.....	49

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

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TABLE 18.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June* 30, 1887, *showing the number of vessels that* COLLIDED, *and distinguishing the* CAUSE *of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Darkness	....	2	....	....	....	....	....	....	....	....	....	....	2
Fault of tug towing	....	....	....	....	....	3	....	....	....	....	....	....	3
Fog	....	....	....	....	....	....	....	....	2	....	....	....	2
Total	....	2	....	....	....	3	....	....	2	....	....	....	7

TABLE 19.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June* 30, 1887, *showing the number of vessels and distinguishing their* DESCRIPTION.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barks	1	....	1	....	1	3	1	....	....	1	....	....	8
Barkentines	....	1	....	....	....	....	....	1	....	....	....	....	2
Schooners	1	3	1	1	2	3	5	2	2	2	3	2	27
Ships	....	....	....	....	....	3	....	3	1	....	....	....	7
Sloops	....	....	....	....	....	....	....	....	....	1	....	....	1
Steamers	1	....	....	....	1	2	2	1	1	....	....	....	8
Steam-ships	....	....	1	....	....	2	....	....	....	....	....	....	3
Total	3	4	3	1	4	13	8	7	4	4	3	2	56

TABLE 20.—*Abstract of returns of disasters to foreign vessels on the* PACIFIC *coast during the year ending June* 30, 1887, *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 ships	.....	.....	1	.....	1	.....	1
British steam-ships	.....	.....	1	.....	1	.....	1
Chilian barks	.....	.....	1	.....	1	.....	1
Total	1	.....	3	.....	4	.....	4
Aggregate	1		3		4		

NOTE.—For values involved, etc., in the casualties embraced in this table, as near as they can be ascertained, see Summary, Table 62.

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TABLE 21.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June* 30, 1887, *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	....	....	....	3	1	..	1	....	2	....	1	1	....	....	5	5	10
Over 50 and not exceeding 100 tons	1	..	1	....	....	....	1	....	..	1	2	1	2	....	....	1	....	1	1	....	....	....	1	1	9	5	14
Over 100 and not exceeding 200 tons	..	..	....	1	....	1	....	....	..	....	1	1	2	....	....	1	....	....	..	....	....	1	....	....	3	5	8
Over 200 and not exceeding 300 tons	....	1	..	..	....	....	....	....	..	....	..	..	..	..	1	....	....	1	..	....	....	....	....	....	2	1	3
Over 300 and not exceeding 400 tons	....	..	....	1	....	....	....	....	..	....	1	1	....	....	....	....	....	1	..	....	....	....	....	..	1	3	4
Over 400 and not exceeding 500 tons	....	..	....	....	....	....	....	....	..	1	....	....	....	....	....	....	....	....	..	....	....	....	....	....	....	1	1
Over 500 and not exceeding 600 tons	..	..	....	1	....	....	....	....	..	....	..	1	....	....	....	....	....	....	..	....	....	....	....	....	....	2	2
Over 600 and not exceeding 700 tons	..	....	..	....	..	....	....	....	..	....	1	....	....	....	....	....	....	....	..	....	....	....	....	....	1	....	1
Over 700 and not exceeding 800 tons	..	..	....	....	....	1	....	....	..	....	....	....	....	....	....	....	....	....	..	....	....	....	....	....	....	1	1
Over 800 and not exceeding 900 tons	..	..	....	....	....	....	....	....	..	....	....	....	....	....	....	....	....	....	..	....	....	....	....	....	....	....	....
Over 900 and not exceeding 1,000 tons	..	....	....	....	....	....	....	....	..	....	....	....	....	....	....	....	....	....	..	....	....	....	....	....	....	....	....
Over 1,000 and not exceeding 1,100 tons	1	....	....	....	....	....	....	....	1	....	1	....	....	....	....	....	....	....	..	....	....	....	....	....	3	....	3
Over 1,100 and not exceeding 1,200 tons	....	....	....	....	....	....	....	....	..	....	..	..	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Over 1,200 and not exceeding 1,300 tons	..	....	..	....	....	....	....	....	..	....	..	..	1	....	....	..	....	....	....	....	....	....	....	....	1	..	1
Over 1,300 and not exceeding 1,400 tons	....	....	..	....	..	....	....	....	..	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Over 1,400	....	....	....	....	....	1	....	....	..	....	1	2	....	....	....	3	....	1	....	....	....	....	....	....	1	7	8
Unknown	....	....	....	....	..	....	....	....	..	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
Total	2	1	1	3	....	3	1	....	1	3	7	6	5	3	2	5	1	3	4	....	1	2	1	1	26	30	56
Aggregate	3		4		3		1		4		13		8		7		4		4		3		2		56		

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 14.

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TABLE 22.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June* 30, 1887, *showing the number of vessels and distinguishing their* AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years	1	1	....	....	....	2	....	....	2	2	....	1	9
Over 3 and not exceeding 7 years	....	1	1	....	....	3	3	4	2	....	1	....	15
Over 7 and not exceeding 10 years	....	1	....	....	....	....	2	....	....	....	....	....	3
Over 10 and not exceeding 14 years	1	....	1	....	1	2	....	2	....	....	....	1	8
Over 14 and not exceeding 20 years	1	1	....	1	1	3	3	....	....	....	1	....	11
Over 20 and not exceeding 25 years	....	....	....	....	1	1	....	1	....	....	....	....	3
Over 25 and not exceeding 30 years	....	....	....	....	1	....	....	....	....	2	1	....	4
Over 30 and not exceeding 35 years	....	....	....	....	....	1	....	....	....	....	....	....	1
Over 35 and not exceeding 40 years	....	....	1	....	....	1	....	....	....	....	....	....	2
Over 40 and not exceeding 45 years	....	....	....	....	....	....	....	....	....	....	....	....	....
Over 45 and not exceeding 50 years	....	....	....	....	....	....	....	....	....	....	....	....	....
Over 50 years	....	....	....	....	....	....	....	....	....	....	....	....	....
Total	3	4	3	1	4	13	8	7	4	4	3	2	56

TABLE 23.—*Abstract of returns of disasters to vessels on the* PACIFIC *coast during the year ending June* 30, 1887, *showing the number of vessels and distinguishing their* CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	....	1	..	..	....	7	2	1	1	2	2	..	16
Coal	..	..	..	..	....	..	..	4	....	..	..	....	4
Explosives	..	..	..	..	..	..	1	..	..	..	..	..	1
Grain	..	..	1	..	..	2	..	..	..	1	..	..	4
Lumber, timber, etc	1	1	1	..	3	4	3	1	1	..	1	1	17
Merchandise (general)	1	1	1	..	1	..	1	..	1	..	..	..	6
Provisions, etc	..	..	..	..	....	..	..	....	1	..	....	1	2
Railroad iron	1	..	..	..	..	..	....	..	..	..	..	....	1
Stone, brick, etc	..	..	..	1	..	..	..	..	..	..	....	..	1
Wood	..	1	..	..	....	..	..	....	....	....	..	..	1
Miscellaneous	..	..	..	..	..	..	1	1	....	1	..	..	3
Total	3	4	3	1	4	13	8	7	4	4	3	2	56

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	4	2,268	2	2	.....	2	2	.....	31	31	4
Strandings	35	14,597	27	8	.....	19	16	75	401	476	30
Vessels collided	7	9,121	4	3	.....	...	7	136	224	360	.....
Other causes	10	2,341	7	3	.....	5	5	30	87	117	7
Total	56	28,327	40	16	.....	26	30	241	743	984	41

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

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GREAT LAKES.

TABLE 25.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June* 30, 1887, *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	30	$399,135	.....	19	$165,640	.....	.....	29	$39,460	.....	1	6	$8,400	.....	13
August	28	723,500	2	19	170,460	2	2	27	50,355	.....	3	8	7,400	.....	15
September	27	907,100	.....	19	115,495	.....	.....	24	37,375	.....	3	9	13,795	.....	10
October	63	1,043,735	.....	46	330,520	1	.....	61	251,645	.....	2	26	76,420	.....	21
November	85	1,684,800	3	66	361,805	1	3	85	431,430	.....	3	36	203,395	.....	34
December	15	105,300	.....	10	26,070	.....	.....	15	36,755	.....	.....	8	12,100	.....	2
January	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
February	1	120,000	.....	1	1,050	.....	.....	1	500	.....	.....	.....	.....	.....	1
March	1	9,000	.....	.....	.....	.....	.....	1	300	.....	.....	.....	.....	.....	.....
April	8	224,400	.....	5	21,160	.....	.....	6	23,760	.....	2	3	5,490	.....	2
May	24	842,700	5	19	119,125	.....	5	24	59,215	.....	5	8	8,355	.....	16
June	30	1,110,000	1	23	379,565	.....	1	27	99,365	.....	4	13	21,115	.....	11
Total	312	7,169,670	11	227	1,690,890	4	11	300	1,030,100	.....	23	117	356,470	.....	125

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

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TABLE 26.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1887, showing the number of vessels* TOTALLY LOST, *the number* DAMAGED, *and their* TONNAGE; *the number of* PERSONS *on* BOARD *and number of* LIVES LOST.

Months.	Number of disasters resulting in total loss to vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number in crews, including master, etc.	Total number of passengers.	Total number of lives lost.
July	5	24	.....	1	30	535	9,592	261	.....	1
August	4	23	2	1	30	185	12,774	291	264	.....
September	7	17	.....	3	27	851	11,006	330	452	1
October	14	47	.....	2	63	4,057	20,920	576	86	23
November	23	62	3	.....	88	7,799	30,440	733	11	44
December	4	11	.....	.....	15	663	1,487	88	2	3
January	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
February	.....	1	.....	.....	1	.....	1,601	16	.....	.....
March	.....	1	.....	.....	1	.....	44	3	.....	.....
April	1	5	.....	2	8	551	3,699	83	.....	.....
May	1	23	5	.....	29	135	15,351	270	78	1
June	4	23	2	2	31	990	18,574	360	146	30
Total	63	237	12	11	323	15,766	125,488	3,011	1,039	103

TABLE 27.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1887, showing the number of* VESSELS *and* CARGOES INSURED *and* UNINSURED, *and the* AMOUNT *of* INSURANCE, *where known.*

Months.	Number of vessels and cargoes reported to be insured, and the amount of insurance.					Number of vessels and cargoes reported not insured.		Number of vessels and cargoes, whether insured or not, unknown.		Vessels in ballast.
	Vessels.		Cargoes.		Total amount of insurance.	Vessels.	Cargoes.	Vessels.	Cargoes.	
	Number.	Amount.	Number.	Amount.						
July	14	$178,165	5	$28,700	$206,865	16	8	.....	6	11
August	18	298,625	8	89,760	388,385	8	6	4	9	7
September	14	192,200	10	84,445	276,645	12	5	1	4	8
October	33	424,010	22	172,910	596,920	29	16	1	9	16
November	43	713,850	27	206,635	920,485	38	22	7	21	18
December	5	40,800	2	12,770	53,570	9	7	1	1	5
January	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
February	.....	.....	.....	.....	.....	1	.....	.....	1	.....
March	.....	.....	.....	.....	.....	1	.....	.....	.....	1
April	3	98,000	1	8,660	106,660	4	2	1	2	3
May	17	430,850	8	52,380	483,230	7	4	5	12	5
June	19	486,000	12	101,175	587,175	10	6	2	6	7
Total	166	2,862,500	95	757,435	3,619,935	135	76	22	71	84

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TABLE 28.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June 30, 1887, distinguishing the* NATURE *of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	....	....	3	6	5	....	....	....	....	....	1	1	16
Stranded	2	10	5	17	43	9	....	....	....	2	6	10	104
Collided	10	8	12	16	10	....	....	....	....	4	16	12	88
Abandoned	1	....	....	....	....	....	....	....	....	....	....	....	1
Capsized	2	....	....	1	1	....	....	....	....	....	....	1	5
Damage to hull, masts, rigging, etc	6	1	2	4	9	....	....	....	....	....	2	1	25
Damage to machinery	5	4	2	....	4	....	....	....	....	....	....	2	17
Fire	2	3	1	5	5	4	....	....	....	....	2	3	25
Ice	....	....	....	....	....	2	....	1	1	....	1	....	5
Sprung a leak	1	3	1	....	2	....	....	....	....	2	....	....	9
Struck bridge, pier, sunken wreck, etc	....	....	1	7	7	....	....	....	....	....	1	....	16
Waterlogged	....	1	....	4	....	....	....	....	....	....	....	....	5
Miscellaneous	1	....	....	3	2	....	....	....	....	....	....	1	7
Total	30	30	27	63	88	15	....	1	1	8	29	31	323

TABLE 29.—*Abstract of returns of disasters (excluding collisions) to vessels on the* GREAT LAKES *during the year ending June 30, 1887, 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	....	1	....	....	1
Darkness	....	7	....	....	7
Fog	....	20	....	....	20
Gales, hurricanes, etc	8	54	37	....	99
Heavy sea	1	8	8	....	17
Total of class 1	9	90	45	....	144
CLASS 2.—*Causes connected with vessels, equipments, or stowage:*					
Defective hull, masts, rigging, etc	....	....	1	....	1
Total of class 2	....	....	1	....	1
CLASS 3.—*Causes connected with navigation and seamanship:*					
Errors of masters, officers, or crew	....	5	3	....	8
Errors of pilots	....	....	1	....	1
Total of class 3	....	5	4	....	9
CLASS 4.—*Causes connected with machinery or boilers:*					
Damage to machinery	....	....	17	....	17
Total of class 4	....	....	17	....	17
CLASS 5.—*Other causes:*					
Fire	....	....	24	....	24
Ice	....	....	5	....	5
Spontaneous combustion	....	....	1	....	1
Sprung a leak	7	1	10	....	18
Struck rock, shoal, wreck, bridge, etc	....	4	7	....	11
Miscellaneous	....	3	....	....	3
Unknown	....	1	1	....	2
Total of class 5	7	9	48	....	64
Aggregate	16	104	115	....	235

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TABLE 30.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June* 30, 1887, *showing the number of vessels that* 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	....	6	....	3	2	..	...	....	....	...	...	....	11
Carelessness	...	...	4	...	...	..	...	....	....	..	...	....	4
Darkness	2	....	..	..	..	..	....	....	....	....	....	....	2
Fault of other vessel	..	...	2	6	2	..	....	....	....	....	2	....	12
Fault of tug towing	3	....	2	2	2	..	....	....	....	....	6	4	19
Fog	2	....	..	2	..	..	..	....	....	....	6	8	18
High, baffling winds	3	....	2	2	4	....	....	..	....	2	...	..	13
Miscellaneous	...	..	2	..	..	..	..	....	....	2	..	....	4
Unknown	....	2	..	1	..	..	....	....	....	....	2	....	5
Total	10	8	12	16	10	..	..	....	....	4	16	12	88

TABLE 31.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June* 30, 1887, *showing the number of vessels and distinguishing their* DESCRIPTION.

Description of vessels.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Barges	....	1	....	2	3	...	....	..	....	..	1	...	7
Barks	....	..	..	1	...	.	....	....	....	..	...	....	1
Ferry-boats	...	..	..	..	..	1	...	....	....	....	....	....	1
Schooners	18	10	17	34	56	8	..	....	....	5	12	14	174
Scows	..	....	..	2	....	....	....	....	....	....	....	....	2
Sloops	....	....	....	1	....	1	...	....	....	....	....	....	2
Steamers	12	14	9	18	28	5	...	1	1	3	13	13	117
Steam-barges	....	2	1	3	1	..	....	....	..	....	1	1	9
Steam-ships	....	..	..	1	....	....	....	....	....	....	....	2	3
Steam-yachts	..	1	..	1	....	..	....	....	....	....	....	....	2
Unknown	....	2	....	....	..	..	..	....	....	....	2	1	5
Total	30	30	27	63	88	15	....	1	1	8	29	31	323

TABLE 32.—*Abstract of returns of disasters to foreign vessels on the* GREAT LAKES *during the year ending June* 30, 1887, *showing* NATIONALITY *and* DESCRIPTION, *and distinguishing those* TOTALLY LOST *and those* PARTIALLY DAMAGED.

Nationality and rig.	August.		October.		November.		December.		May.		Total.		
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Aggregate.
British barges	.....	.....	1	.....	.....	1	....	.....	.....	.....	1	1	2
British schooners	.....	2	.....	.....	.....	.....	1	1	.....	....	1	3	4
British steamers	.....	.....	.....	.....	.....	1	.....	.....	.....	1	.....	2	2
British steam-barges	.....	.....	....	.....	.....	1	.....	.....	.....	.....	.....	1	1
Total	..	2	1	.....	.....	3	1	1	.....	1	2	7	9
Aggregate	2		1		3		2		1		9		

NOTE.—For values involved, etc., in the casualties embraced in this table, as near as they can be ascertained, see Summary, Table 62.

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TABLE 33.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June* 30, 1887, *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	3	3	2	1	2	7	3	7	..	4	...	...	..	...	...	1	....	1	....	1	...	2	11	29	40
Over 50 and not exceeding 100 tons	3	2	.	....	1	....	3	1	3	1	1	2	...	...	...	...	....	....	....	....	....	1	...	1	11	8	19
Over 100 and not exceeding 200 tons	...	2	1	3	3	2	....	4	1	8	2	2	..	...	...	..	....	....	....	....	1	4	2	3	10	28	38
Over 200 and not exceeding 300 tons	1	7	....	4	1	3	..	8	5	14	..	2	...	.	..	..	....	....	....	1	....	....	....	3	7	42	49
Over 300 and not exceeding 400 tons	..	4	....	3	....	4	8	8	4	8	1	1	...	....	..	..	....	....	....	1	....	5	1	2	14	36	50
Over 400 and not exceeding 500 tons	...	1	....	2	..	1	....	5	1	4	..	..	...	....	....	....	....	....	....	1	...	2	1	2	2	18	20
Over 500 and not exceeding 600 tons	....	4	....	1	....	1	....	3	3	6	....	....	....	....	....	....	....	....	1	1	....	2	....	1	4	19	23
Over 600 and not exceeding 700 tons	....	..	....	1	....	3	..	4	1	1	....	....	..	..	..	....	....	....	....	1	....	3	....	2	1	15	16
Over 700 and not exceeding 800 tons	....	1	....	....	....	....	....	3	1	5	....	..	....	....	....	..	....	....	....	....	....	1	....	2	1	12	13
Over 800 and not exceeding 900 tons	..	..	..	1	....	....	....	2	....	2	....	..	....	....	....	....	....	....	....	....	....	1	....	....	....	6	6
Over 900 and not exceeding 1,000 tons	...	1	....	.	....	1	..	1	....	.	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	3	3
Over 1,000 and not exceeding 1,100 tons	..	....	....	1	....	....	..	1	....	2	..	..	..	....	....	....	....	....	....	....	....	1	....	1	....	6	6
Over 1,100 and not exceeding 1,200 tons	..	....	..	3	..	3	....	....	....	2	....	....	....	....	..	....	....	....	....	....	....	....	....	2	....	10	10
Over 1,200 and not exceeding 1,300 tons	..	..	....	....	..	..	1	1	1	1	....	..	....	....	....	....	....	....	....	....	....	1	....	....	2	3	5
Over 1,300 and not exceeding 1,400 tons	..	....	....	1	....	1	....	1	..	3	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	7	7
Over 1,400 tons	..	1	....	1	....	....	..	..	....	1	....	..	....	....	....	1	....	....	....	1	....	3	....	4	....	12	12
Unknown	....	....	..	2	....	....	..	....	....	....	..	..	....	....	....	....	....	....	....	....	....	3	....	1	....	6	6
Total	5	25	4	26	7	20	14	49	23	65	4	11	....	....	....	1	....	1	1	7	1	28	4	27	63	260	323
Aggregate	30		30		27		63		88		15		.....		1		1		8		29		31		323		

NOTE—In the colums of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 26.

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TABLE 34.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June* 30, 1887, *showing the number of vessels and distinguishing their* AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years	....	1	2	3	2	....	....	....	....	....	2	3	13
Over 3 and not exceeding 7 years	4	10	8	9	19	2	....	1	1	2	5	3	64
Over 7 and not exceeding 10 years	....	3	....	5	6	2	....	....	....	1	....	2	19
Over 10 and not exceeding 14 years	8	6	5	20	21	5	....	..	....	1	6	8	80
Over 14 and not exceeding 20 years	12	6	7	11	17	4	....	..	....	1	3	6	67
Over 20 and not exceeding 25 years	1	2	2	8	9	1	....	....	....	3	8	5	39
Over 25 and not exceeding 30 years	2	....	2	4	5	....	....	....	....	....	1	2	16
Over 30 and not exceeding 35 years	2	..	1	2	8	....	....	....	....	....	....	1	14
Over 35 and not exceeding 40 years	1	..	....	1	....	1	....	....	....	....	1	....	4
Over 40 and not exceeding 45 years	....	....	....	....	....	....	....	....	....	....	....	....	....
Over 45 and not exceeding 50 years	....	....	....	....	....	....	....	....	....	....	....	....	....
Over 50 years	....	....	....	....	....	....	....	....	....	....	....	....	....
Unknown	....	2	....	....	1	....	....	....	....	....	3	1	7
Total	30	30	27	63	88	15	...	1	1	8	29	31	323

TABLE 35.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June* 30, 1887, *showing the number of vessels and distinguishing their* CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	11	7	8	16	18	5	....	....	1	3	5	7	81
Coal	1	2	3	9	24	....	....	....	....	2	4	6	51
Fish, oysters, etc	....	....	....	....	1	1	....	....	....	....	....	....	2
Fruit, coffee, nuts, etc	....	1	....	....	6	....	....	....	....	....	....	....	7
Grain	4	2	3	5	....	3	....	1	....	1	2	3	24
Iron, iron-ore, etc	4	4	4	8	11	1	....	....	....	....	8	3	43
Lime	....	....	....	1	....	....	....	....	....	....	....	1	1
Lumber, timber, etc	7	6	5	10	17	3	....	....	....	1	1	5	55
Merchandise (general)	....	2	1	2	2	....	....	....	....	....	1	3	11
Provisions, etc	1	2	....	1	1	1	....	....	....	....	....	....	6
Railroad iron	....	....	....	1	....	....	....	....	....	....	....	1	2
Salt	....	....	....	2	....	....	....	....	....	1	....	....	3
Sand, plaster, etc	....	....	....	1	....	....	....	....	....	....	1	....	2
Stone, brick, etc	....	2	2	4	1	....	....	....	....	....	1	1	11
Wood	2	....	1	2	4	....	....	....	....	....	....	....	9
Miscellaneous	....	....	....	1	....	1	....	....	....	....	1	....	3
Unknown	....	2	....	....	3	....	....	....	....	....	5	1	11
Total	30	30	27	63	88	15	...	1	1	8	29	31	323

TABLE 36.—*Abstract of returns of disasters to vessels on the* GREAT LAKES *during the year ending June* 30, 1887, *showing the number of vessels and distinguishing the lakes and connecting rivers on which the disasters occurred.*

Localities.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Detroit River	....	....	1	1	1	....	....	1	....	1	2	3	10
Lake Erie	5	5	6	17	13	2	....	....	1	5	7	4	65
Lake Huron	3	3	5	9	13	3	....	....	....	1	5	2	44
Lake Michigan	15	8	10	9	41	7	....	....	....	1	12	12	115
Lake Ontario	..	4	1	1	5	2	....	....	....	....	....	....	13
Lake Superior	2	5	1	11	9	1	....	....	....	....	....	5	34
Lake St. Clair	2	1	....	1	....	....	....	....	....	....	....	....	4
Niagara River	....	1	....	....	....	....	....	....	....	....	....	....	1
St. Clair River	3	1	2	7	....	....	....	....	....	....	2	1	16
St. Mary's River	....	1	....	3	....	....	....	....	....	....	....	1	8
Straits of Mackinac	....	1	1	4	6	....	....	....	....	....	1	....	13
Total	30	30	27	63	88	15	...	1	1	8	29	31	323

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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	16	4,862	15	.....	1	12	4	3	119	122	47
Strandings	104	49,296	81	23	.....	28	76	130	989	1,119	27
Vessels collided	88	44,557	55	23	10	8	80	582	899	1,481	6
Other causes	115	42,539	80	35	.....	15	100	324	1,004	1,328	23
Total	323	141,254	231	81	11	63	260	1,039	3,011	4,050	103

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

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TABLE 38.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June* 30, 1887, *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	13	$156,100	.....	8	$41,200	.....	.....	13	$67,950	.....	.....	4	$10,450	.....	4
August	9	334,650	1	2	15,875	.....	1	9	159,575	.....	1	.....	.....	.....	3
September	14	149,000	.....	8	77,100	1	.....	14	55,400	.....	.....	4	1,700	.....	5
October	14	291,500	1	7	73,080	1	1	13	61,100	.....	2	3	480	.....	6
November	16	207,500	.....	9	252,135	.....	.....	15	47,080	.....	1	6	36,000	.....	3
December	25	531,500	1	13	473,115	.....	1	25	315,175	.....	1	10	293,095	.....	4
January	17	241,000	1	9	83,470	.....	1	17	36,535	.....	1	5	5,810	.....	5
February	17	521,000	.....	8	57,730	1	.....	15	57,750	.....	2	2	630	.....	7
March	8	93,000	.....	4	50,080	.....	.....	8	58,500	.....	.....	4	41,980	.....	.....
April	10	205,000	2	3	35,300	.....	2	10	66,700	.....	2	1	21,300	.....	4
May	17	236,500	2	9	104,600	2	2	17	75,100	.....	2	3	900	.....	10
June	9	135,800	.....	4	152,200	1	.....	9	31,700	.....	.....	1	75	.....	4
Total	169	3,102,550	8	84	1,415,885	6	8	165	1,012,565	.....	12	43	412,420	.....	55

* In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 39.

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TABLE 39.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June* 30, 1887, *showing the number of* VESSELS TOTALLY LOST, *the number* DAMAGED, *and their* TONNAGE; *the number of* PERSONS *on* BOARD, *and number of* LIVES LOST.

Months.	Number of disasters resulting in total loss to vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number in crews, including master, etc.	Total number of passengers.	Total number of lives lost.
July	5	8	.....	.....	13	1,271	2,117	170	146	....
August	1	8	1	.....	10	930	2,227	121	38	....
September	4	10	.....	.....	14	1,038	2,909	261	168	....
October	5	8	2	.....	15	687	3,698	215	68	34
November	5	10	.....	1	16	720	5,155	267	78	3
December	12	13	1	.....	26	10,858	4,084	359	77	20
January	3	14	1	.....	18	318	4,718	193	18	2
February	4	11	1	1	17	295	5,908	281	350	....
March	5	3	.....	.....	8	966	264	189	41	25
April	2	8	2	.....	12	1,560	3,253	124	30	1
May	5	12	2	.....	19	768	5,886	269	70	3
June	2	7	.....	.....	9	687	3,318	190	48	1
Total	53	112	10	2	177	20,098	43,597	2,639	1,132	89

TABLE 40.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June* 30, 1887, *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	7	84,000	4	37,000	121,000	6	2	.....	2	5
August	3	117,500	.....	.....	117,500	6	.....	1	3	7
September	6	55,300	2	6,200	61,500	8	3	.....	4	5
October	8	147,300	1	50,000	197,300	4	3	3	5	6
November	11	101,800	5	199,500	301,300	5	3	.....	1	7
December	11	174,200	8	334,515	508,715	12	2	3	4	12
January	8	50,500	4	47,270	97,770	7	2	3	4	8
February	13	217,500	1	10,000	227,500	3	3	1	5	8
March	4	50,000	3	46,880	96,880	4	.....	.....	1	4
April	6	114,000	1	21,300	135,300	4	.....	2	4	7
May	5	49,500	2	77,000	126,500	10	6	4	5	6
June	8	91,200	2	150,000	241,200	1	2	.....	1	4
Total	90	1,252,800	33	979,665	2,232,465	70	26	17	39	79

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TABLE 41.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June 30, 1887, distinguishing the* NATURE *of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	....	....	....	....	....	....	....	....	....	....	....	....	....
Stranded	3	....	2	2	....	1	1	1	....	1	1	1	13
Collided	....	4	....	6	4	4	4	8	....	4	6	....	40
Capsized	....	....	....	....	....	....	....	1	....	....	....	....	1
Damage to hulls, masts, rigging, etc	....	....	....	....	....	....	....	....	....	....	1	....	1
Damage to machinery	2	1	1	....	1	....	....	....	....	2	3	2	12
Explosion of boiler	....	....	....	....	....	....	2	....	....	....	....	....	2
Fire	5	1	1	3	7	14	3	2	6	2	2	4	50
Ice	....	....	....	....	....	2	3	2	....	....	....	....	7
Struck bridge, snag, wreck, wharf, etc	3	2	9	3	3	4	5	3	1	2	6	2	42
Sprung a leak	....	....	1	....	1	....	....	....	....	....	....	....	2
Miscellaneous	....	2	....	1	....	1	....	....	1	1	....	....	6
Total	13	10	14	15	16	26	18	17	8	12	19	9	177

TABLE 42.—*Abstract of returns of disasters (excluding collisions) to vessels on the* RIVERS *of the United States during the year ending June 30, 1887, distinguishing the* CAUSE *of each disaster.*

Class and cause of disaster.	Foundrings.	Strandings.	Other causes.	Missing vessels.	Total.
CLASS 1.—*Causes connected with the weather:*					
Calms, currents, and tides	.....	.....	1	.....	1
Darkness	.....	.....	2	.....	2
Fog	.....	3	.....	.....	3
Gales, hurricanes, etc	.....	4	5	.....	9
Total of class 1	.....	7	8	.....	15
CLASS 3.—*Causes connected with navigation and seamanship:*					
Errors of masters, officers or crew	.....	1	1	.....	2
Errors of pilots	.....	4	2	.....	6
Total of class 3	.....	5	3	.....	8
CLASS 4.—*Causes connected with machinery or boilers:*					
Damage to machinery	.....	.....	12	.....	12
Explosion of boilers	.....	.....	2	.....	2
Total of class 4	.....	.....	14	.....	14
CLASS 5.—*Other causes:*					
Accidental	.....	.....	3	.....	3
Fire	.....	.....	49	.....	49
Ice	.....	.....	7	.....	7
Incendiarism	.....	.....	1	.....	1
Sprung a leak	.....	.....	2	.....	2
Struck bridge, snag, wreck, etc	.....	.....	35	.....	35
Miscellaneous	.....	.....	2	.....	2
Unknown	.....	1	.....	.....	1
Total of class 5	.....	1	99	.....	100
Aggregate	.....	13	124	.....	137

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

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TABLE 43.—*Abstract of returns of disasters to vessels on* RIVERS *of the United States during the year ending June* 30, 1887, *showing the number of vessels that* COLLIDED, *and distinguishing the* CAUSE *of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Carelessness	....	....	....	1	1	....	....	....	....	....	1	....	3
Darkness	....	....	....	....	....	....	2	....	....	....	....	....	2
Errors of pilots	....	2	....	....	2	....	....	....	....	....	....	....	4
"Fault of other vessel"	....	2	....	3	1	....	1	2	....	....	3	....	12
Fault of tug towing	....	....	....	....	....	....	....	2	....	4	....	....	6
Fog	....	....	....	....	....	2	....	2	....	....	....	....	4
High baffling winds	....	....	....	....	....	....	....	2	....	....	....	....	2
Ice	....	....	....	....	....	2	....	....	....	....	....	....	2
Unknown	....	....	....	2	....	....	1	....	....	....	2	....	5
	....	4	....	6	4	4	4	8	....	4	6	....	40

TABLE 44.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June* 30, 1887, *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	4	....	1	....	2	1	1	10
Barks	....	....	....	1	....	....	2	....	....	....	....	....	3
Barkentines	....	....	1	....	....	....	....	....	....	....	....	....	1
Ferry-boats	1	2	....	2	....	....	....	3	....	1	....	....	9
Schooners	3	1	2	2	1	1	3	2	....	....	3	....	18
Sloops	....	....	....	1	1	....	....	....	....	....	....	....	2
Steamers	9	7	11	8	11	20	12	11	8	7	13	8	125
Steam-ships	....	....	....	1	....	....	1	....	....	1	2	....	5
Steam-barges	....	....	....	....	1	....	....	....	....	....	....	....	1
Ships	....	....	....	....	1	1	....	....	....	....	....	....	2
Unknown	....	....	....	....	....	....	....	....	....	1	....	....	1
	13	10	14	15	16	26	18	17	8	12	19	9	177

TABLE 45.—*Abstract of returns of disasters to foreign vessels on the* RIVERS *of the United States during the year ending June* 30, 1887, *showing* NATIONALITY *and* DESCRIPTION, *and distinguishing those* TOTALLY LOST *and those* PARTIALLY DAMAGED.

Nationality and rig.	October.		December.		January.		May.		Total.		Aggregate.
	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	Total loss.	Partial loss.	
British barks	.....	1	.....	.....	.....	.....	.....	.....	.....	1	1
British steam-ships	.....	.....	.....	.....	.....	.....	.....	1	.....	1	1
German ships	.....	.....	.....	1	.....	.....	.....	.....	.....	1	1
Italian barks	.....	.....	.....	.....	.....	1	.....	.....	.....	1	1
Total	.....	1	.....	1	.....	1	.....	1	.....	4	4
Aggregate	1		1		1		1		4		

NOTE.—For values involved, etc., in the casualties embraced in this table, as near as they can be ascertained, see summary Table 62.

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TABLE 46.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June* 30, 1887, *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	...	...	...	1	1	4	1	5	....	5	2	3	1	....	....	2	....	1	1	....	....	2	7	25	32
Over 50 and not exceeding 100 tons	....	1	...	....	1	2	1	....	....	1	3	1	....	4	1	1	1	....	....	2	1	1	....	....	8	13	21
Over 100 and not exceeding 200 tons	1	3	...	3	1	1	2	1	3	....	....	2	....	....	2	3	2	....	....	1	1	3	1	1	13	18	31
Over 200 and not exceeding 300 tons	1	....	....	2	1	2	....	....	1	....	....	1	1	1	....	1	1	1	....	2	1	2	....	1	6	13	19
Over 300 and not exceeding 400 tons	....	....	....	1	....	1	1	1	....	....	....	2	....	....	....	2	1	....	1	....	1	3	....	....	4	10	14
Over 400 and not exceeding 500 tons	1	....	....	1	....	....	....	2	....	1	1	1	....	3	....	3	....	....	....	1	....	2	1	....	3	14	17
Over 500 and not exceeding 600 tons	1	1	....	....	1	2	....	....	....	....	1	....	....	1	....	....	....	....	....	....	....	....	....	....	3	4	7
Over 600 and not exceeding 700 tons	....	....	....	1	....	....	....	....	....	1	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	3	3
Over 700 and not exceeding 800 tons	....	....	....	....	....	....	....	....	....	1	....	....	....	2	....	1	....	....	....	1	....	....	....	1	....	6	6
Over 800 and not exceeding 900 tons	....	....	....	....	....	1	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	2	2
Over 900 and not exceeding 1,000 tons	....	1	1	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	1	....	1	2	3	5
Over 1,000 and not exceeding 1,100 tons	....	....	....	....	....	....	....	....	1	....	....	2	....	....	....	....	....	....	....	....	....	....	....	....	....	3	3
Over 1,100 and not exceeding 1,200 tons	....	....	....	....	....	....	....	....	....	....	1	....	....	....	....	1	....	....	....	1	....	....	....	1	1	3	4
Over 1,200 and not exceeding 1,300 tons	....	....	....	....	....	....	....	....	....	....	2	....	....	....	....	....	....	....	1	....	....	....	....	....	3	....	3
Over 1,300 and not exceeding 1,400 tons	....	....	....	....	....	....	....	1	....	....	1	....	....	....	....	1	....	....	....	....	....	....	....	....	1	2	3
Over 1,400 tons	....	....	....	....	....	....	....	....	....	1	2	....	....	....	....	....	....	....	....	....	....	1	....	....	2	2	4
Unknown	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	1	....	....	....	3	3
Total	5	8	1	9	4	10	5	10	5	11	12	14	3	15	4	13	5	3	2	10	5	14	2	7	53	124	177
Aggregate	13		10		14		15		16		26		18		17		8		12		19		9		177		

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 39.

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TABLE 47.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June* 30, 1887, *showing the number of vessels and distinguishing their* AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding three years	2	3	2	4	1	4	1	2	3	2	1	1	26
Over 3 and not exceeding 7 years	3	2	4	...	4	6	7	9	2	5	7	3	52
Over 7 and not exceeding 10 years	3	2	2	2	1	5	1	5	....	2	....	2	25
Over 10 and not exceeding 14 years	2	1	1	3	4	5	4	1	2	1	3	1	28
Over 14 and not exceeding 20 years	1	1	1	3	4	3	3	....	....	1	6	2	25
Over 20 and not exceeding 25 years	1	....	3	1	2	3	2	....	1	....	1	....	14
Over 25 and not exceeding 30 years	....	1	1	1	....	....	....	....	....	....	....	....	3
Over 30 and not exceeding 35 years	....	....	....	1	....	....	....	....	....	....	....	....	1
Over 35 and not exceeding 40 years	....	....	....	....	....	....	....	....	....	....	....	....	....
Over 40 and not exceeding 45 years	1	....	....	....	....	....	....	....	....	....	....	....	1
Over 45 and not exceeding 50 years	....	....	....	....	....	....	....	....	....	....	....	....	....
Over 50 years	....	....	....	....	....	....	....	....	....	....	....	....	....
Unknown	....	....	....	....	....	....	....	....	....	1	1	....	2
Total	13	10	14	15	16	26	18	17	8	12	19	9	177

TABLE 48.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June* 30, 1887, *showing the number of vessels and distinguishing their* CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	5	7	5	6	7	12	8	8	4	7	6	4	79
Chemicals	....	....	....	....	....	1	....	....	....	....	....	....	1
Coal	....	1	1	1	1	....	3	....	....	....	2	....	9
Cotton, cotton seed, etc	....	....	1	....	5	4	1	1	3	....	....	....	15
Fish, oysters, etc	....	....	....	2	....	....	1	....	....	....	....	....	3
Grain	1	....	1	1	....	2	....	1	....	1	1	....	8
Ice	1	....	....	....	....	....	....	....	....	....	1	....	2
Iron, iron-ore, etc	....	....	....	....	1	1	1	....	....	....	....	....	3
Live-stock	....	....	....	1	....	....	....	....	....	....	....	....	1
Lumber	1	....	2	....	1	1	....	2	....	....	1	....	8
Merchandise (general)	2	1	2	2	....	2	1	3	....	....	....	4	17
Naval stores	....	....	....	....	....	....	....	....	....	....	....	1	1
Provisions	....	....	....	....	....	....	1	....	....	....	1	....	2
Railroad ties	....	....	....	....	....	....	....	....	....	....	1	....	1
Sand, plaster, etc	1	....	....	1	1	....	....	....	....	....	....	....	3
Salt	....	....	....	....	....	1	....	....	....	....	....	....	1
Stone, brick, etc	....	....	1	....	....	....	....	....	....	....	....	....	1
Sugar, molasses, etc	....	....	....	....	....	....	....	....	....	....	1	....	1
Tar, turpentine, etc	....	....	....	....	....	....	1	....	....	....	....	....	1
Miscellaneous	2	....	1	....	....	1	....	2	1	2	3	....	12
Unknown	....	1	....	1	....	1	1	....	....	2	2	....	8
	13	10	14	15	16	26	18	17	8	12	19	9	177

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TABLE 49.—*Abstract of returns of disasters to vessels on the* RIVERS *of the United States during the year ending June* 30, 1887, *distinguishing the* RIVERS *on which they occurred.*

	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Alabama	...	1	...	...	...	...	...	...	1	...	...	...	2
Alleghany	...	...	...	...	...	...	...	...	...	2	...	...	2
Atchafalaya, Louisiana	...	...	...	...	...	1	...	...	...	...	...	...	1
Arkansas	1	1	...	...	...	...	1	1	...	...	...	...	4
Black, Wisconsin	...	...	...	...	...	...	...	...	...	...	...	1	1
Black, Missouri	...	...	...	...	...	1	...	...	...	...	...	...	1
Black Warrior, Alabama	...	...	...	...	...	...	2	...	...	...	1	...	3
Bayou Teche, Louisiana	...	...	...	...	...	1	...	...	...	...	...	...	1
Columbia	1	...	1	...	...	...	...	2	...	...	...	...	4
Choctawhatchee, Florida	...	...	...	...	...	...	...	...	...	1	...	...	1
Choptank, Maryland	...	...	...	...	...	...	...	1	...	...	...	...	1
Delaware	1	2	2	7	2	4	6	2	1	1	4	...	32
Green, Kentucky	...	...	...	...	...	...	...	...	...	...	1	...	1
Hackensack, New York	...	...	...	...	...	1	...	...	...	...	...	...	1
Hudson	...	1	...	...	4	2	...	...	...	2	1	1	11
James	...	...	...	...	...	...	...	...	...	1	...	...	1
Kennebec	...	1	...	1	...	...	...	...	...	...	...	...	2
Mississippi	4	1	1	5	4	8	2	4	1	5	5	2	42
Missouri	...	...	2	...	...	...	1	2	...	...	...	1	6
Monongahela	...	...	1	...	...	...	...	...	...	...	...	...	1
Ohio	1	2	3	...	2	2	1	2	2	...	3	1	19
Ouachita	...	...	...	...	...	1	...	...	...	...	...	...	1
Ogeechee, Georgia	...	...	1	...	...	...	...	...	...	...	...	...	1
Oconee, Georgia	...	...	...	...	...	...	...	...	...	...	...	1	1
Obion, Tennessee	...	...	...	...	...	...	...	...	...	...	...	1	1
Pascagoula, Mississippi	...	...	...	...	...	...	1	...	...	...	...	...	1
Penobscot	1	...	...	...	...	...	...	...	...	...	...	...	1
Potomac	...	...	...	...	...	1	1	...	...	...	...	...	2
Roanoke	...	...	1	...	...	...	...	...	...	...	...	...	1
Red, Louisiana	...	...	...	...	1	1	...	...	1	...	...	...	3
St. John's, Florida	...	...	...	...	...	...	1	2	...	...	1	...	4
Savannah	...	...	1	...	...	...	...	...	...	...	1	...	2
Schuylkill, Pennsylvania	...	...	1	...	...	...	...	...	...	...	1	...	2
Saginaw, Michigan	...	...	...	1	1	...	...	...	...	...	...	...	2
Sacramento	...	...	...	...	...	1	...	...	...	...	...	...	1
South, North Carolina	...	...	...	...	...	...	...	...	...	...	1	...	1
St. Lawrence	1	1	...	1	...	...	...	...	...	...	...	...	3
St. Croix, Wisconsin	...	...	...	...	...	...	...	1	...	...	...	...	1
Skagit, Washington Territory	...	...	...	...	...	...	...	...	...	...	...	1	1
Taunton	1	...	...	...	...	...	1	...	...	...	...	...	2
Tombigbee	...	...	...	...	...	1	1	...	1	...	...	...	3
Tennessee	...	...	...	...	1	...	...	...	...	...	...	...	1
Wabash	1	...	...	...	...	...	...	...	...	...	...	...	1
Willamette, Oregon	1	...	...	...	...	1	...	...	1	...	...	...	3
York, Virginia	...	...	...	...	1	...	...	...	...	...	...	...	1
Total	13	10	14	15	16	26	18	17	8	12	19	9	177

TABLE 50.—*Summary*—RIVERS *of the United States.*

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	13	5,281	9	4	...	3	10	62	224	286	1
Vessels collided	40	16,190	18	14	8	2	38	411	275	686	1
Other causes	124	42,224	63	61	...	48	76	659	2,140	2,799	87
Total	177	63,695	90	79	8	53	124	1,132	2,639	3,771	89

*In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 39.

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TABLE 51.—*Abstract of returns of disasters to American vessels* AT SEA *or in* FOREIGN WATERS *during the year ending June* 30, 1887, *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	13	$227,500	.....	7	$118,000	3	.....	13	$55,500	.....	.....	3	$1,370	.....	7
August	40	714,395	2	29	296,620	2	2	39	174,895	.....	3	15	41,595	1	17
September	18	217,315	1	16	336,700	.....	1	17	85,270	.....	2	6	11,100	.....	11
October	29	531,300	2	25	363,860	2	2	26	118,800	.....	5	17	52,410	.....	12
November	24	389,200	1	18	96,060	6	1	24	123,350	.....	1	11	18,685	2	12
December	33	685,400	1	28	399,950	4	.....	32	263,505	.....	2	15	101,400	2	15
January	23	536,100	2	21	272,385	2	2	23	95,665	.....	2	11	21,200	1	13
February	21	279,300	.....	16	275,070	1	.....	20	107,435	.....	1	7	31,460	.....	10
March	30	745,300	1	25	395,995	2	1	30	192,095	.....	1	20	132,850	.....	8
April	24	492,250	.....	18	89,615	1	.....	24	213,440	.....	.....	13	29,050	.....	6
May	15	580,200	1	12	330,800	1	.....	14	121,605	.....	2	9	77,850	.....	4
June	17	359,100	.....	14	362,700	1	.....	16	143,130	.....	1	9	105,560	.....	6
Total	287	5,757,360	11	229	3,337,755	25	9	278	1,694,690	.....	20	136	624,530	6	121

*In this column are included the casualties in which no damage was sustained by the vessels, for the number of which see appropriate column in Table 52.

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TABLE 52.—*Abstract of returns of disasters to American vessels* AT SEA *or in* FOREIGN WATERS *during the year ending June* 30, 1887, *showing the number of* VESSELS TOTALLY LOST, *the number* DAMAGED, *and their* TONNAGE; *the number of* PERSONS *on* BOARD, *and number of* LIVES LOST.

Months.	Number of disasters resulting in total loss to vessels.	Number of disasters resulting in partial damage to vessels.	Whether total or partial loss unknown.	Number of casualties resulting in no damage to vessels.	Total.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Total number in crews, including master, etc.	Total number of passengers.	Total number of lives lost.
July	6	7	.....	.....	13	1,173	5,443	112	4	....
August	15	24	2	1	42	4,278	19,142	465	26	50
September	6	11	1	1	19	1,967	5,221	199	2	13
October	8	18	2	3	31	2,319	11,576	314	33	4
November	8	16	1	.....	25	2,586	12,137	244	13	47
December	14	18	.....	2	34	8,532	12,163	386	11	42
January	5	18	2	.....	25	1,399	11,797	280	26	....
February	8	12	.....	1	21	1,847	7,119	211	8	2
March	11	19	1	.....	31	4,699	11,030	322	20	5
April	9	15	.....	.....	24	4,372	8,617	378	2	64
May	6	8	1	1	16	4,765	10,030	229	.....	.....
June	5	11	.....	1	17	1,855	7,196	164	5	....
Total	101	177	10	10	298	39,792	121,471	3,304	150	227

TABLE 53.—*Abstract of returns of disasters to American vessels* AT SEA *or in* FOREIGN WATERS *during the year ending June* 30, 1887, *showing the number of* VESSELS *and* CARGOES INJURED *and* UNINJURED *and the* AMOUNT *of* INSURANCE, *where known.*

Months.	Number of vessels and cargoes reported to be insured and the amount of insurance.					Number of vessels and cargoes reported not insured.		Number of vessels and cargoes, whether insured or not unknown.		Vessels in ballast.
	Vessels.		Cargoes.		Total amount of insurance.	Vessels.	Cargoes.	Vessels.	Cargoes.	
	Number.	Amount.	Number.	Amount.						
July	9	$113,200	2	$44,000	$157,200	.....	1	4	7	3
August	17	163,595	10	203,800	367,395	17	9	8	14	9
September	17	100,250	9	307,100	407,350	1	5	1	3	2
October	17	234,400	14	188,860	423,260	11	3	3	12	2
November	9	162,900	9	49,700	212,600	12	3	4	13	....
December	26	207,605	14	190,250	397,855	5	4	3	14	2
January	16	259,135	9	185,570	444,705	1	4	8	12	....
February	13	87,335	7	85,290	172,625	6	3	2	7	4
March	24	338,525	13	261,155	599,680	3	3	4	12	3
April	16	226,715	6	20,000	246,715	3	5	5	8	5
May	10	122,000	6	170,640	292,640	4	2	2	5	3
June	10	188,500	6	116,285	304,785	4	2	3	7	2
Total	184	2,204,160	105	1,822,650	4,026,810	67	44	47	114	35

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TABLE 54.—*Abstract of returns of disasters to American vessels* AT SEA *or in* FOREIGN WATERS *during the year ending June* 30, 1887, *distinguishing the* NATURE *of each casualty.*

Nature of casualty.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Foundered	1	4	....	....	2	3	1	1	6	3	2	2	25
Stranded	3	7	4	5	3	8	2	5	3	4	6	4	54
Collided	4	6	6	4	2	2	4	4	4	....	4	2	42
Abandoned	....	2	1	3	2	2	2	2	2	1	1	1	19
Capsized	....	1	....	....	....	....	....	....	....	2	....	....	3
Damage to hull, masts, rigging, etc.	4	11	6	10	10	10	8	3	7	8	2	4	83
Damage to machinery	....	....	....	1	....	....	2	....	2	....	....	....	5
Fire	1	2	....	1	....	....	....	....	1	1	....	....	6
Ice	....	1	....	....	....	....	....	....	....	....	....	....	1
Never heard from	....	3	1	....	3	....	....	....	....	1	....	....	8
Sprung a-leak	....	3	....	4	3	5	5	4	1	....	....	1	26
Struck pier, wreck, etc.	....	....	....	....	....	1	....	....	....	....	1	1	3
Water-logged	....	....	....	....	....	1	....	....	....	....	....	....	1
Miscellaneous	....	2	1	3	....	2	1	2	5	4	....	2	22
Total	13	42	19	31	25	34	25	21	31	24	16	17	298

TABLE 55.—*Abstract of returns of disasters (excluding collisions) to American vessels* AT SEA *or in* FOREIGN WATERS *during the year ending June* 30, 1887, *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	.....	12	1	.....	13
Darkness	.....	6	.....	.....	6
Fog	.....	3	.....	.....	3
Gales, hurricanes, etc.	11	18	105	.....	134
Heavy sea	3	1	30	.....	34
Total of class 1	14	40	136	.....	190
CLASS 2.—*Causes connected with vessels, equipments, or stowage:*					
Defective marts	.....	.....	2	.....	2
Error in chronometer	.....	1	.....	.....	1
Total of class 2		1	2	.....	3
CLASS 3 —*Causes connected with navigation and seamanship:*					
Errors of masters, officers, or crew	.....	3	.....	.....	3
Errors of pilots	.....	5	.....	.....	5
Total of class 3	.....	8	.....	.....	8
CLASS 4.—*Causes connected with machinery or boilers:*					
Damage to machinery	.....	.....	5	.....	5
Total of class 4	.....	.....	5	.....	5
CLASS 5.—*Other causes:*					
Accidental	.....	.....	1	.....	1
Absence of lights or buoys	.....	1	.....	.....	1
Fire	.....	.....	5	.....	5
Ice	.....	.....	1	.....	1
Misstayed	.....	1	.....	.....	1
Spontaneous combustion	.....	.....	1	.....	1
Sprung a-leak	10	.....	7	.....	17
Struck rock, sunken wreck, etc.	.....	1	2	.....	3
Miscellaneous	.....	.....	5	.....	5
Unknown	1	2	4	8	15
Total of class 5	11	5	26	8	50
Aggregate	25	54	169	8	256

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TABLE 56.—*Abstract of returns of disasters to American vessels* AT SEA *or in* FOREIGN WATERS *during the year ending June* 30, 1887, *showing the number of vessels that* COLLIDED, *and distinguishing the* CAUSE *of each disaster.*

Cause of disaster.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Darkness	....	....	....	....	....	....	....	....	2	....	....	....	2
Errors of masters, officers, or crew	....	....	....	2	....	....	....	....	....	....	....	....	2
Error of pilots	....	....	....	....	2	....	....	....	....	....	....	....	2
"Fault of other vessel"	....	....	....	....	....	2	2	....	1	....	1	....	6
Fog	4	2	....	....	....	....	....	4	....	....	2	2	14
High, baffling winds	....	....	4	2	....	....	....	....	....	....	....	....	6
Misstayed	....	....	2	....	....	....	....	....	....	....	....	....	2
Negligence	....	....	....	....	....	....	2	....	....	....	....	....	2
Unknown	....	4	....	....	....	....	....	....	1	....	1	....	6
Total	4	6	6	4	2	2	4	4	4	....	4	2	42

TABLE 57.—*Abstract of returns of disasters to American vessels* AT SEA *or in* FOREIGN WATERS *during the year ending June* 30, 1887, *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	2	5	4	2	2	5	4	2	2	2	4	2	36
Barkentines	....	2	1	2	1	1	....	2	1	1	....	....	11
Brigs	1	3	2	2	2	2	1	3	4	2	....	1	23
Schooners	7	23	9	17	16	20	16	12	17	14	6	11	168
Sloops	....	....	....	1	....	....	....	....	....	....	....	....	1
Ships	2	2	1	2	3	5	2	1	2	4	4	2	30
Steamers	....	3	1	1	....	....	2	1	1	....	1	1	11
Steamships	....	3	1	3	1	1	....	....	3	1	1	....	14
Yachts	1	....	....	....	....	....	....	....	....	....	....	....	1
Unknown	....	1	....	1	....	....	....	....	1	....	....	....	3
Total	13	42	19	31	25	34	25	21	31	24	16	17	298

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TABLE 58.—*Abstract of returns of disasters to American vessels* AT SEA *or in* FOREIGN WATERS *during the year ending June* 30, 1887, *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	4	....	....	1	....	1	....	....	....	....	....	1	....	....	....	1	....	....	....	....	....	5	4	9
Over 50 and not exceeding 100 tons	3	....	5	1	1	4	1	2	2	2	2	2	....	3	2	1	....	1	1	4	1	1	1	....	19	21	40
Over 100 and not exceeding 200 tons	1	....	2	3	2	1	1	4	1	3	3	4	1	2	2	....	2	....	1	1	....	1	....	3	16	22	38
Over 200 and not exceeding 300 tons	....	....	2	1	1	3	1	3	....	3	2	4	3	3	....	1	2	2	....	1	1	1	1	1	13	23	36
Over 300 and not exceeding 400 tons	1	....	3	3	....	....	....	3	....	....	1	2	1	....	1	3	1	5	2	1	....	1	2	3	12	21	33
Over 400 and not exceeding 500 tons	....	4	....	2	....	1	3	2	1	3	1	2	....	3	1	3	2	6	2	3	1	....	....	....	11	29	40
Over 500 and not exceeding 600 tons	1	....	....	3	....	1	1	3	2	1	....	1	....	4	1	2	1	1	....	1	1	....	....	2	7	19	26
Over 600 and not exceeding 700 tons	....	1	....	2	2	1	....	1	1	1	1	....	....	....	....	1	1	....	....	....	....	....	....	....	5	7	12
Over 700 and not exceeding 800 tons	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	1	2	....	....	....	....	....	....	1	2	3	5
Over 800 and not exceeding 900 tons	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	1	1	....	1	2	3
Over 900 and not exceeding 1,000 tons	....	....	1	1	....	....	....	....	....	....	....	....	....	....	....	....	....	1	....	....	1	1	....	....	2	3	5
Over 1,000 and not exceeding 1,100 tons	....	....	1	2	....	....	....	1	....	....	1	....	....	....	....	....	....	....	....	1	....	....	....	....	2	4	6
Over 1,100 and not exceeding 1,200	....	....	....	....	....	....	....	....	....	....	....	....	....	2	....	....	....	....	1	1	....	....	....	....	1	3	4
Over 1,200 and not exceeding 1,300 tons	....	....	....	1	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	....	....	....	....	....	....	2	2
Over 1,300 and not exceeding 1,400 tons	....	....	....	....	....	1	....	....	....	....	1	....	....	1	....	....	....	1	1	....	....	....	....	....	2	3	5
Over 1,400 tons	....	2	....	2	....	....	....	3	....	4	2	4	....	2	....	1	....	2	....	2	1	4	....	2	3	28	31
Unknown	....	....	....	1	....	....	....	1	....	....	....	....	....	....	....	....	....	1	....	....	....	....	....	....	....	3	3
Total	6	7	15	27	6	13	8	23	8	17	14	20	5	20	8	13	11	20	9	15	6	10	5	12	101	197	298
Aggregate	13		42		19		31		25		34		25		21		31		24		16		17		298		

NOTE.—In the columns of "Partial loss" in this table are included the casualties in which the vessels sustained no damage, for the number of which see appropriate column in Table 52.

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TABLE 59.—*Abstract of returns of disasters to American vessels* AT SEA *or in* FOREIGN WATERS *during the year ending June* 30, 1887, *showing the number of vessels and distinguishing their* AGE.

Age.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Not exceeding 3 years	1	8	3	3	....	....	4	2	1	....	....	2	24
Over 3 and not exceeding 7 years	3	3	4	5	8	8	5	6	7	3	5	5	62
Over 7 and not exceeding 10 years	1	3	1	3	1	3	1	4	2	3	....	1	23
Over 10 and not exceeding 14 years	3	7	3	4	5	6	5	6	9	6	5	4	63
Over 14 and not exceeding 20 years	2	9	4	5	3	10	7	3	7	8	2	1	61
Over 20 and not exceeding 25 years	2	7	1	5	3	2	3	....	2	2	1	2	30
Over 25 and not exceeding 30 years	....	2	1	3	3	2	....	....	2	1	2	....	16
Over 30 and not exceeding 35 years	1	1	2	1	1	3	....	....	....	....	....	1	10
Over 35 and not exceeding 40 years	....	1	....	....	....	....	....	....	....	1	....	....	2
Over 40 and not exceeding 45 years	....	....	....	....	....	....	....	....	....	....	....	....	....
Over 45 and not exceeding 50 years	....	....	....	....	1	....	....	....	....	....	....	....	1
Over 50 years	....	....	....	....	....	....	....	....	....	....	....	1	1
Unknown	....	1	....	2	....	....	....	....	1	....	1	....	5
Total	13	42	19	31	25	34	25	21	31	24	16	17	298

TABLE 60.—*Abstract of returns of disasters to American vessels* AT SEA *or in* FOREIGN WATERS *during the year ending June* 30, 1887, *showing the number of vessels and distinguishing their* CARGOES.

Cargoes.	July.	August.	September.	October.	November.	December.	January.	February.	March.	April.	May.	June.	Total.
Ballast	3	9	2	2	....	2	....	4	3	5	3	2	35
Coal	....	2	2	2	2	5	1	4	2	7	2	....	29
Cotton, cotton-seed, etc	....	....	....	....	....	....	1	....	....	....	....	....	1
Fertilizers	....	1	....	....	1	3	5	....	1	....	....	....	11
Fish, oysters, etc	....	1	5	1	....	2	3	....	1	1	....	....	14
Fruit, spices, coffee, etc	1	....	1	1	....	2	....	1	....	....	1	1	8
Grain	1	....	....	2	1	....	....	1	....	....	1	....	6
Hides, furs, etc	....	....	1	....	....	....	....	....	....	1	....	....	2
Ice	1	1	....	....	....	....	1	....	1	1	....	1	6
Iron, iron ore, etc	....	....	....	....	1	2	....	1	....	1	....	....	5
Lime	....	1	....	....	....	....	....	....	....	....	....	....	1
Logwood	....	....	....	2	....	1	1	....	....	....	....	1	5
Lumber, timber, etc	3	12	3	10	7	6	7	1	6	4	3	3	65
Merchandise (general)	2	6	1	5	6	5	2	3	3	....	....	2	35
Naval stores	....	....	....	1	....	....	....	....	1	....	....	....	2
Petroleum	1	1	....	....	....	1	1	....	1	....	1	1	7
Provisions	....	....	....	....	1	1	....	....	....	....	....	1	3
Railroad iron	....	....	....	....	....	....	1	....	....	....	1	1	3
Salt	....	....	....	....	1	....	....	....	....	1	....	....	2
Sand, plaster, etc	....	....	1	....	....	....	....	....	1	....	1	....	3
Stone, brick, etc	....	1	1	1	....	....	....	1	....	....	....	2	6
Sugar, molasses, etc	1	4	1	1	....	1	....	4	9	2	2	2	27
Whale-oil, etc	....	....	....	....	1	....	....	....	....	1	....	....	2
Wood	....	....	....	....	1	2	....	1	....	....	....	....	4
Miscellaneous	....	1	....	1	1	1	....	....	1	....	1	....	6
Unknown	....	2	1	2	2	....	2	....	1	....	....	....	10
Total	13	42	19	31	25	34	25	21	31	24	16	17	298

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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	25	14,437	22	3	.....	25	.....	4	276	280	81
Strandings	54	24,982	46	8	.....	27	27	27	660	687	1
Vessels collided	42	30,883	27	6	9	5	37	14	364	378	....
Other causes	177	90,961	159	18	.....	44	133	105	2,004	2,109	145
Total	298	161,263	254	35	9	101	197	150	3,304	3,454	227

* 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, 1887.

Coasts, etc.	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	47	40,579	26	6	15	19	28	1,772	450	2,222	24
Pacific coast	4	4,174	2	2	.....	4	.....	.....	71	71	.....
Great Lakes	9	2,930	5	3	1	2	7	.....	47	47	3
Rivers	4	4,674	.....	....	4	.....	4	.....	.....	.....	.....
Total	64	52,357	33	11	20	25	39	1,772	568	2,340	27

	Atlantic and Gulf coasts.	Pacific coast.	Great Lakes.	Rivers.	Aggregate.
Total value vessels involved	583,200	60,000	53,900	.....	697,100
Total value cargoes involved	260,250	17,500	23,270	.....	301,020
Aggregate	843,450	77,500	77,170	.....	998,120
Total losses to vessels	291,245	60,000	10,500	.....	361,745
Total losses to cargo	67,525	17,500	12,145	.....	97,170
Aggregate	358,770	77,500	22,645	.....	458,915
Total insurance on vessels	179,000	.....	2,200	.....	181,200
Total insurance on cargoes	94,600	.....	11,270	.....	105,870
Aggregate	273,600	.....	13,470	.....	287,070
Total tonnage vessels damaged	32,022	.....	2,464	4,674	39,160
Total tonnage vessels lost	8,557	4,174	466	.....	13,197

NOTE.—In addition to the number of vessels here reported, six foreign vessels collided with American vessels at sea, involving a tonnage of 10,168.

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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	22	1,978	217	71,150	10,145	49,000	9,145	23,775	2,700	13	9	....	17	5	.....	88	88	11
Pacific coast	4	76	2,192	90,900	7,150	67,900	8,150	60,000	.....	2	2	....	2	2	.....	31	31	4
Great Lakes	16	3,663	1,199	166,900	57,685	147,000	54,635	66,270	16,100	15	....	1	12	4	3	119	122	47
Rivers	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
At sea or in foreign waters	25	14,437	.....	418,300	215,045	418,300	215,045	117,005	137,280	22	3	....	25	.....	4	276	280	81
Total	67	20,154	3,608	747,250	290,025	682,200	281,975	267,050	156,080	52	14	1	56	11	7	514	521	143
Strandings:																		
Atlantic and Gulf coast	280	21,419	54,018	3,311,740	1,314,550	1,081,625	334,450	1,184,800	718,290	179	51	....	111	119	2,082	1,924	4,006	29
Pacific coast	35	7,223	7,374	636,200	140,450	301,800	79,270	154,500	53,500	27	8	....	19	16	75	401	476	30
Great Lakes	104	7,455	41,841	2,150,035	613,675	427,165	243,590	1,141,465	344,130	81	23	....	28	76	130	989	1,119	27
Rivers	13	742	4,539	293,500	154,950	51,900	10,350	101,700	152,000	9	4	....	3	10	62	224	286	1
At sea or in foreign waters	54	8,437	16,545	977,715	780,915	449,825	134,435	489,325	497,650	46	8	....	27	27	27	660	687	1
Total	436	45,276	124,317	7,369,190	3,004,540	2,312,315	802,095	3,071,790	1,765,570	342	94	....	188	248	2,376	4,198	6,574	88
Vessels collided:																		
Atlantic and Gulf coasts	252	3,368	122,333	8,124,250	1,999,530	338,215	94,870	1,234,450	547,985	127	82	43	16	236	3,073	2,421	5,494	8
Pacific coast	7	.....	9,121	791,000	254,000	7,550	.....	84,000	220,000	4	3	....		7	136	224	360	.....
Great Lakes	88	3,011	41,516	2,583,435	662,325	212,025	25,300	885,375	206,885	55	23	10	8	80	582	899	1,481	6
Rivers	40	1,304	14,886	760,500	180,285	35,280	21,980	239,000	73,300	18	14	8	2	38	411	275	686	1
At sea or in foreign waters	42	1,097	29,786	839,600	365,250	118,725	33,165	185,185	80,400	27	6	9	5	37	14	364	378	.....
Total	429	8,780	217,672	13,098,785	3,461,390	711,795	175,315	2,578,010	1,128,570	231	128	70	31	398	4,216	4,183	8,399	15
Other causes:																		
Atlantic and Gulf coasts	136	5,516	43,451	3,424,050	1,160,250	413,760	140,525	1,543,800	660,940	88	48	....	28	108	788	1,357	2,145	21
Pacific coast	10	1,363	978	177,500	52,550	117,100	51,850	70,500	30,000	7	3	....	5	5	30	87	117	7
Great Lakes	115	1,637	40,902	2,269,300	357,205	243,910	32,945	819,390	190,320	80	35	....	15	100	324	1,004	1,328	23
Rivers	124	18,052	24,172	2,048,550	1,080,650	925,885	380,090	912,100	754,365	63	61	....	48	76	659	2,140	2,799	87
At sea or in foreign waters	177	15,821	75,140	3,521,745	1,976,545	707,840	241,885	1,412,645	1,107,320	159	18	....	44	133	105	2,004	2,109	145
Total	562	42,389	184,643	11,441,145	4,627,200	2,407,195	847,295	4,758,435	2,742,945	397	165	....	140	422	1,906	6,592	8,498	283
Grand total	1,494	116,599	530,240	32,656,370	11,383,155	6,114,305	2,106,080	10,675,285	5,793,165	1,022	401	71	415	1,079	8,505	15,487	23,992	529

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RECAPITULATION—(GENERAL SUMMARY).

Coasts, etc.	Number of vessels.	Tonnage of vessels totally lost.	Tonnage of vessels damaged.	Aggregate tonnage.	Laden.	Ballast.	Unknown whether laden or not.	Wrecks involving total loss.	Casualties involving partial and unknown damage.	Number of passengers.	Number in crews.	Total on board.	Number of lives lost.†
Atlantic and Gulf coast	640	32,281	220,019	252,300	407	190	43	172	468	5,943	5,790	11,733	69
Pacific coast	56	8,662	19,665	28,327	40	16	.....	26	30	241	743	984	41
Great Lakes	323	15,766	125,488	141,254	231	81	11	63	260	1,039	3,011	4,050	103
Rivers	177	20,098	43,597	63,695	90	79	8	53	124	1,132	2,639	3,771	59
At sea or in foreign waters	298	39,792	121,471	161,263	254	35	9	101	197	150	3,304	3,454	227
Total	1,494	116,599	530,240	646,839	1,022	401	71	415	1,079	8,505	15,487	23,992	529

	Atlantic and Gulf coast.	Pacific coast.	Great Lakes.	Rivers.	At sea or in foreign waters.	Aggregate.
Total value vessels involved	$14,931,190	$1,695,600	$7,169,670	$3,102,550	$5,757,360	$32,656,370
Total value cargoes involved	4,484,475	454,150	1,690,890	1,415,885	3,337,755	11,383,155
Aggregate	$19,415,665	$2,149,750	$8,860,560	$4,518,435	$9,095,115	$44,039,525
Total losses to vessels	$1,882,600	$494,350	$1,030,100	$1,012,505	$1,694,690	$6,114,305
Total losses to cargoes	578,990	134,270	356,470	412,420	624,530	2,106,680
Aggregate	$2,461,590	628,620	$1,386,570	$1,424,985	$2,319,220	$8,220,985
Total insurance on vessels*	$3,986,825	$369,000	$2,862,500	$1,252,800	$2,204,160	$10,675,285
Total insurance on cargoes*	1,929,915	303,500	757,435	979,665	1,822,650	5,793,165
Aggregate	$5,916,740	$672,500	$3,619,935	$2,232,465	$4,026,810	$16,468,450
Total tonnage vessels damaged	220,019	19,665	125,488	43,597	121,471	530,240
Total tonnage vessels lost	32,281	8,662	15,766	20,098	39,792	116,599

* The amount of insurance is on 697 vessels and on 375 cargoes.
† In addition to the number of lives lost, here reported, 248 lives were lost in cases where no other casualty occurred to the vessels, making the total number of lives lost 777.

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TABLE 64.—*Wrecks and Casualties on and near the Coasts and on the Rivers of the United States, and to American vessels at Sea or in Foreign Waters, involving* LOSS OF LIFE, *during the year ending June 30, 1887, 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.	Number of lives lost.	Place of disaster.
1886.									
Aug. 20	S. W. Perry	American schooner	84	Morgan City, La	Galveston, Tex	Total	Lumber	2	Off Galveston, Tex.
Sept. 4	Honora Car	do	113	Buffalo, N. Y	Port Huron, Mich	do	Coal	1	Six miles southwest from Point Albino, Ontario, Lake Erie.
Oct. 12	Emma Pauling	American sloop	9	Galveston, Tex		do	do	1	Galveston Bay, Tex., off Shoal Point.
Oct. 14	Bell Mitchell	American schooner	320	Clayton, N. Y	Toledo, Ohio	do	Wheat	7	Twenty-two miles west-southwest Long Point, Canada, Lake Erie.
Oct. 14	George M. Case	do	344	Chicago, Ill	Buffalo, N. Y	do	Corn	3	Eight miles southwest of Port Colborne, Canada, Lake Erie.
Oct. 20	Eureka	do	330	Marquette, Mich	Cleveland, Ohio	do	Iron ore	6	Off White Fish Point, Mich., Lake Superior.
Nov. 14	Flash	American sloop		Beverly, Mass	Fishing	do	Ballast	2	Salem Harbor, Mass.
Nov. 17	Lucerne	American schooner	728	Ashland, Wis	Cleveland, Ohio	do	Iron ore	10	Off Chaquamegon Point, Wis., Lake Superior.
Nov. 17	L. J. Conway	do	90	Chicago, Ill	Muskegon, Mich	do	Corn and oats	5	Seven miles north of White Lake, Mich., Lake Michigan.
Nov. 18	Helen	do	120			do	Unknown	7	Off Muskegon, Mich., Lake Michigan.
Dec. 2	Dezzie B. Onslow	do	28	Centreville, Md	Suffolk, Va	Partial	Ballast	3	Off Windmill Point, Va., Chesapeake Bay.
Dec. 14	Harvey Mills	American ship	2,187	Seattle, Wash	San Francisco, Cal	Total	Coal	23	Sixty miles southwest of Cape Flattery, Wash.
Dec. —	Carthage	American schooner	71	Gloucester, Mass	Western Bank	do	Fish	12	At sea.
1887.									
Jan.	Charger	do	54	Ipswich, Mass	Boston, Mass	do	Sand	4	Ipswich Bay, Mass.
Mar. 15	Prospect	do	105	Glen Cove, N. Y	do	do	do	1	Off East Chatham, Mass.
Mar. 22	Marcus A. Davis	do	274	Fernandina, Fla	Philadelphia, Pa	do	Lumber	4	At sea.
Apr. 1	Eldorado	American bark	1,132	Seattle, Wash	San Francisco, Cal	do	Coal	12	Do.
Apr. 10	J. Eppinger	American schooner	67	San Francisco, Cal	Navarro, Cal	do	Wheat	4	Mouth of Navarro River, Cal.

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Apr. 26	J. W. Everman	American barge	632	Philadelphia, Pa.	Richmond, Va	do	Coal	1	Off Cape Charles, Va.
Apr. —	St. Stephen	American ship	1,392	Port Townsend, Wash.	San Francisco, Cal.	do	do	27	At sea.
June 20	Philip Walter	American steam-barge.	197	Point Marblehead, Ohio.	Cleveland, Ohio	Partial	Stone	8	Near Lorain, Ohio, Lake Erie.

Totals: Vessels, 21; tonnage, 8,277; total losses, 19; partial losses, 2; lives lost, 143.

(2) STRANDINGS.

1886.									
Sept. 23	Jane Emson	American schooner	240	Philadelphia, Pa.	Mobile, Ala	Total	Coal	1	Sand Island, Ala.
Oct. 14	O. M. Bond	do	315	Detroit, Mich.	Buffalo, N. Y	do	Wheat	2	Rondeau, Canada, Lake Erie.
Nov. 4	City of Cheboygan	do	260	Buffalo, N. Y.	Fort Brady, Mich	Partial	Coal	1	Big Rock Point, Drummond Island, Canada.
Nov. 17	Emerald	do	287	Toledo, Ohio	Milwaukee, Wis	Total	do	5	Kewaunee, Wis., Lake Michigan.
Nov. 17	Florida	do	299	Lorain, Ohio	Marquette, Mich	do	do	1	Marquette, Mich., Lake Superior.
Nov. 18	Kate Wentworth	do	294	St. Mark, Hayti	Philadelphia, Pa.	do	Dye-wood	1	Bogue Island, N. C.
Nov. 19	Menekaunee	do	588	Cscoda, Mich	Chicago, Ill.	do	Lumber	7	Between Fairport and Pierport, Mich., Lake Michigan.
Nov. 19	Marinette	do	506	do	do	do	do	7	Do.
Nov. 27	Camanche	do	322	Chicago, Ill.	Ogdensburgh, N. Y	do	Corn	1	Near Point Peninsula, N. Y., Lake Ontario.
Nov. 28	Lem Ellsworth	do	340	do	do	No damage.	do	1	Carlton Island, St. Lawrence River.
Dec. 2	Ariadne	British schooner	138	South Bay, Ont.	Oswego, N. Y.	Total	Barley	3	Five miles north of Big Sandy Creek, N. Y., Lake Ontario.
Dec. 17	Atlantic	American bark	307	San Francisco, Cal.	Whaling voyage	do	Whaling stores	27	South side of entrance to Golden Gate, Cal.
Dec. 31	Bertha	German ship	1,269	Hamburg, Germany.	Philadelphia, Pa.	Partial	Railroad iron	1	Six miles south of Indian River Inlet, Del.
1887.									
Jan. 8	Elizabeth	do	1,239	do	Baltimore, Md.	Total	Kaneite	22	Between Dam Neck Mills and Little Island life-saving stations, Va.
Mar. 10	Samuel MacManemy	American schooner	310	Apalachicola, Fla.	Philadelphia, Pa	Partial	Lumber	1	Apalachicola Bay, East Pass Bar, Fla.
Mar. 12	James Watson	British schooner	97	Salem, Mass.	New York City	Total	Lime and laths	1	Great Point Rip, Nantucket, Mass.
Mar. 15	J. H. Eells	American schooner	144	Perth Amboy, N. J.	Boston, Mass	do	Railroad iron	2	Nauset Beach, Cape Cod, Mass.
Apr. 1	Champion	do	43	Neah Bay, Wash.	Cruising for seals	do	Seal-skins	1	Nitinat, Vancouver's Island, B. C.
Apr. 10	J. W. Seaver	American bark	230	San Francisco, Cal.	Astoria, Oregon	do	Hay and salt	3	Point New Year, Cal.
Apr. 14	Corsair	American steamer	93	New Orleans, La.	Excursion trip	Partial	Ballast	1	Opposite Marine Hospital, New Orleans, La.

Totals: Vessels, 20; tonnage, 7,323; total losses, 15; partial losses, 4; no damage, 1; lives lost, 89.

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TABLE 64.—*Wrecks and Casualties on and near the* COASTS *and on the* RIVERS *of the United States, etc.*—Continued.

(3) COLLISIONS.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Number of lives lost.	Place of disaster.
1886.									
July 6	Josie	American yacht		Chicago, Ill		No damage.	Ballast	1	Chicago Harbor, Ill.
July 9	Milwaukee	American steamer	277	do	Muskegon, Mich	Total	do	1	Off Muskegon, Mich., Lake Michigan.
July 24	No name*					No damage.		1	Saint Louis, Mo., Mississippi River.
Aug. 27	Lizzie†	Sloop				do	Ballast	1	Two miles below Rio Vista, Sacramento River, Cal.
Sept. 5	No name‡	Skiff				Unknown		1	Pittsburgh, Pa., Ohio River.
Oct 13	Selah Chamberlain	American steam barge.	1,207	Milwaukee, Wis	Escanaba, Mich	Total	Ballast	5	Off Sheboygan, Wis., Lake Michigan.
Nov. 19	No name §	Yawl				No damage.		1	Baltimore Harbor, Md.
1887.									
Mar. 19	A. W. Thompson	American schooner	66	New York City	Long Island Sound	Total	Ballast	1	Off Willets Point, N. Y., East River.
Mar. 25	Carrie and Hattie	American sloop	13	Charlestown, S. C	Cooper River, S. C	No damage.	do	3	Sixty-five miles above Charleston, S. C., Cooper River.
Mar. 28	Manhasset	American ferry-boat	512	Norfolk, Va	Portsmouth, Va	Partial	do	1	Norfolk Harbor, Va.
Mar. 31	Mair and Cranmer	American schooner	245	New York City	Washington, D. C	Total	Stone	6	Seven miles south of Cobb's Island, Va.
Apr. 10	No name‖	Canoe				Unknown		1	Near Craney Island Light, Va.
May. 26	Ivy	American steamer	50	New Orleans, La	Galveston, Tex	Total	Ballast	1	Mississippi River.
June 29	Small boat¶					Unknown		1	Baltimore, Md.

Totals: Vessels, 14; tonnage, 2,370; total losses, 5; partial loss, 1; no damage, 5; damage unknown, 3; lives lost, 25.

* Collision with ferry-boat East Saint Louis.
† Collision with steamer Apache.
‡ Collision with steamer Germania.
§ Collision with steamer Nanticoke.
‖ Collision with steamer Old Point Comfort.
¶ Collision with steamer Robert R. Kirkland.

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TABLE 64.—*Wrecks and Casualties on and near the* COASTS *and on the* RIVERS *of the United States, etc.*—Continued.

(4) OTHER CAUSES.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Number of lives lost.	Place of disaster.	Nature of casualty.
1886.										
July 3	Reporter	Am. sc...	351	Nikolaifsk, Siberia	Port Townsend, Wash.	No damage.	Ballast	1	Amoor River, Siberia	Fell overboard.
July 3	Onekama	Am. st. yt.	33	Manistee, Mich	Onekama, Mich	do	do	1	Portage Lake, Mich., Lake Michigan.	Do.
July 14	Lou Willis	Am. sc...	15	Elizabeth City, N. C.	Nag's Head, N. C	do	do	2	Near Nag's Head, N. C.	Capsized in a squall.
July 15	Santee	Am. str...	530	Wright's Bluff, S. C.	Charleston, S. C	do	Naval stores	1	Santee River, S. C.	Fell overboard.
July 16	Mogul	do	62	Port Townsend, Wash.	Towing	do	Ballast	1	Wyanda Island, Wash.	Do.
July 16	F. A. Barston	Am. brig.	128	New Bedford, Mass	Whaling cruise	do	Sperm oil	1	At sea	Killed by falling of pendent block.
July 17	Charlotte	Am. str...	49	Charlotte, N. Y	Oak Orchard	do	Ballast	1	One mile from Oak Orchard, N. Y., Lake Ontario.	Fell overboard from rail.
July 17	Elaine	do	181	Parkersburgh, W. Va.	Wheeling, W. Va.	do	do	1	Near New Martinsville, W. Va., Ohio River.	Fell overboard (supposed).
July 18	New Louisiana	Am. sc...	9	Turtle Bayou, Tex	Galveston, Tex	do	Wood and charcoal.	1	Galveston Bay, Tex	Do.
July 19	Brooklyn	do	376	Green Bay, Wis	Toledo, Ohio	do	Lumber	1	Off Chamber's Island, Wis., Lake Michigan.	Do.
July 21	Robert L. Belknap	Am. ship	2,370	Kobe, Japan	Puget Sound, Wash	do	Ballast	1	At sea	Lost overboard.
July 22	Carrie E. Woodbury	Am. sc...	260	Providence, R. I	Norfolk, Va	do	do	1	do	Do.
July 24	Nathan Rambo	do	71	Lying at Baltimore, Md.		do	do	1	Baltimore Harbor, Md	While attempting to get on board vessel from a pile of lumber, fell overboard.
July 29	Queen of the Pacific	Am. st. sp.	2,729	Port Townsend Wash.	Nanaimo, B. C	do	Coal	4	Nanaimo, B. C	Explosion.
July 30	Sarah Craig	Am. sc...	27	Atlantic City, N. J	Sandy Hook, N. J	Partial	Ballast	7	Off Sandy Hook, N. J	Capsized in a gale.
July 31	New Camelia	Am. str...	270	New Orleans, La	Covington, La	No damage.	do	2	Chefonte River, La	The men were prisoners and handcuffed. It is supposed that one jumped overboard, dragging the other with him.

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TABLE 64.—*Wrecks and Casualties on and near the* COASTS *and on the* RIVERS *of the United States, etc.*—Continued.

(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Number of lives lost.	Place of disaster.	Nature of casualty.
1886.										
Aug. 2	James Guthrie	Am. str.	732	Louisville, Ky	Evansville, Ind	No damage.	Ballast	1	Rock Haven, Ky., Ohio River.	Fell overboard while intoxicated.
Aug. 2	Alcona	do	776	Twe Harbors, Minn.	Chicago, Ill	do	Iron ore	1	Chicago, Ill., Lake Michigan.	Do.
Aug. 3	Constellation	U.S. sloop-of-war.	1,886	Portsmouth, N. H	Cruising	do	Ballast	4	Off Nantucket Shoals, Mass.	One fell from aloft, struck rail, and went overboard; three lost by capsizing of boat.
Aug. 4	Farmer	Am. str.	470	Georgetown, S. C	Santee, S. C	do	do	1	Santee River, S. C	Fell overb ard.
Aug. 6	Frostburg	Am. st. sp.	927	Lying at Hoboken, N. J.		do	do	1	Hoboken, N. J., Hudson River.	Scalded by steam.
Aug. 8	Paris C. Brown	Am. str.	904	New Orleans, La	Cincinnati, Ohio	do	Merchandise	1	Evansville, Ind., Ohio River.	Fell overboard.
Aug. 10	Bonita	Am. sc.	30	Rock Hall, Md	Baltimore, Md	do	Ballast	1	Baltimore Harbor, Md	While a passenger was attempting to get into yawl, swinging from the davits astern, it turned over, throwing him overboard
Aug. 13	John Rogers	U.S. steam l't-house tender.	261			do	do	1	Black Rock Harbor, Conn.	Fell overboard.
Aug. 13	Abbie Carver	Am. ship	983	Hong-Kong, China	Callao, Peru	Total	General	20	At sea	Never heard from.
Aug. 14	Wendell Goodwin	Am. str.	78	Employed in New York Harbor.		No damage.	Ballast	1	New York Harbor	Fell overboard.
Aug. 16	Clarence	Am. sc.	9	Dorchester, Md	Baltimore, Md	do	do	1	Baltimore Harbor, Md	Slipped overboard.
Aug. 18	Rebecca Barlett	do	67	Gloucester, Mass	Fishing	do	do	1	La Have, Nova Scotia	Capsizing of dory.
Aug. 19	Livonia Perkins	do	48	Galveston, Tex	Calcasieu, La	Total	do	3	Off Galveston Bar, Tex	Vessel capsized.
Aug. 20	Hattie Evelyn	do	70	Shediac, New Brunswick.	Fishing	No damage.	do	1	Off Miscou Island, Gulf of St. Lawrence.	Slipped and fell overboard from jib-boom.
Aug. 21	Lottie Mayo	do	41	Lake Charles, La	Brazos Santiago, Tex.	Total	Lumber	3	At sea	Vessel capsized.
Aug. 21	Algiers	Am. str.	2,287	New Orleans, La	New York City	No damage.	Ballast	1	do	Lost overboard.

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Aug. 21	Onoko	do	2,164	Duluth, Minn.	Buffalo, N. Y.	do	Wheat	1	Lake Huron	Lost overboard while shipping a fender.
Aug. 21	New Brunswick	Am. ferry-boat.	910	Jersey City, N. J	New York City	do	Ballast	1	New York Harbor	Vessel struck dock.
Aug. 22	Joseph Garland	Am. sc.	51	Provincetown, Mass.	George's Bank	do	do	1	George s Bank	Washed overboard in a gale.
Aug. 22	James A. Garfield	do	74	Gloucester, Mass	Grand Bank	do	do	2	Brown's Bank	Capsizing of dory while attending trawls.
Aug. 23	Wahinpitæ	do	1,432	French River, Ontario.	Bay City, Mich	Partial	Lumber	1	French River, Ontario	Killed by breaking of foremast.
Aug. 23	Milton H. Smith	Am. str	110	Columbus, Ga	Appalachicola, Fla.	No damage.	General	1	Bristol, Fla., Appalachicola River.	Slipped overboard.
Aug. 23	Los Angeles	do	493	Hueneme, Cal	San Buenaventura, Cal.	do	Grain	1	San Buenaventura, Cal	Fell overboard while assisting in lowering boat.
Aug. 24	Pearl Nelson	Am. sc.	123	Provincetown, Mass.	Grand Bank	do	Fish	1	Grand Bank	Capsizing of boat.
Aug. 27	Libbie Conger	Am. str	324	Saint Louis, Mo	Saint Paul, Minn	do	Miscellaneous	1	Cassville, Wis., Mississippi River.	Fell overboard.
Aug. 27	Bonita	Am. sc	62	Chestertown, Md	Baltimore, Md	do	Ballast	1	Off Deep Water Point, Chester River, Md.	Fell overboard from rail while asleep.
Aug. 31	Hattie Stark	do	68	Wye River, Md	do	do	do	1	Mouth of Wye River, Md., Chesapeake Bay.	Fell overboard while walking on rail.
Aug. —	Eliza	Am. slp	9			do	do	1	Galveston Bay, Tex	Vessel capsized.
Aug. —	George L. Smith	Am. sc.	89	Gloucester, Mass.	Grand Bank	Total	do	14	At sea	Never heard from.
Aug. —	John F. Wonson	do	58	do	Western Bank	do	Fish	10	do	Do.
Sept. 5	Gertie Evelyn	do	85	Souris, Prince Edward Islands.	Fishing	No damage.	Ballast	1	Off North Cape, Prince Edward Islands.	Thrown overboard by jibing of fore-sail.
Sept. 6	Dolphin	Am. bge	147	Sandusky, Ohio	Bay City, Ohio	do	Limestone	1	Off Point Marblehead, Lake Erie, Ohio,	Fell overboard while standing on the rail holding fender.
Sept. 7	Alberta	Am. sc	19	Cedar Keys, Fla	Homosassa, Fla	do	Ballast	1	Crystal River Bay, Fla	Fell overboard.
Sept. 12	Viola	Am. str.	30	Demopolis, Ala.	Vienna, Ala	do	do	1	Tombigbee River, Ala	Do.
Sept. 12	Oliver Gertrude	Am. sc.	18	Lying in Bear Creek, Md.		do	do	1	Bear Creek, Md., Chesapeake Bay.	Do.
Sept. 12	Donaldson	do	420	Chicago, Ohio	Buffalo, N. Y.	do	Coin	1	Off Spectacle Reef Light, Mich., Lake Huron.	Do.
Sept. 16	Gotoma	do	199	San Francisco, Cal	Coos Bay, Oregon	do	Ballast	1	At sea	Fell overboard while furling sails.
Sept. 17	Enoch Pratt	Am. str.	572	Baltimore, Md	Salisbury, Md	do	do	1	Entering Honga River, Md., Chesapeake Bay	Fell overboard (supposed).
Sept. 22	Queen of the Pacific	Am. st. sp	2,728	Fort Moody, British Columbia.	Nanaimo, British Columbia.	do	do	1	Nanaimo Harbor, British Columbia.	Capsizing of small boat.
Sept. 22	Vienna	Am. str.	1,006	Ashtabula, Ohio	Houghton, Mich	do	Coal	1	Six miles north Presque Isle, Lake Huron, Mich.	Fell overboard.
Sept. 24	Josie	Am. ferry-boat.	66	New Orleans, La		do	Ballast	1	New Orleans, La., Mississippi River.	While stepping from one boat to another, slipped and fell overboard.
Sept. 25	John Somes	Am. sc.	66	Portland, Me	Fishing	do	do	1	Off Wood Island, Me	Washed overboard from jib-boom by heavy sea.

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TABLE 64.—*Wrecks and Casualties on and near the* COASTS *and on the* RIVERS *of the United States, etc.*—Continued.

(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Number of lives lost.	Place of disaster.	Nature of casualty.
1886.										
Sept. 26	Juniata	Am. str.	1,709			No damage.	Ballast	1	Eight miles east Dunkirk, N.Y., Lake Erie.	Jumped overboard while intoxicated.
Sept. 26	St. Lawrence	do	914	Cincinnati, Ohio	Maysville, Ky	do	do	2	Cincinnati, Ohio, Ohio River.	Walked overboard while intoxicated.
Sept. 29	Pinafore	Am. sc	10	Baltimore, Md	Tilghman's Island, Md.	do	do	1	Near Sandy Point, Chesapeake Bay.	Knocked overboard by foreboom.
Sept. —	Sierra Nevada	Am. bark	695	Seattle, Wash	San Francisco, Cal	Total	Coal	13	At sea	Never heard from.
Oct. 1	Albert W. Smith	Am. sc	602	Norfolk, Va	Providence, R. I	No damage.	do	1	Off Hog Island, Va	Lost overboard.
Oct. 2	Polly M. Rogers	do	346	Milwaukee, Wis	Buffalo, N. Y	do	Wheat	1	Near Point au Barques, Mich., Lake Huron.	Do.
Oct. 2	H. B. Hussey	Am. brig	545	Charleston, S. C	New York City	do	Phosphate rock.	1	Off Frying Pan Shoals, N. C.	Killed by a falling spar.
Oct. 4	E. T. Judd	Am. sc	389	Chicago, Ill	Menekaunee, Wis	do	Provisions	1	Five miles north of Two Rivers Point, Wis., Lake Michigan.	Fell overboard.
Oct. 5	La Mascotte	Am. str.	330	Saint Louis, Mo	Cape Girardeau, Mo.	Total	Live stock	34	Near Crawford's Landing, Mo., Mississippi River.	Collapsing of flues; vessel destroyed by fire.
Oct. 7	T. J. Cruse	Am. sc	97	Maurice River, N. J.	Maben City, N. C	No damage.	Ballast	1	Off Phœnix Island	Fell overboard.
Oct. 9	Azelda and Laura	do	110	Mobile, Ala	Rantan, Central America.	Total	Lumber, merchandise, etc.	4	At sea	Vessel abandoned.
Oct. 11	E. M. Bacon	do	185	Boston, Mass		No damage.	Ballast	1	do	Lost from small boat.
Oct. 16	Black Diamond	Am. str.	18	Saint Aubert, Mo	Osage City, Mo	do	Railroad ties	3	Missouri River	The packing having blown out, men ran out of engine-room and jumped overboard.
Oct. 16	Mary Morton	do	457	Saint Louis, Mo	Saint Paul, Minn	do	Ballast	1	Bellevue, Iowa, Mississippi River.	Walked overboard.
Oct. 19	Novelty	Am. sc	584	Gray's Harbor, Wash.	San Francisco, Cal	do	Lumber	1	At sea	Knocked overboard by foreboom.
Oct. 19	Canton	do	321	Ashtabula, Ohio	Milwaukee, Wis	do	Coal	1	Detroit River	Fell from aloft to deck.

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Oct. 20	Jacob Reed	do	481	Providence, R. I.	Baltimore, Md.	do	Ballast	1	Off Shinnecock, N. Y.	Fell from jibboom while furling sail.
Oct. 21	Henrietta	do	27	Dredging in Chesapeake Bay.		do	do	1	Above No Point, Md., Chesapeake Bay.	Fell overboard.
Oct. 23	Rowena	Am. str.	450	Portland, Oregon.	Willamette, Slough, Oregon.	do	do	1	Willamette Slough, Oregon.	Do.
Oct. 23	D. C. Murray	Am. bark	454	Eureka, Cal	Panama, United States of Colombia.	do	do	1	Panama, United States of Columbia.	Fell from mainyard to deck.
Oct. 24	Comet	Am. sc.	408	Port Blakely, Wash.	San Francisco, Cal	do	Lumber	1	Off Cape Flattery	Knocked overboard by mainboom.
Oct. 24	Daniel Brown	do	204	South Amboy, N. J.	New Bedford, Mass.	do	Coal	1	Off Dutch Island, Narragansett Bay.	Do.
Oct. 24	Emma L. Gregory	do	84	Rockland, Me	New York City	do	Lime	1	Off Boone Island, Me	Fell overboard while jibing main-sail.
Oct. 25	Alice M. Strouple	do	90	Gloucester, Mass	Grand Bank	do	Fish	2	Grand Bank	Capsizing of dory.
Oct. 27	R. R. Thompson	Am. str.	1,158	Portland, Oregon	Astoria, Oregon	do	General	1	Columbia River, Oregon.	Jumbed overboard while crazed by drink.
Oct. 27	Mountain Queen	do	719	do		do	Ballast	1	Willamette River, Oregon.	Slipped and fell overboard.
Oct. —	Belmont	Am. bark	533	Turk's Island	Providence, R. I	do	Salt	1	At sea	Washed overboard from flying jibboom.
Nov. 2	Charley Bowen No. 2	Am. str.	207	Saint Louis, Mo.		do	Ballast	2	Mississippi River	While cleaning out skiff, which hung in davits, rope broke throwing men overboard.
Nov. 3	Connecticut	do	723	New York City	Albany, N. Y	Partial	do	1	Hudson River	Bursting of steam-chimney.
Nov. 3	Robert E. Lee	Am. slp.	6	Norfolk, Va		No damage.	Oysters	1	Mouth of James River, Va.	Fell overboard.
Nov. 4	A. Weiskettle	Am. sc.	41	James Point, Chesapeake Bay.	Traver's Point, Chesapeake Bay.	do	Ballast	1	Off Traver's Point, Chesapeake Bay.	Knocked overboard by jibing of mainboom.
Nov. 4	Maggie F. Burke	Am. str.	248	Selma, Ala	Mobile, Ala	do	do	1	Alabama River	Lost overboard.
Nov. 4	Yaquina City	do	1,211	Yaquina City, Oregon.	San Francisco, Cal.	do	General	1	Ten miles south of Cape Foulweather, Oregon.	Fell overboard.
Nov. 4	John G. Fletcher	do	80	Shreveport, La	Garland City, Ark	do	do	1	Cassels Landing, Ark., Red River.	Do.
Nov. 6	T. D. Dale	do	86	Cincinnati, Ohio	Moscow, Ohio	do	do	2	Cincinnati, Ohio, Ohio River.	Explosion of boiler.
Nov. 6	Ann E. Valentine	Am. sc.	316	New York City	Charleston, S. C.	do	Cement and plaster.	2	At sea	Knocked overboard while taking in mainsail.
Nov. 7	William G. Lewis	do	398	Boston, Mass	Baltimore, Md.	do	Ballast	1	do	Washed overboard by heavy sea.
Nov. 11	Joseph Zane	Am. str.	42	Baltimore, Md	Chester River, Md	do	do	1	Patapsco River, Md	Fell over board from ladder.
Nov. 12	Yemassee	do	1,880	Charleston, S. C.	New York City	do	Unknown	1	At sea	Killed by being struck with a block which broke loose from forestay-sail.
Nov. 12	Keystone	Am. sc.	431	Galveston, Tex	New Orleans, La.	do	do	1	Mississippi River	Stepping from schooner to ferry-boat, slipped and fell overboard.

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TABLE 64.—*Wrecks and Casualties on and near the* COASTS *and on the* RIVERS *of the United States, etc.*—Continued.

(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Number of lives lost.	Place of disaster.	Nature of casualty.
1886.										
Nov. 12	Egyptian	Am. str.	1,430	Ashland, Ohio	Erie, Ohio	No damage.	Iron ore	1	Off Cleveland, Ohio, Lake Erie.	Knocked overboard by mainsheet.
Nov. 14	Pike County	Am. sc.	34	San Francisco, Cal.		do	Stone	1	San Francisco Harbor, Cal.	Knocked overboard by jibing of foreboom.
Nov. 14	Sarah A. Boice	do	175	Suffolk, Va	New York City	Total	Lumber	1	At sea	Vessel abandoned, passenger died from exposure.
Nov. 15	Genesta	do	10	Cambridge, Md.	Dredging grounds.	No damage.	Ballast	1	Off Cambridge, Md., Chesapeake Bay.	Fell overboard while intoxicated.
Nov. 18	Lackawanna	Am. ferryboat.	892			do	do	1	New York Harbor	Fell overboard at night.
Nov. 19	B. F. Ferris	Am. str	168			do	Fish	1	Sandusky, Ohio, Lake Erie.	Slipped on icy deck and went overboard.
Nov. 20	H. L. Gregg	Am. bark	495	Cuba, West Indies	New York City	do	Unknown	1	Off Sandy Hook, N. J	Jumped overboard.
Nov. 22	Jim Hayes	Am. str.	14	Portage, Mich	Fishing	do	Fish	1	Portage, Mich., Lake Superior.	Thrown overboard by sudden lurch of vessel.
Nov. 22	Wyanoke	Am. st. sp.	2,068	Richmond, Va	New York City	do	Unknown	1	At sea	Fell or jumped overboard.
Nov. 23	Handy No. 2	Am. str.	118	Portsmouth, Ohio	Maysville, Ky	do	Ballast	1	Below Portsmouth, Ohio, Ohio River	Do.
Nov. 23	Walter Hellen	Am. sc.	10	Baltimore, Md	Holland Point, Md.	do	Unknown	1	Off Holland Point, Md., Chesapeake Bay.	Jumped overboard while insane.
Nov. 23	Flora	Am. str.	185	Sacramento, Cal	Grimes Landing, Cal.	do	Ballast	1	Grimes Landing, Cal., Sacramento River.	Fell overboard in a fit.
Nov. 24	Mary and Martha	Am. sc.	37	Warwick River, Va.	Hampton, Va	Partial	Oysters	1	Off Newport News, Va.	Vessel capsized in a squall.
Nov. 25	Sunbeam	Am. str.	14			Total	Ballast	3	East River, N. Y.	Explosion of boiler.
Nov. 25	James H. Deputy	Am. sc.	126	Bath, Me	New York City	Partial	Lumber	1	do	Explosion of boiler of steamer *Sunbeam*, lying alongside.
Nov. 25	Harriet Smith	Am. slp.	27	Baltimore, Md	Patuxent River, Md.	No damage.	Unknown	1	Near James Point, Md., Chesapeake Bay.	Fell overboard.
Nov. 25	Luella A. Snow	Am. sc.	187	Pamunkey River, Va.	Thomaston, Me.	do	Oak timber	2	Off Fire Island, N. Y.	Knocked overboard by mainsail.
Nov. 25	Roxanna	do	86	Norfolk, Va	Baltimore, Md.	do	Unknown	1	Off Wolf Trap Shoal, Va., Chesapeake Bay.	Knocked overboard by fore-gaff.

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Nov. 25	Weldon	do	37			do	Oysters	1	Chesapeake Bay	Knocked overboard by jib.
Nov. 25	Rebecca J. Smith	do	9			do	Ballast	1	Chesapeake Bay, Md	Vessel capsized.
Nov. 28	Richmond	Am. str	112	Alexandria, La	New Orleans, La	Total	Cotton	2	Red River, La	Vessel destroyed by fire.
Nov. 29	Alethea	Am. sc	101	James River, Va	Baltimore, Md	No damage.	Unknown	1	Off Cove Point, Chesapeake Bay.	Knocked overboard by jibing of foreboom.
Nov. 30	Manatee	Am. str	104	Jacksonville, Fla	Orange Dale, Fla	do	Ballast	1	St. John's River, Fla	Fell overboard.
Nov. —	Flying Scud	Am. sc	26		Kadiak, Alaska	Total	Unknown	24	At sea	Never heard from.
Nov. —	Annie B. Hoffses	do	452	Mobile, Ala	New York City	do	Lumber	8	do	Do.
Nov. —	Redondo	do	99	Bangor, Me	Boston Mass	do	do	5	do	Do.
Nov. —	Ida C. Bullard	do	549	Baltimore, Md	do	do	Coal	9	do	Do.
Dec. 1	Alvin	Am. str	202	Fort Jackson, La	New Orleans, La	No damage.	Unknown	1	Mississippi River	Fell overboard.
Dec. 2	Success	Am. ship	1,143	Gibraltar	New York City	do	do	1	At sea	Fell overboard from aloft.
Dec. 2	John F. Eddy	Am. st. bg	1,243	Buffalo, N. Y	Chicago, Ill	do	Coal	1	Old Fort Mackinac, Straits of Mackinac.	Fell overboard.
Dec. 3	Havana	Am. sc	306	Lying at Chicago, Ill.		do	Ballast	1	Chicago, Ill., Lake Michigan.	Fell from fore-rigging.
Dec. 4	Sea King	Am. str	181	San Francisco, Cal	Port Costa, Cal	do	do	1	Port Costa, Cal	Fell overboard at night (supposed).
Dec. 6	Joseph P. Macheca	Am. sc	114	Utilla, Honduras	New Orleans, La	do	Unknown	1	At sea	Fell overboard from jib-boom.
Dec. 7	Mair and Cranmer	do	245	Georgetown, D. C	New York City	Partial	Coal	1	do	Capsizing of boat belonging to steamer *Knickerbocker* alongside.
Dec. 7	Knickerbocker	Am. st. slp	1,642	New Orleans, La	do	No damage.	Unknown	5	Off Capes of Delaware	Capsizing of ship's boat while endeavoring to render assistance to schooner *Mair and Cranmer*.
Dec. 8	Charles H. Hodgdon	Am. sc	112	New York City	Jamaica, West Indies.	Partial	General	1	At sea	Fell overboard from jib-boom.
Dec. 10	Vidette	Am. str	819			No damage.	Unknown	1	Marcus Hook, Delaware River.	Fell overboard (supposed).
Dec. 10	Lillian	Am. bark	618	Scotland	Matanzas, Cuba	do	Lumber	3	At sea	Washed overboard by a heavy sea.
Dec. 13	J. M. White	Am. st. sp	2,027	Vicksburg, Miss	New Orleans, La	Total	Cotton, cotton seed, and oil.	15	Mississippi River	Vessel destroyed by fire.
Dec. 17	Water Witch	Am. str	40	San Francisco, Cal	Mission Bay, Cal	No damage.	Ballast	1	Mission Bay, Cal	Knocked overboard by explosion on steamer *Mary and Helen*.
Dec. 18	George S. Boutwell	Am. sc	67	Gloucester, Mass	George's Bank	do	do	1	George's Bank	Slipped and fell overboard.
Dec. 21	John G. Fletcher	Am. str	80	Shreveport La	Upper Red River, La.	Total	Cotton and cotton seed.	1	Red River, La	Vessel struck snag and sunk. Deck-hand crushed between decks.
Dec. 22	Yazoo Valley	do	329	do	New Orleans, La	No damage.	Unknown	1	do	Fell overboard.
Dec. 27	Hunter	do	106	Shoal Water Bay, Wash.	Cruising	Partial	Ballast	1	Shoal Water Bay Bar, Wash.	Washed overboard by a heavy sea.
Dec. 28	Bradish Johnson	do	415	Mobile, Ala	Jackson, Ala	Total	do	4	Tombigbee River	Vessel destroyed by fire.

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(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Number of lives lost.	Place of disaster.	Nature of casualty.
1886.										
Dec. —	Manantico	Am. sc	94	Augusta, Me	Patchogue, N. Y.	Total	Lumber	5	At sea	The vessel was discovered at sea wrecked and abandoned. Crew never heard from.
1887.										
Jan. 1	Active	do	264	New York City	Portsmouth, N. H.	No damage.	Coal	1	do	Struck by block of jibsheet, slipped, and fell overboard.
Jan. 1	Margaret Ann	do	19	James Point, Chesapeake Bay.	Choptank River, Md.	do	Unknown	1	Off James Point, Md., Chesapeake Bay.	Fell overboard while making gasket fast on mainboom.
Jan. 3	Hereward	do	90	Gloucester, Mass.	Grand Bank	do	Ballast	2	Grand Bank	Lost in dories while fishing.
Jan. 10	H. Budding	do	150			do	Unknown	1	At sea	Killed by jibing of mainsail.
Jan. 15	Samaria	Am. ship	1,509	San Francisco, Cal.	Queenstown, Ireland.	do	do	2	do	One washed overboard January 8, the other crushed by a heavy sea.
Jan. 18	Theodore Birely	Am. str	25	Fall River, Mass.	Somerset, Mass.	Total	do	1	Taunton River, Mass.	Explosion of boiler.
Jan. 18	Barney Kayton	Am. slp	9	Norfolk, Va.		No damage.	Ballast	1	Norfolk Harbor, Va.	Capsizing of vessel.
Jan. 19	Anna E. Cranmer	Am. sc	231	New York City	Norfolk, Va.	do	Phosphate, etc.	1	Off Hog Island, Va.	Fell overboard from jibboom.
Jan. 22	R. E. Lee	Am. str	223	Mobile, Ala	Demopolis, Ala.	do	Unknown	1	Tombigbee River, Ala.	Stepped overboard.
Jan. 24	Francis Perkins	Am. sc	52	Sandy Hook, N. J.	Cruising	Total	Ballast	2	Off Tom's River, N. J.	Vessel was abandoned. Two of her crew were lost by capsizing of yawl while attempting to land.
Jan. 24	Equator	Am. st. sp	1,044	Philadelphia, Pa.	Charleston, S. C.	No damage.	General	1	At sea	Thrown overboard by rolling of vessel.
Jan. 25	Ethel	Am. str	535	Savannah, Ga.	Cohen's Bluff, Savannah River.	do	Merchandise	1	Savannah River, Ga	Fell overboard while intoxicated.
Jan. 26	Cyclops	do	128	Towing in New York Harbor.		do	Ballast	1	New York Harbor	Lost from a scow in tow.

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Jan. 26	Augusta H. Johnson.	Am. sc....	66	Gloucester, Mass..	George's Bank....	...do	....do	1	George's Bank.....	Washed overboard by a heavy sea.
Jan. 27	Thomas J. Yorke...	Am. str...	41	Lewes, Del.....	Philadelphia, Pa..	Partial..	....do	1	Marcus Hook, Delaware River.	Explosion of boiler.
Jan. 31	Alice M. Stroupe ..	Am. sc....	94	Gloucester, Mass..	Grand Bank	No damage.	....do	3	Grand Bank.....	Capsizing of dory while attending trawls.
Feb. 3	Keokuk.....	Am. str...	349	New Orleans, La..	Red River, La	...do	....do	1	Mississippi River.....	Walked overboard.
Feb. 4	Milburn.....	Am. sc....	7	Norfolk, Va.....	Nansemond River, Va.	.. do	Oysters	1	Norfolk Harbor, Va.....	Mainmast carried away, man lost overboard.
Feb. 5	Ostrich.....	... do	47	Dredging in Chesapeake Bay.	.....	.. do	Ballast.....	1	Hooper's Strait, Md., Chesapeake Bay.	Fell overboard at night.
Feb. 8	R. H. Daley.....	... do	113	Middletown, Conn.	New York City....	Partial.	Stone..... ..	3	Mouth of Connecticut River.	Vessel crushed by ice.
Feb. 11	Mendota.....	Am. bark..	513	Bilboa, Spain	....do	Total. ..	Iron ore.....	1	At sea.....	Seaman fell from mast and subsequently died from injuries received. Vessel becoming unmanageable, was abandoned.
Feb. 12	Æolus	Am. sc...	45	Baltimore, Md....	Potomac River....	No damage.	Unknown	1	Off Patapsco River, Md.	Stumbled and fell overboard.
Feb. 14	Charles H. Hodgdon.	....do	112	Baracoa, Cuba....	New York City....	.. do ...	... do	1	At sea.....	Lost overboard from jibboom.
Feb. 16	Elizabeth.....	Am. ship..	1,866	San Francisco, Cal.	Liverpool, England.	Partial.	Grain.....	1	... do	Fell from mainyard to deck.
Feb. 16	Alabama.....	Am. str...	566	Mobile, Ala.....	Montgomery, Ala.	No damage.	Unknown....	1	Alabama River.....	Fell overboard.
Feb 20	Lillie Dale.....	Am. sc...	28	.....	.....	...do	.. do	1	Chesapeake Bay.....	Fell overboard from bowsprit whille loosening jib.
Feb. 23	Peregrine White ..	....do	77	Gloucester, Mass..	Western Bank....	...do	Ballast.....	2	Western Bank.....	Sinking of dory.
Feb. 24	Saratoga.....	U. S. sloop-of-war.	757	.....	.....	...do	... do	4	Off Fernando Island, Island of Trinidad.	Capsizing of ship's cutter in a squall.
Feb. 27	Lillie Dale.....	Am. sc....	28	.....	.....	.. do ...	Oysters	3	Chesapeake Bay.....	Swamping of small boat.
Feb. 28	Stranger.....	....do	87	Boston, Mass	George's Bank....	...do	Ballast.....	1	At sea.....	Lost overboard in a heavy gale.
Feb. 28	Susan Bergen.....	Am. brig..	251	South Amboy, N.J.	Gibara, Cuba.....	..do	Coal.....	2	....do	Do.
Mar. 1	W. H. Gardner.....	Am. str...	174	Mobile, Ala.....	Columbus, Miss...	Total...	Cotton	21	Three miles below Gainesville, Ala., Tombigbee River.	Vessel destroyed by fire.
Mar. 4	Pendragon.....	Am. sc....	72	Gloucester, Mass..	George's Bank....	No damage.	Ballast.....	1	George's Bank.....	Capsizing of dory.
Mar. 4	Fleetwood	Am. str...	1,037	Louisville, Ky	Cincinnati, Ohio ..	...do	General.....	1	Ohio River	Scalded by steam.
Mar. 5	Hutchinson.....	Am. st. sp..	1,435	New Orleans, La..	Havana, Cuba	...do	Unknown.....	1	Mississippi River.....	Fell overboard.
Mar. 5	John T. Miles	Am. slp ...	12	Choptank River, Md.	Cambridge, Md....	...do	....do	1	Mouth of Choptank River, Md.	Do.
Mar. 8	Yazoo Valley	Am. str...	329	New Orleans, La..	Shreveport, La....	Total ...	Miscellaneous	3	Grand E'Core, La., Red River.	Vessel destroyed by fire.
Mar. 8	C. F. Ohlsen.....	Am. sc....	17	Galveston, Tex ...	Sabine, Tex.....	No damage.	Merchandise.	1	Off Galveston Bar, Tex..	Fell overboard.

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(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Number of lives lost.	Place of disaster.	Nature of casualty.
1887.										
Mar. 8	Julietta Terry	Am. sc.	74	Lloyd's Harbor, N. Y.	New Haven, Conn	Partial	Pig-iron	1	Off Charles Island, Long Island Sound.	Capsized in a squall.
Mar. 9	New York	Am. str.	22	Albina, Oregon	Portland, Oregon	do	Ballast	1	Albina, Oregon, Willamette River.	Struck by cable and died from injuries received.
Mar. 11	Annie Harley	Am. sc.	23	Eden Landing, Cal.	San Francisco, Cal.	No damage.	Salt	1	Mouth of Mount Eden Creek, Cal.	Fell overboard.
Mar. 11	John A. Wood	A str.	688			do	Unknown	1	West Louisville, Green River, Ky.	Do.
Mar. 12	Lucy Virginia	Am. sc.	33	Baltimore, Md	Dredging grounds in Chesapeake Bay.	do	Ballast	1	Baltimore Harbor, Md.	Knocked overboard by jib.
Mar. 14	Melissa Trask	do	237	Arroyo, Porto Rico	Boston, Mass	do	Sugar	2	At sea	Lost overboard in a gale.
Mar. 17	Gem	Am. bark	565	Pensacola, Fla	do	do	Lumber	1	do	Fell from aloft to deck.
Mar. 20	Abbie F. Morris	Am. sc.	77	Liverpool, N. S	Western Bank	do	Ballast	2	Western Bank	Lost in a dory while attending trawls.
Mar. 23	J. H. Chadwick	Am. bark	455	Matanzas, Cuba	Philadelphia, Pa.	do	Molasses	1	At sea	Washed overboard by a heavy sea.
Mar. 26	Charles W. Church	Am sc	844	Providence, R. I	Baltimore, Md	do	Unknown	1	Narragansett Bay, R. I.	Fell overboard.
Mar. 28	Lackawanna	do	165	Miragoane, Hayti	Providence, R. I	do	do	1	At sea	Fell overboard from rail.
Mar. 30	Charter Oak	Am. ship	964	Rotterdam	New York City	do	Wire and barrels.	1	do	Fell overboad from jib-boom.
Mar. 30	Ounimak	Am. sc.	35	Belkopsky, Alaska	Pauloff Harbor, Alaska.	Total	Groceries, salt, furs, etc	6	Between Belkopsky and Pauloff Harbor, Alaska.	Vessel capsized in a heavy gale.
Apr. 1	Charley Bowen No. 2	Am. str.	297	Saint Louis, Mo	Fort Pillow, Tenn	No damage.	Ballast	2	Near Hickman, Ky., Mississippi River.	Bursting of steam-pipe.
Apr. 3	Keokuk	do	349	New Orleans, La.	Shreveport, La	do	Unknown	1	Red River, La	Fell overboard.
Apr. 3	Samuel R. Crane	Am. sc.	78	Gloucester, Mass.	Western Bank	do	Ballast	1	Western Bank	Washed overboard by heavy sea.
Apr. 8	Frederick Geering, jr	do	71	do	do	do	do	1	do	Washed overboard from the bowsprit in a gale.
Apr. 9	Annie F. Robinson	do	37	Baltimore, Md	Honga River, Md	do	Unknown	1	Near Sharp's Island, Md., Chesapeake Bay.	Fell overboard.

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Apr. 13	Sea Lion	Am. str	186	San Francisco, Cal	San Buenaventura, Cal.	do	Ballast	1	At sea	Lost overboard at night.
Apr. 14	Mabel Kenniston	Am. sc	83	Eastport, Me	Western Bank	do	do	1	do	Washed overboard in a heavy sea.
Apr. 15	Rising Star	do	279	Chicago, Ill	Manistee, Mich.	do	do	1	Lake Michigan	Crushed while endeavoring to jump from boat to dock, dying from injuries received.
Apr. 16	George S. Marts	do	442	Baltimore, Md	Charleston, S. C	Total	Coal	2	Off Hatteras, N. C	Vessel destroyed by fire.
Apr. 16	Dalmatia	Am. slp	11		do	No damage.	Gravel	1	Dawho River, S. C	Lost overboard.
Apr. 21	Arcadia	Am. brig	286	New York City	West Indies	do	Sugar	1	At sea	Fell overboard from rail.
Apr. 25	D. S. Williams, jr	Am. sc	629	Baltimore, Md	Providence, R. I	do	Unknown	1	Off Shinnecock, N. Y	Fell overboard.
Apr. 27	Gertie Evelyn	do	85	Gloucester, Mass	Fishing	do	Ballast	1	At sea	Do.
Apr. 30	Mary Antoinette	do	8	Baltimore, Md	Chester River, Md.	do	do	1	Chesapeake Bay	Do.
Apr. —	Jamestown	do	69	Eastport, Me	Western Bank	Total	do	12	At sea	Never heard from.
Apr. —	North Star	Am. brig	410	Seattle, Wash	San Diego, Cal	do	Lumber	9	do	Vessel discovered capsized off Vancouver's Island. Crew never heard from.
Apr. —	Rebecca A. Taulane	Am. sc	450	Philadelphia, Pa	Boston, Mass	Partial	Coal	1	do	Washed from the wheel by a heavy sea.
May 1	Henry S. Culver	do	754	Boston, Mass	Bath, Me	No damage.	Ballast	1	Boston Harbor	Fell overboard from jib-boom.
May 1	Hard Cash	Am. str	335	Mobile, Ala	Pickensville, Ala	do	Unknown	1	Tombigbe River, Ala	Fell overboard while rolling a barrel of flour on the guard.
May 2	J. C. Risher	do	149	Pittsburgh, Pa	Louisville, Ky	Partial	Coal	1	Ohio River	Bursting of steam-pipe.
May 2	G. P. Heath	do	135	Chicago, Ill	Kewaunee, Wis	Total	Hay	1	Off Sheboygan, Wis., Lake Michigan.	Vessel destroyed by fire.
May 10	Walter W. Murphy	Am. sc	51	Baltimore, Md		No damage.	Unknown	1	Baltimore Harbor, Md	Fell overboard from yawl while trying to get on board of schooner.
May 13	Jack Frost	Am. str	351	Saint Louis, Mo	Memphis, Tenn	do	do	1	Mississippi River	Fell overboard.
May 13	George D. Sanford, jr	Am. st. yt	52	Manistee, Mich	Frankfort, Mich	do	Ballast	1	Off Pierport, Mich, Lake Michigan.	Do.
May 15	Idlewild	Am. str	520	Evansville, Ind	Owensborough, Ky.	do	Unknown	1	Near Newburgh, Ind., Ohio River.	Fell overboard from forecastle.
May 15	Thomas F. Bayard	Am. sc	96	Bonne Bay, Newfoundland.	Fishing	do	do	2	Near Green Point, Newfoundland.	Capsizing of dory while attending trawls.
May 17	L. A. Schultz	Am. str	32	Milwaukee, Wis	do	do	Ballast	1	Off Milwaukee, Wis., Lake Michigan.	Lost his hold while lifting, and fell overboard.
May 17	John McDermott	do	22	Hartford, Conn	Stamford, Conn	do	do	1	Stamford, Conn	Fell overboard.
May 20	Goshawk	Am. sc	550	Marquette, Mich	Ashtabula, Ohio	do	Iron ore	1	Saint Mary's River	Crushed between anchor and timbers.
May 21	Charley Bowen No. 2	Am. str	207	Saint Louis, Mo	Bend No. 25, Mississippi River	Total	Ballast	1	Mississippi River	Vessel struck hidden obstruction and sunk.
May 23	General Meade	do	171	do	Jefferson City, Mo	No damage.	Unknown	1	Jefferson City, Mo., Missouri River.	Fell overboard.

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TABLE 64.—*Wrecks and Casualties on and near the* COASTS *and on the* RIVERS *of the United States, etc.*—Continued.

(4) OTHER CAUSES—Continued.

Date of disaster.	Name of vessel.	Description of vessel.	Tons.	Port sailed from.	Port bound to.	Whether resulting in total or partial loss.	Nature of cargo.	Number of lives lost.	Place of disaster.	Nature of casualty.
1887.										
May 24	Yakima	Am. str	174	Puget Sound, Wash.	Port Gamble, Wash.	No damage.	Ballast	1	Fort Gamble Bay, Wash	Fell overboard while casting the lead.
May 24	David Wagstaff	Am. sc.	311	Cleveland, Ohio	Escanaba, Mich	do	Coal	1	Off Forty-Mile Point, Mich., Lake Huron.	Entangled in halliards, dying from injuries received
May 31	City of New Orleans	Am. str	1,586	Saint Louis, Mo	New Orleans, La	do	Unknown	1	Mississippi River	Fell overboard.
June 2	Carrie A. Ryerson	do	59	Lying at Grand Haven, Mich.		do	Ballast	1	Grand Haven, Mich	Do.
June 4	S. J. D. Wilson	Am. sc	34	Washington, D. C	Philadelphia, Pa	do	Unknown	1	Potomac River	Do.
June 5	T. A. Lambert	do	1,630	Boston, Mass	do	do	Ballast	1	Boston Harbor, Mass.	Capsizing of vessel's boat.
June 6	Lizzie Cassel	Am. str	177	Marietta, Ohio	Zanesville, Ohio	do	Unknown	1	Near McConnelsville, Muskingum River, Ohio.	Fell overboard.
June 8	Arendal	Am. sc	208	Chicago, Ill	Manistee, Mich	do	do	1	Chicago Harbor, Lake Michigan.	Fell overboard from aloft.
June 9	Lioness No. 2	Am. str	405	New Orleans, La	Pittsburgh, Pa	do	do	1	Near Pittsburgh, Pa., Ohio River.	Lost overboard.
June 10	Elaine	do	181	Parkersburgh, W. Va.	Wheeling, W. Va	do	do	1	Wheeling, W. Va., Ohio River.	Walked overboard; supposed to have been blinded by steam from another vessel.
June 11	Mary Riley	Am. sc	239	New York City	Norfolk, Va	do	Ballast	1	Hampton Roads, Va	Jumped overboard.
June 12	Robert Mowe	Am. bgtne	172	La Pointe-a-Pitre, W. I.	New York City	do	Sugar	1	Off La Pointe-a-Pitre, W. I.	Washed overboard by heavy sea while securing anchor.
June 13	Lampassas	Am. st. sp	2,913	New York City	Galveston, Tex	do	Unknown	1	At sea	Fell overboard.
June 13	Phebe Ann	Am. sc	79	Bangor, Me	Boston, Mass	do	Lumber	1	do	Knocked overboard by main boom.
June 15	Flora	Am. st. bge.		Smith's Creek, N. C.	Philadelphia, Pa	do	Unknown	1	Off Point Lookout, Md., Chesapeake Bay.	Fell overboard.
June 17	Champlain	Am. str	438	Norwood, Mich	Cheboygan, Mich	Total	Merchandise	22	Off Fisherman's Island, Mich., Lake Michigan.	Vessel destroyed by fire.
June 19	W. H. Osborn	do	820			No damage.	Unknown	1	Bird's Point, Mo., Mississippi River.	Scalded by steam.

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June 20	Isaac Staples	....do	180	Lake City, Minn.	Boston Bay, Illinois.	..do	Ballast	1	Minneiska, Minn., Mississippi River.	Fell overboard while passing wood.
June 22	Clara Brown	....do	112	Towing	.....	..do	....do	1	Utsaladdy Bay, Puget Sound, Wash.	Thrown overboard by tow-lin .
June 26	Evelyn	Am. str	49	New Baltimore, N. Y.	West Troy, N. Y.	Partial	.. do	1	Hudson River, N. Y	Vessel struck bridge.

Totals: Vessels, 246; tonnage, 96,777; total losses, 31; partial losses, 16; no damage, 199; lives lost, 520.

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, 1887, 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, or damage unknown.			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	5	723	11	7	3,593	29	3	823	8	8	491	21	23	5,630	69	14	3,134	50	9	2,496	19	58	10,742	61	81	16,372	130
Pacific coast	1	67	4	2	537	30	..	.....	....	2	141	7	5	745	41	4	639	40	1	106	1	9	2,330	9	14	3,075	50
Great Lakes	8	2,242	47	8	2,715	27	2	1,484	6	2	573	23	20	7,014	103	18	6,557	94	2	457	9	25	12,388	25	45	19,402	128
Rivers	..	.....	....	1	95	1	1	50	1	14	4,683	87	16	4,828	89	10	3,749	83	6	1,079	6	51	19,825	60	67	24,653	149
At sea or in foreign waters	7	5,245	81	1	43	1	..	.....	...	21	8,910	145	29	14,198	227	24	10,093	222	5	4,105	5	65	37,047	93	94	51,245	320
Total	21	8,277	143	19	6,983	88	6	2,357	15	47	14,798	283	93	32,415	529	70	24,172	489	23	8,243	40	208	82,332	248	301	114,747	777

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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.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
MAINE.											
Blue Hill Bay:											
Gott's Islands	....	....	....	....	2	....	....	....	....	....	2
Heron Island	1	....	1	....	....	....	....	....	1	....	3
Ledge near Black Island, Casco Passage	....	....	....	....	....	1	....	....	....	....	1
Ledge southwest of Burnt Coat Island	....	....	....	....	....	....	....	1	....	....	1
Placentia Island	....	....	....	....	....	....	....	....	1	....	1
York Narrows	....	....	....	....	....	....	....	....	....	1	1
York's Point	....	1	....	....	....	....	....	....	....	....	1
Blue Hill Bay Approaches:											
Black Island	....	....	....	....	....	1	....	....	....	....	1
Great Duck Island	....	....	....	....	....	1	....	....	....	1	2
John's Island Ledge, near Burnt Coat Island	....	....	....	....	....	1	....	....	....	....	1
Marshall's Island	....	1	....	....	....	....	....	....	....	....	1
Sisters, The, near Burnt Coat Island	....	....	....	....	....	....	....	....	1	....	1
Booth Bay	1	....	....	....	....	3	....	....	1	....	5
Damiscove Island	....	....	....	....	....	....	....	1	....	....	1
Spruce Point	....	....	1	....	....	....	....	....	....	1	2
Squirrel Island	....	....	....	....	....	....	....	1	....	2	3
Cape Elizabeth	....	....	1	....	....	1	1	2	1	....	6
Portland Head	....	1	....	....	1	....	....	....	....	....	2
Cape Neddick Light:											
Boon Island, (off)	....	....	1	....	....	....	....	....	....	....	1
Boon Island Ledge	....	....	3	....	....	....	....	1	....	....	4
Cape Porpoise	....	....	1	1	....	....	....	....	1	1	4
Bumpkin Island	....	....	....	....	....	....	....	....	1	....	1
Folly Island	....	....	....	....	....	....	....	....	....	1	1
Goat Island	1	....	....	....	....	....	....	....	....	....	1
Old Prince, The	....	1	....	....	....	....	....	....	....	....	1
Cape Small Point	....	....	1	....	1	....	2	....	1	....	5
Button Moulds, The	....	....	....	1	....	....	....	....	....	....	1
Carver's Harbor:											
Bull Rock	....	1	....	....	....	....	....	....	....	....	1
Lane's Island	....	1	....	....	....	....	....	....	....	....	1
Norton's Point	1	....	....	....	....	....	....	....	....	....	1
Casco Bay:											
Alden Rock	1	....	....	....	....	....	....	1	....	1	3
Bang's Island	....	....	....	....	....	....	....	1	....	....	1
Broad Cove Rock	....	....	1	....	....	....	1	....	....	....	2
Chebeag Island	....	....	....	....	1	....	....	1	....	....	2
Drinkwater's Point	1	....	....	....	....	....	....	....	....	....	1
Green Island	....	....	....	....	....	....	....	....	1	....	1
Green Island Reef	....	....	1	....	....	....	....	....	....	....	1
Hadlock Rock, Broad Sound	....	....	....	....	....	....	....	....	....	1	1
Harpswell	....	....	....	....	....	....	....	....	1	....	1
Peak's Island	....	1	....	1	....	1	....	....	....	1	4
Ram Island	....	....	....	....	....	....	1	2	....	....	3
Richmond's Island	....	....	....	....	....	....	....	3	....	....	3
Cobscook Bay:											
Leighton's Rock	....	....	....	....	....	....	....	....	....	1	1
Cutler	1	....	2	4	2	2	....	....	5	1	17
Little River Island	....	....	....	....	....	....	....	1	....	....	1
Long Point	....	....	....	....	1	....	....	....	....	....	1
Race Point	1	....	....	....	....	....	....	....	....	....	1
Damariscotta River:											
Hypocrite Ledge	....	1	1	1	1	....	....	....	....	1	5
Kelsey's Ledge	....	....	1	....	....	....	....	....	....	....	1
Deer Island Thoroughfare:											
Dow Ledges	....	....	1	....	....	....	....	....	....	....	1
Dumpling, or Eastern Mark Island Ledge	....	....	....	....	....	....	....	....	1	....	1
Lazy Gut Island	....	....	....	1	....	....	....	....	....	....	1
Thurlow's Island	....	....	....	....	1	....	....	....	....	....	1
Deer Isle:											
Green's Landing	....	....	....	....	....	....	....	....	....	1	1
Dyer's Bay:											
Stanley's Point	....	....	1	....	....	....	....	....	....	....	1
Eastport Harbor:											
Clarke's Ledge	....	....	....	....	....	....	1	....	....	....	1
Hallet's Point, near Buckman's Head	....	....	....	....	....	....	....	....	2	....	2
Paine's Ledge	....	....	....	....	....	....	....	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.

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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.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
MAINE—continued.											
Eggemoggin Reach:											
Cape Rozier					1						1
Little Deer Island					1						1
Englishman's Bay:											
Man Island							2				2
Shot Islands					1						1
Spruce Islands	1										1
Steel Coat or Steel Harbor Island							1	1			2
Fletcher's Neck						1	3	3	2		9
Beach Island Ledge						1					1
Dansbury's Reef									1		1
Fox Island Thoroughfare:											
Brown's Cove		2	1	1							4
Fiddler's Ledge			1			1					2
Iron Point										1	1
Thomas' Ledge							1				1
Young's Point						1					1
Frenchman's Bay:											
Bald Rock				1							1
Frenchman's Bay Approaches:											
Baker's Island		1			2					1	4
Schoodic Island	1		1								2
Great Cranberry Island			1			1	2	1	3		8
South Bunker's Ledge								1			1
Sperlin's Cove									1		1
Sperlin's Point				1							1
Harrington River									1		1
Ray's Point					1						1
Kennebec River, (mouth of)							2	1			3
Kennebec River Approaches:											
Heron Island									1		1
Hunniwell's Beach					1		1	2		1	5
Hunniwell's Point			1	1		1	2	1			6
Long Island										1	1
Merrymeeting Bay, (rocks in)				1							1
Pond Island										1	1
Seguin Island			1								1
Stage Island								1			1
Sugar Loaves, The			1						1		2
Wood Island Ledges		1							1		2
Kennebunkport	1	1								1	3
Little Cranberry Island			2	5	1	3	6	4	2	3	26
Thompson's Ledge			1								1
Lubec:											
Nancy Ledge		1									1
Lubec Narrows:											
Gun Rock	1						1				2
O'Donnell's Point		1									1
Machias					1						1
Machias Bay:											
Bare Island			1								1
Birch Point									1		1
Cross Island		1		3			2	1			7
Double-Headed Island						1					1
Holmes' Bay				1							1
Libbey Islands					1	2		1			4
Sprague's Neck							1				1
Machias Bay, Little:											
Davis Point				1							1
Moos-a-bec Reach:											
Black-head, (ledge 1 mile northeast of)	1										1
Browney Island Ledge, Fisherman's Island Passage			1		1						2
Channel Rock						1					1
Corn Ledge, Fisherman's Island Passage								1			1
Crumple Island, Fisherman's Island Passage										1	1
Doyle's Island					1						1
Duck Ledges								1	1		2
Eastern Egg Rock		1									1
Fisherman's Island		1		1				1			3
Great Wass Island								1			1
Green Island Ledge					1	1				1	3

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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.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
MAINE—continued.											
Moos-a-bec Reach—continued.											
Hardwood Island	...	...	...	...	...	...	...	1	1	...	2
Head Harbor Island	1	...	...	...	1	...	...	...	...	1	3
Jonesport	1	...	...	...	...	...	1	2	...	...	4
Knight's Island	...	...	...	...	...	...	1	...	...	...	1
Ledge near Kelley's Point	...	...	...	...	...	...	...	1	...	...	1
Man Island, south of Head Harbor Island	...	...	...	1	...	...	...	...	...	...	1
Mark Island	...	...	...	...	1	...	...	...	...	...	1
Nova's Rock	...	...	...	...	...	...	1	...	...	...	1
Pomp's Island	...	...	...	...	1	...	...	...	...	...	1
Sawyer's Cove	...	...	...	...	...	...	...	...	...	1	1
Sea Horse Rock, Fisherman's Island Passage	...	...	...	...	...	1	...	...	...	...	1
Sheep Island	...	...	...	...	...	...	1	...	...	...	1
Western Egg Rock, Fisherman's Island Passage	...	1	...	...	...	...	...	...	...	...	1
Mount Desert Island:											
South shore of	...	...	...	...	1	...	...	...	...	...	1
Bar Harbor	...	...	...	...	...	...	...	...	1	...	1
Bass Harbor Bar	...	...	...	...	1	...	...	...	...	...	1
East Bunker's Ledge (south of island)	...	...	...	...	...	2	...	...	1	...	3
Long Ledge	...	...	...	1	...	...	...	...	...	...	1
Schooner Head	...	...	...	...	1	...	...	...	...	...	1
Seal Cove (west side of island)	...	...	...	...	...	...	...	1	...	...	1
Seal Harbor	...	...	...	...	...	...	...	...	...	1	1
Southwest Harbor	...	...	...	...	...	1	...	1	...	2	4
Southwest Harbor, Robinson's Beach	...	...	1	...	...	...	...	...	...	...	1
Sutton's Island (ledges near)	...	...	...	...	...	...	1	...	...	...	1
Mount Desert Rock	...	1	...	...	...	1	...	...	...	...	2
Muscle Ridge Channel:											
Ash Island	1	...	1	...	...	...	...	...	...	...	3
Clam Ledges	...	...	...	...	...	...	1	...	...	...	1
Grindstone Ledge	1	...	...	...	...	...	2	...	1	...	4
Hay Island Ledge	1	1	...	...	2	...	1	...	...	1	6
Hog Island Ledge, Seal Harbor	...	1	1	1	...	...	...	...	...	...	3
Hurricane Ledge	...	...	...	...	...	...	...	...	...	1	1
Lark Ledges	...	...	1	...	...	...	...	...	1	...	2
Long Ledge, Seal Harbor	1	...	...	...	...	...	3	...	3	2	9
Lower Gangway Ledge	...	...	1	...	...	...	1	...	...	1	3
Munroe Island	...	...	4	...	...	1	...	...	1	2	8
Otter Island Ledge	...	...	...	...	...	1	...	...	...	1	3
Rackliff's Island, Seal Harbor	...	1	...	...	...	2	...	...	...	...	3
Seal Harbor	2	1	...	...	1	...	2	3	3	1	13
Sheep Island Bar	...	...	...	1	1	...	1	...	1	...	4
Shiverly Ledge (off Spruce Head)	1	...	...	...	...	...	...	...	...	...	1
South Thomaston (ledge near)	...	...	...	...	...	...	1	...	...	...	1
Spruce Head Island	...	1	...	1	1	1	1	...	...	...	5
Weskeag River (mouth of)	...	...	...	...	...	...	...	...	1	1	2
Wheeler's Bay	...	...	...	...	...	2	...	...	...	...	3
White Head Island	...	...	...	2	1	1	...	...	1	1	6
White Head Island, South Breaker	...	1	...	...	...	...	...	...	...	...	1
Yellow Ledge	...	...	...	...	...	...	...	1	...	...	1
Muscongus Bay:											
Davis' Straits, near George's Islands	...	...	...	...	...	...	...	...	...	1	1
Devil's Back Ledge	...	...	...	...	...	...	...	1	...	...	1
Egg Rock	...	...	...	...	1	...	...	...	...	...	1
George's Islands	...	...	1	...	...	...	...	1	...	...	2
Hog Island Bar	...	...	...	...	1	...	...	...	...	...	1
Kegs, The	...	...	...	...	...	...	...	...	...	1	1
Muscongus Bay approaches:											
Between Monhegan Island and Pemaquid Point	...	...	...	...	...	...	...	1	...	...	1
Monhegan Island	...	...	...	...	...	...	1	...	...	...	1
New Harbor (sunken ledges)	...	...	...	...	...	...	...	...	1	...	1
Old Woman Ledge	...	...	1	...	...	...	...	...	...	...	1
Pemaquid Point (rock 4 miles south-southwest of)	...	...	...	...	...	...	...	...	1	...	1
Narraguagus Bay:											
Foster's Island	...	...	1	...	...	...	...	...	...	...	1
Norton's Cove (ledge in)	...	1	...	...	...	...	...	...	...	...	1
Pembroke	...	...	...	...	...	1	...	...	...	...	1
Penobscot Bay:											
Fox Islands	...	...	...	2	...	1	...	...	2	...	5
Isle au Haut	...	...	1	...	...	...	...	...	...	1	2
Long Island	...	...	...	...	...	...	...	1	...	...	1

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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.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
MAINE—continued.											
Penobscot Bay—continued.											
Perry's Creek	2										2
Ragged Island										1	1
Penobscot Bay, East:											
Henry's Point, Castine Harbor			1								1
Holbrook's Island										1	1
Ledges off Kimball's Island						1			1		2
Mark Island Ledge					1						1
Penobscot Bay, West:											
Bantam Ledge	1	2		1							4
Burnt Island				1				1	1	1	4
Carr's Rock Ledge					1						1
Crabtree Point									1		1
Dogfish Ledges	1									1	2
Duck Rocks					1						1
Heron Neck (ledge)			1								1
Lowell's Rocks			1								1
Matinicus Island			1		1			1			3
Metinic Island	1	1							2		4
Northern Triangles, The								1		1	2
Northport		1								1	2
Old Man Ledge	1	1						1	1	2	6
Outer Ledge, entrance Camden Harbor						1					1
Owl's Head							1				1
Rockland	1	1	1								3
Sear's Island	1							1			2
Southern Triangles, The			1								1
Two Bush Reef							1				1
White Island Ledge							1				1
Pigeon Hill Bay approaches:											
Petit Manan Island	1		2								3
Pleasant Bay approaches:											
Nash's Island					1		1			2	4
Portland Harbor:											
Fort Preble (near)						1					1
Portsmouth Harbor (Maine side):											
Badger's Island				2	1						3
Clarke's Island	1				1			1	1		4
East Sister, The					1						1
Fishing Islands						1					1
Gerrish's Island						2					2
Jamaica Island, near Kittery						1					1
Kittery Point								1			1
Ledge near Kittery	1						1	1			3
Pumpkin Island				1							1
Seavey's Island				1	2			1			4
West Sister, The				1							1
Wood Island								1			1
Quoddy Roads:											
Black Rock				1							1
Crowell's Ledge					1		1	2	2		6
Middle Ground						1	2	2	3		8
One mile northwest of life-saving station					1						1
Round Shoal			1	1							2
Sail Rock							1				1
West Quoddy Head	1	2	1		1	1	1	2	6		15
Wormell's Ledge								1	2		3
Saco Bay:											
Lobster Rocks		1									1
Negro Island							1	1		1	3
Prout's Neck (rock off)									1		1
Stage Island		1									1
Stratten's Island (rocks near)										1	1
Wood Island	1			2		1	1	1	1	1	8
Saint George's River and approaches:											
Gunning Rocks				1							1
Hart Bar					1						1
Herring Gut	1								1		2
Hooper's Island Ledge, Herring Gut Harbor	1										1
Mosquito Inlet						1				1	2
Old Cilley Ledge			1							1	2

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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.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
MAINE—continued.											
Saint George's River and approaches—Continued.											
Sisters, The					1						1
Sheepscot Bay and River	1							1	1		3
Birch Point		1									1
Black Rock								1			1
Cape Island			1								1
Clou's Ledge								1			1
Cuckolds, The						1					1
Long Ledge					1						1
Sloop Ledge		1									1
Sweet's Island	1										1
Tom's Rock					1				1		2
Tennant's Harbor	1								1	1	3
Hart's Ledge							1				1
Southern Island, near Saint George	1								1		2
Trescott (Shag Rocks)										1	1
Well's Beach				1							1
West Quoddy Head (see Quoddy Roads).											
Wheeler's Bay:											
Clark's Island		1									1
York River:											
Black Rocks					1						1
NEW HAMPSHIRE.											
Hampton:											
Hampton Ledges						1		1	1		3
Hampton Shoals										1	1
Little Boar's Head								1			1
Isles of Shoals			1								1
Anderson's Ledge								1			1
Smutty Nose Island						1					1
Star Island							1				1
White Island Ledge			1								1
Portsmouth Harbor, (New Hampshire side):											
Beacon Ledge	2										2
Frost Point				1							1
Jerry's Point							1				1
Odiorne's Point								1	1		2
Peirce's Island				1							1
Portsmouth	3	2		1			4				10
Pulpit Rock					2						2
Rye Beach		2		2						2	6
Black Rock			1								1
Foss Ledges									1	1	2
Ledge near Straw's Point		1									1
Rye Ledge		2									2
MASSACHUSETTS.											
Boston Bay and Harbor			1		1				1		3
Black Rock Channel					1						1
Brewsters, The		3			1		1		1		6
Bull Rock	1										1
Calf Island									1		1
Cohasset Rocks		1						1			2
Deer Island				1							1
Devil's Back		1	1	1		1				1	5
Gallup's Island		1				2				1	4
George's Island				1						1	2
Great Fawn Bar		1	1							2	4
Green Hill, Nantasket								1			1
Harding's Ledge			2			1	1				4
Little Nahant							1				1
Long Island	1			1					1		3
Lovell's Island									1	1	2
Middle Ground				2							2
Nantasket Beach					1				1		2
Nix's Mate					1						1
Peddock's Island										1	1
Point Allerton					1		1				2
President's Roads									1		1

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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.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
MASSACHUSETTS—continued.											
Boston Bay and Harbor—Continued.											
Rainsford Island							1				1
Ram's Head					1			1			2
Shag Rocks								1			1
Toddy Rocks			1		1					1	3
Winthrop's Head		1									1
Buzzard's Bay:											
Hen and Chickens						1				1	2
Mattapoisset Ledge								1			1
New Bedford Harbor		1	1		1	1		1		1	6
Onset Island							1				1
Penikese Island	1						1				2
West Island					1						1
Buzzard's Bay approaches:											
Gooseberry Neck						1					1
Horseneck Beach								1			1
Westport Point, mouth of Acoakset River	1										1
Cape Ann	1										1
Annisquam Light	1										1
Avery's Ledge, approaching Rockport				2		1		2			5
Bemo Ledges					1		1		1		3
Brace's Cove	1		2								3
Eastern Point				1	1		1	3			6
Gloucester	2	2	1	2	3	1	1		1	1	14
Halibut Point		2									2
Lanesville			1					1	1		3
Londoner, The, near Thatcher's Island	1					1					2
Long Beach, Gloucester Harbor		1						1			2
Milk Island										2	2
Norman's Woe						1			1		2
Pavilion Beach	1										1
Rockport				1		2	1	1			5
Rocky Neck, Gloucester Harbor		1									1
Salt Island Ledge							1				1
Salvages, The (off Rockport)									1		1
Straitsmouth Island		1				1		1			3
Ten-Pound Island, Gloucester Harbor			1		1				1		3
Thatcher's Island			1					1	1		3
Cape Cod:											
Bearse's Shoal							3	1		1	5
Cahoon's Hollow				1					1		2
Chatham	1		2		3	2	1				9
Chatham Bar	2	2		3	1	2	3	2	6	1	22
East Orleans		1		1		1					3
Highland Light								1		1	2
Monomoy Point		1	2	1		1	1				6
Nauset Beach	3					1		2	2	2	10
North Truro		2									2
Orleans Beach	2			1		1				1	5
Parmet River	1								1	1	3
Peaked Hill Bar		1	1	3	3		2	3	6	2	21
Pollock Rip (off Monomoy)					1	1	1	1	1	3	8
Race Point		2	1		3	1	2	2	2		13
South Chatham	1										1
Truro	1			2							3
Whale Back Shoal		1									1
Cape Cod Bay:											
Billingsgate Shoal		2							1		3
East Dennis					1						1
Long Point		2							1		3
Manomet Point			1							1	2
Provincetown		7	4	1			1		1		14
Sandwich			1								1
Wellfleet			1		1		1		1		4
Wood End	1	4							2		7
Duxbury Beach				1	1					1	3
Brant, or Green Harbor Point		1									1
High Pine Ledge				2				1		1	4
Fall River		1								1	2
Gurnet Point					1	1	1	2			5
Ipswich Bay:											
Essex Bar										1	1

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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.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
MASSACHUSETTS—continued.											
Ipswich Bay—Continued:											
Ipswich Bar	1	1	1	1	1	2	...	1	1	...	9
Squam Beach	...	...	...	2	...	1	1	...	...	...	4
Lynn Harbor:											
Lynn	...	1	...	...	...	1	1	...	...	...	3
Marblehead Harbor:											
Marblehead	...	1	...	...	...	...	...	...	...	...	1
Skinner's Head	1	...	...	...	...	...	...	...	...	...	1
Marblehead Neck:											
Tom Moore's Rocks	...	1	...	...	...	...	...	...	...	...	1
Martha's Vineyard:											
Cape Poge	...	2	...	1	1	2	1	1	...	...	8
Cedar Tree Neck	...	...	...	1	...	...	...	...	...	...	1
Chappaquiddick Point	...	1	...	...	1	...	...	1	1	...	4
Cottage City	...	...	...	1	...	...	...	...	1	...	2
East Chop	...	1	1	1	...	...	...	...	1	...	4
Edgartown	2	4	1	2	...	...	3	...	3	...	15
Gay Head	...	...	1	...	...	2	...	1	1	...	5
Gay Head, Devil's Bridge	...	...	...	...	...	...	1	...	...	...	1
Menemsha Bight	...	...	...	...	1	...	...	...	...	...	1
Schoolship Rock	...	1	...	...	...	...	...	...	...	...	1
South Beach	...	...	...	1	...	...	...	...	...	...	1
Squipnocket Beach	...	...	...	1	...	...	...	...	...	...	1
Vineyard Haven	4	12	6	3	2	1	3	2	1	5	39
Wasque Bluff	...	...	...	...	1	...	...	...	...	...	1
West Chop	...	1	1	3	2	...	1	...	...	1	9
Nantucket:											
Bar and Bay	1	1	...	1	1	1	...	3	...	1	9
Great Point and Great Point Rip	1	3	1	1	...	...	2	2	...	3	13
Near Hammock Pond	1	...	...	...	...	...	...	...	...	...	1
Sankaty Head	...	1	...	...	...	...	...	...	...	...	1
Squam Head	...	...	...	...	...	...	...	...	1	...	1
Surfside	...	...	...	...	...	...	...	1	1	...	2
Tom Never's Head	...	1	...	...	...	...	...	...	...	...	1
West end of	...	...	...	...	2	...	...	...	...	...	2
Nantucket Shoals	...	3	...	1	4	1	2	...	2	1	14
Nantucket Sound:											
Bishop and Clerk's Shoal	...	1	...	...	...	...	1	...	...	...	2
Centreville (ledge near)	...	...	...	...	...	...	1	...	...	...	1
Common Flats, near Chatham Roads	...	4	...	...	...	1	1	1	...	1	8
Dennisport Beach	1	...	8	...	1	...	...	...	...	...	10
Eldridge's Shoal	...	...	...	...	...	...	...	...	1	...	1
Handkerchief Shoal	...	1	3	...	1	2	1	...	3	1	12
Harding's Beach, Chatham Roads	...	...	...	...	...	...	3	...	...	...	3
Hawes' Shoal	...	1	...	1	...	...	1	...	...	...	3
Horseshoe Shoal	...	1	...	...	...	...	1	...	...	...	2
Hyannis	...	...	3	2	...	...	...	...	...	1	6
Kill Pond Bar	...	...	1	...	2	...	...	...	3	...	6
Long Shoal	1	...	...	...	...	...	1	...	...	...	2
Monomoy Islands, (shoal west side of)	...	...	...	...	...	...	...	...	1	...	1
Muskeget Island	...	3	...	2	...	...	1	4	...	...	10
Osterville	...	...	...	...	...	...	...	...	1	...	1
Shovelful Shoal	1	2	...	...	...	...	...	5	2	5	15
Skiff Shoals	...	...	...	1	...	...	...	...	...	...	1
South Harwich	...	...	1	...	...	...	...	...	...	...	1
Stone Horse Shoal	1	...	1	...	3	...	1	1	...	...	7
Tuckernuck Shoals	1	2	1	1	...	2	...	6	...	...	13
Wreck Shoals	...	1	...	...	...	...	...	...	...	...	1
Newburyport approaches:											
Black Rock	...	1	...	...	...	...	...	1	...	...	2
Newburyport Bar	1	2	1	...	1	2	6	2	2	3	20
Plum Island Point	...	...	1	1	1	...	...	...	...	1	4
Salisbury Point	...	...	...	...	...	...	...	...	1	...	1
Plum Island	...	...	...	...	1	2	2	...	2	2	9
Plymouth Bay:											
Brown's Bank, or Brown's Island	...	...	...	1	3	...	3	...	1	2	10
Dick's Flat	...	...	...	...	...	1	...	1	...	1	3
Long Beach	...	...	...	...	1	...	...	...	...	1	2
Plymouth	...	...	...	...	...	...	...	1	...	...	1
Rocky Point	...	...	...	1	...	...	...	...	...	...	1
Saquish Point Shoal	...	...	1	...	...	...	...	...	...	...	1

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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.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
MASSACHUSETTS—continued.											
Salem Harbor:											
Salem	....	....	1	....	....	..	....	1	....	....	2
Salem Harbor approaches:											
Baker's Island	....	....	....	....	....	....	....	..	....	1	1
Baker's Island Shoals	....	..	1	....	....	..	....	....	....	2	3
House Island	....	....	....	1	....	..	....	..	....	....	1
South Gooseberry, The	....	....	....	....	....	....	....	....	....	1	1
Scituate	3	1	1	1	1	....	3	1	4	3	18
Fourth Cliff	..	....	1	1	1	....	....	....	....	1	4
Long Ledge	....	..	1	....	....	....	....	....	....	....	1
Swampscott	....	....	..	....	....	....	1	..	....	....	1
Vineyard Sound.											
Cuttyhunk Island	2	1	1	1	....	....	2	....	1	....	8
Falmouth	1	1	....	....	....	....	....	....	..	....	2
Great Ledge, near Wood's Holl	..	....	....	....	....	1	....	....	....	....	1
Hedge Fence Shoal	1	1	1	..	....	2	2	1	1	....	9
L'Homme à Dieu Shoal	2	....	2	....	....	....	1	....	2	1	8
Middle Ground	..	....	....	2	....	....	....	....	1	....	3
Nashawena Island	..	1	....	....	....	....	....	....	....	1	2
Naushon Island	1	....	....	....	....	1	....	....	....	4	6
No Man's Land	..	....	....	1	....	....	....	..	....	....	1
Nonamesset Island	....	....	....	....	....	2	....	....	....	....	2
Old Man Ledge, off No Man's Land	....	....	..	....	....	....	1	....	....	....	1
Pasque Island	....	....	....	....	....	....	....	....	....	1	1
Quick's Hole	....	....	....	....	....	....	....	....	1	....	1
Robinson's Hole	1	....	....	....	1	....	1	....	....	....	3
Sow and Pigs	....	....	2	1	....	....	1	1	2	....	7
Squash Meadow Shoals	....	....	....	....	1	....	....	....	....	1	2
Tarpaulin Cove	....	1	1	....	....	....	....	....	1	....	3
Wood's Holl	....	1	....	..	2	1	1	....	1	....	6
RHODE ISLAND.											
Block Island	4	....	....	1	6	7	4	....	....	....	22
Black Rock	....	....	....	....	1	....	....	....	....	....	1
Block Island Breakwater	....	....	1	..	1	....	....	1	1	....	4
Clay Head Point	....	1	..	....	....	....	....	..	1	....	2
East side of	....	....	....	....	....	....	....	4	....	2	6
Grové Point	....	....	1	1	....	....	....	....	....	....	2
Northeast end of	....	1	....	....	....	....	....	....	1	....	2
Northwest shore of	....	1	....	....	....	1	..	....	....	1	3
Rock south side of	....	....	....	....	....	....	....	1	....	....	1
Sandy Point	....	....	....	....	1	....	....	1	....	....	2
Southeast point of	1	....	....	....	....	....	....	....	....	....	1
Southwest shore of	....	2	....	....	....	2	....	....	....	2	6
West side of	....	4	....	....	....	1	....	....	....	5	10
Charleston Beach	....	....	....	....	....	....	....	....	....	1	1
Little Narragansett Bay:											
Sandy Point	....	....	1	....	....	....	....	....	....	....	1
Seal Rocks	....	....	....	....	....	....	....	1	....	....	1
Narragansett Bay:											
Beaver Tail Point	....	....	....	....	1	....	1	....	....	....	2
Bishop Rock	....	....	....	1	....	....	....	....	....	....	1
Bonnet Point	....	....	....	2	1	....	....	....	....	....	3
Brenton's Reef	....	1	2	....	....	....	....	....	....	....	3
Casey's Point	....	....	....	....	....	....	....	1	....	....	1
Castle Hill	....	....	....	1	....	....	....	....	2	....	3
Coggeshall's Point	1	....	....	....	....	....	....	....	....	....	1
Conanicut Island	....	1	....	....	....	1	....	....	1	....	3
Despair Island	....	....	....	....	....	....	....	1	....	....	1
Dutch Island	1	3	....	1	1	....	2	1	....	....	9
Dyer's Island, (rocks off)	..	....	....	....	....	....	....	1	....	....	1
Gould Island	....	....	1	....	....	....	....	....	....	....	1
Half-Way Rock	....	....	....	1	....	....	....	....	....	....	1
Hog Island	....	....	....	1	....	....	....	....	....	....	1
Hope Island	....	....	....	....	1	....	....	....	....	....	1
Narragansett Pier	1	....	....	1	1	....	1	....	....	....	4
Nayat Point	....	....	....	....	....	....	....	1	....	....	1
Newport	....	....	1	1	3	1	....	....	....	....	6
Newport, Blue Rocks	....	1	....	....	....	....	....	....	....	....	1

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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.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
RHODE ISLAND—continued.											
Narragansett Bay—Continued:											
Newton's Rock					1						1
Popasquash Point		1								1	2
Plum Beach Shoal					1						1
Price's Neck, Gooseberry Island			1								1
Prudence Island							1		1		2
Rose Island		1		1	1		1				4
Rumstick Shoal					1						1
Sakonnet Point		1	3				1			2	7
Sakonnet Point, Church Harbor									1		1
Tiverton	1	1									2
Warwick Neck						1		1			2
Wesqueag Beach									1		1
Whale Rock		1	1								2
Wickford						1					1
Point Judith		2	1		1		3		2	2	11
Squid Ledge						1					1
Quonochontaug Beach			1		1					1	3
Watch Hill			2	2	1			2		1	8
Catumb Reef								1	1		2
Gangway Rock							1				1
Napatree Point		2	1		1				2	1	7
Sugar Reef				2		1	1				4
CONNECTICUT.											
Black Point:											
Near Niantic Bay, (rock 3 miles west of)									1		1
Branford Reef	1				1						2
Bridgeport					1	1				1	3
Charles Island								1			1
Connecticut River (mouth of):											
Cornfield Point						1					1
Cornfield Point Shoals							1				1
Tatchett's Reef		1					1				2
Joshua Rock			2								2
Saybrook Bar	3		3				1	1	1		9
Saybrook Point		1			1						2
Cows, The:											
Off Shippan Point	1					1					2
Fisher's Island Sound:											
Horseshoe Reef				1							1
Latimer's Reef	1					1		1			3
Middle Ground										1	1
Morgan's Point							1				1
Noyes' Rocks									1		1
Rocks near Eel Grass Shoal				1							1
Windmill Point								1			1
Greenwich Point			2								2
Guilford			1								1
Hammonasset Point										1	1
Leete's Reef	1										1
Long Island Sound (off the coast):											
Bartlett's Reef, near light-vessel	2	2				1					5
Calf Island, or The Calves						1					1
Crane Reef						1			1		2
Faulkner's Island		1						1			2
Goose Island, near Faulkner's Island			1						1		2
Green's Ledge, west of the Norwalk Islands										1	1
Norwalk Island				1							1
Penfield's Reef		1			1	1					3
Stratford Shoals, or Middle Ground							2				2
Thimbles, The		1	1								2
Wheaton's Reef						1			2		3
Merwin's Point							4				4
Millstone Point, near Niantic Bay							1				1
New Haven Harbor:											
Adam's Fall Ledge								1			1
Flat Rock			1								1
Half-Tide Rock			1								1
Luddington Rock						1	1		1		3
New Haven				1	1		2	2	2		8

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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.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
CONNECTICUT—continued.											
New London Harbor and approaches:											
Black Ledge	..	...	1	....	..	....	....	...	...	....	1
Black Rock	...	...	..	...	...	1	...	...	...	....	1
Goshen Reef	....	1	..	...	....	....	1	..	...	1	3
Ledges off New London	....	...	..	1	1	....	....	....	....	....	2
New London	...	1	..	2	....	....	....	..	....	1	4
Pine Island	..	1	....	....	....	....	....	....	....	....	1
Southwest Ledge	...	....	1	..	....	....	....	....	....	....	1
Point No Point	....	....	1	....	....	....	....	....	....	....	1
Sachem's Head	..	1	....	....	....	....	....	....	....	....	1
Shippan Point Shoals	....	....	....	....	....	....	....	....	1	....	1
South Norwalk	...	....	....	1	..	....	....	....	....	....	1
Stamford	..	1	2	2	....	....	....	....	....	....	5
Stonington Harbor	..	....	....	..	....	....	1	1	....	....	2
Stratford Bar	...	....	....	....	....	....	....	....	1	..	1
Stratford Beach	....	....	....	....	....	1	....	....	....	..	1
NEW YORK.											
Block Island Sound:											
Fort Pond Bay	..	....	....	....	....	....	1	....	....	....	1
Gardiner's Island	1	....	6	2	....	....	1	....	..	....	10
Montauk Point, (5 miles northwest of light)	....	....	....	....	1	....	....	....	....	....	1
Shagwong Reef	....	....	....	....	....	....	....	....	1	....	1
Washington Shoal	...	....	....	....	..	....	1	....	....	....	1
East River:											
Blackwell's Island	1	....	1	....	3	1	2	....	1	....	9
College Point	....	....	....	....	....	....	1	1	....	1	3
Hell Gate	3	1	1	....	6	2	....	1	2	....	16
Hell Gate, Flood Rock	....	..	....	1	....	1	1	....	....	1	4
Hell Gate, Hallet's Point	....	..	1	....	....	....	..	....	....	....	1
Hell Gate, Negro Head	....	....	1	....	1	1	2	....	....	....	5
Hell Gate, Scaly Rock	....	....	....	1	....	....	....	1	..	....	2
Hell Gate, The Gridiron	....	....	....	....	4	1	....	....	..	....	5
Hell Gate, The Hog's Back	....	....	....	....	....	....	1	....	....	....	1
Newtown Creek (mouth of)	....	....	....	....	....	....	1	1	....	....	2
North Brother	....	....	....	....	1	....	....	2	....	1	4
Old Ferry Point	....	....	1	....	....	....	....	....	....	....	1
Randall's Island	....	....	....	....	....	1	....	....	....	....	1
Ravenswood Rock	....	....	....	1	....	....	....	....	....	....	1
Ricker's Island	....	....	....	....	....	....	..	1	.	1	2
Sunken Meadows	...	1	....	....	....	....	....	....	1	....	2
Whitestone Point	....	....	1	....	....	....	....	....	....	....	1
Gardiner's Bay:											
Ben's Point	....	....	....	..	....	....	....	..	....	1	1
Deep Hole	....	....	....	..	....	....	....	..	1	....	1
Long Island (outside):											
Amagansett	...	2	....	..	....	....	1	....	....	....	3
Barren Island, Jamaica Bay	..	....	....	1	....	....	....	....	....	....	1
Bridgehampton Beach	....	..	....	1	....	....	....	....	....	....	1
Coney Island	1	....	1	1	1	1	1	..	....	....	6
East Hampton Beach	....	....	2	....	1	....	....	....	1	....	4
Fire Island Beach	1	3	1	2	2	2	2	3	....	2	18
Fire Island Inlet	....	....	....	....	....	....	....	....	....	1	1
Gilgo Inlet Bar	1	..	..	1	..	....	....	....	....	....	2
Hog Island Inlet	....	....	....	..	..	2	2	1	1	....	6
Jones's Beach	1	..	....	1	1	....	1	....	....	....	4
Long Beach	....	....	..	2	....	....	....	1	....	1	4
Montauk Point	1	1	....	....	....	....	1	....	....	....	3
Moriches Beach	....	1	....	....	..	....	....	3	2	2	8
Napeague	....	....	....	....	....	....	2	....	....	2	4
New Inlet, or Jones's Inlet	...	3	1	....	....	1	1	3	2	1	12
Oak Island	..	....	....	..	....	....	1	1	1	..	3
Rockaway Beach	....	....	....	1	1	1	....	....	4	..	7
Rockaway Beach, Far	....	1	1	....	..	....	....	2	....	....	4
Rockaway Inlet	....	1	....	....	....	....	....	....	1	2	4
Rockaway Shoals	....	....	....	1	1	....	1	1	1	....	5
Shinnecock Beach	....	....	....	2	....	....	....	....	2	....	4
Shinnecock Inlet	2	....	....	....	....	....	....	....	....	....	2
Smith's Point	1	1	....	1	1	1	1	....	....	....	6

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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.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
NEW YORK—continued.											
Long Island Sound:											
Baiting Hollow Beach									1		1
Captain's Island	1										1
Centre Island Reef										1	1
City Island	1	2		1	1			3	2		10
Cow Bay				1							1
Crab Meadow					1					1	2
Crane Neck Point	1										1
East Clump, rock north of, near Fisher's Island									1		1
Eaton's Neck		3	1	1	1	5			1	2	14
Execution Rocks			1		1						2
Fisher's Island	1	1		3	1	2	1	1	1	1	12
Greenport	1										1
Gull Island				1							1
Hart Island					1	2			2	2	7
Hewlett's Point									1		1
Horton's Point							1				1
Inlet Point		1									1
King's Point									1		1
Little Gull Island			1	1							2
Lloyd's Neck			1	1	1			1		2	6
Luce's Landing, near Jacob's Hill							1				1
Mamaroneck		1			1						2
Matinicock Point							2				2
Mattituck Beach							1				1
New Rochelle Harbor				2							2
Northport Harbor			1								1
Northwest, east of Sag Harbor			2								2
Old Field Point Light	1						1				2
Orient Beach		1							1		2
Oyster Bay			2					1			3
Oyster Pond Reef							1				1
Plum Island	1			1			1			2	5
Promised Land, east of Sag Harbor			5								5
Race Rock							1				1
Rocky Point Landing, near Herod's Point										1	1
Rocky Point, west of Ferry's Point	1									1	2
Rye Point							1		2		3
Sag Harbor			1								1
Sag Harbor (12 miles east of)				1							1
Sand's Point							1			1	2
Smithtown Harbor	1										1
Success Rock					1		1				2
Throg's Point (rock near)		1									1
Wading River			1								1
West Clump, near Fisher's Island								1			1
Whortleberry Island			1								1
Wicopesset Island and Reefs, near Fisher's Island		1				1			1		3
Woodville Landing, near Herod's Point			1								1
New York Bay and Harbor:											
Bedloe's Island (rock 1 mile west of)				1							1
Bedloe's Island Reef		1	1								2
Fort Hamilton									1		1
Middle Ground							1	3			4
Romer Shoal		2	1	4	3	1	1	5	3	3	23
Staten Island				1		1			2		4
NEW JERSEY.											
Absecom Beach			5			7	3	1	2		18
Absecom Inlet									2	8	10
Atlantic City		1		4		1	1	1	4	1	13
Atlanticville		1									1
Barnegat	1	3	2	5	1	3	11	3	3	1	33
Barnegat Bay:											
Green Island			1								1
Beach Haven						1					1
Brigantine Beach	1	3	1	4	2	1	4	2			18
Brimstone Point	1										1
Cape May		2	2	3	1		4	4	2	4	22
Cold Spring Inlet	2	5	2	3		1	1	3	3	1	21
Corson's Inlet Bar							2				2

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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.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
NEW JERSEY—continued.											
Deal Beach	3	1	....	....	1	1	....	....	....	....	6
Delaware Bay (New Jersey side):											
Ben Davis Point (shoals near)	....	....	....	....	1	....	....	....	....	....	1
Crow Shoal	....	2	....	....	....	....	....	....	....	....	2
Egg Island Flats	....	....	....	....	....	....	....	....	1	....	1
Fishing Creek Shoal	....	....	1	....	....	....	....	....	....	....	1
Maurice River (near)	....	....	....	....	1	....	....	....	....	....	1
Miah Maull Shoals	....	....	....	....	....	....	....	....	1	....	1
Five-Mile Beach	....	1	....	....	....	....	....	....	1	....	2
Great Egg Harbor	1	1	1	....	1	1	3	2	1	....	11
Somers' Point	....	2	....	....	....	....	....	....	....	....	2
Great Egg Harbor Inlet	....	....	....	....	....	....	....	....	....	1	1
Hereford Inlet	1	....	....	1	1	4	3	1	1	7	19
Highlands	....	....	1	....	....	....	....	....	....	1	2
Island Beach	....	1	2	1	1	2	2	2	2	4	17
Leaming's Beach	....	1	....	....	....	....	....	1	2	1	5
Little Beach	1	....	....	....	....	....	....	....	....	....	1
Little Egg Harbor	....	4	2	1	1	3	6	4	3	3	27
Little Mud Thoroughfare	....	1	....	....	....	....	....	....	....	....	1
Long Beach	....	3	7	....	2	2	1	1	2	2	20
Long Branch	....	....	3	....	1	1	....	....	....	....	5
Loveladies Island	....	1	....	....	....	....	....	....	....	....	1
Ludlam's Beach	1	1	....	....	....	....	....	....	....	....	2
Monmouth Beach	....	....	....	1	....	....	1	1	2	1	6
New Inlet	....	....	....	....	....	....	1	....	....	2	3
Anchorage Island	....	....	2	1	....	1	....	....	....	....	4
Ocean Grove	1	....	....	....	....	2	....	....	1	....	4
Peck's Beach	....	1	1	....	1	....	....	....	....	....	3
Point Pleasant	....	1	....	....	....	....	....	....	....	....	1
Raritan Bay:											
Keyport	....	....	....	....	....	....	....	....	....	1	1
Robbins' Reef Bay, New York Harbor	....	....	1	1	....	....	....	....	....	....	2
Sandy Hook	3	2	2	2	2	4	4	12	5	10	46
Flynn's Knoll	....	....	....	....	2	3	....	....	2	....	7
Seabright	....	....	2	....	....	1	....	1	2	1	7
Shark River	2	1	....	....	....	1	1	....	....	....	5
Spring Lake	....	....	....	....	....	....	....	....	1	....	1
Squan Beach	1	....	2	3	1	....	3	....	....	1	11
Tom's River	....	1	....	....	....	....	....	....	1	....	2
Townsend's Inlet	....	2	2	....	2	4	5	2	....	2	19
Tucker's or Short Beach	....	3	....	1	1	....	1	....	1	1	8
Turtle Gut Inlet	1	....	....	1	....	2	....	1	....	1	6
Wreck Pond Inlet	....	....	....	....	....	1	....	....	....	....	1
DELAWARE.											
Cape Henlopen	....	1	3	3	2	3	1	7	4	3	27
Hen and Chickens Shoal	1	....	....	1	....	2	....	1	....	2	7
Delaware Bay, (Delaware side):											
Bombay Hook	1	....	....	....	....	....	....	....	....	....	1
Bower's Beach	1	....	....	....	....	....	....	....	....	....	1
Boyd Shoal	....	....	....	....	....	1	....	....	....	....	1
Brandywine Shoal	....	2	2	....	....	2	....	1	1	....	8
Broadkill River (mouth of)	....	1	....	....	....	....	....	....	....	1	2
Collins Beach	....	1	....	....	....	....	....	....	....	....	1
Joe Flogger Shoal	....	....	2	1	....	2	1	1	....	....	7
Mispillion Light	....	1	....	....	....	....	....	....	....	....	1
Shears, The	....	....	....	....	....	....	4	....	....	....	4
Delaware Breakwater	2	3	1	....	1	....	3	....	1	1	12
Indian River Inlet	....	....	2	1	1	3	1	2	1	2	13
Six miles south of	....	....	....	....	....	....	....	....	....	1	1
Lewes	1	3	2	2	....	1	6	2	3	3	23
Rehoboth Beach	1	....	1	....	....	....	....	....	....	2	4
MARYLAND.											
Chesapeake Bay:											
Black Walnut Bar	....	....	....	....	....	....	1	....	....	....	1
Bodkin Bar	....	....	....	1	....	....	....	....	....	2	3
Cedar Point	....	2	....	....	....	....	....	....	1	....	3
Cornfield Harbor	....	....	....	....	....	....	....	....	1	....	1
Cove Beach	....	....	1	....	....	....	....	....	....	....	1
Cove Point	....	....	....	....	....	....	....	....	....	1	1

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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.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
MARYLAND—continued.											
Chesapeake Bay—continued:											
Cove Point, Little	1										1
Curtis Creek					1						1
Ditch Rock										1	1
Governor's Run			1								1
Governor's Run and Cove Point, (between)									1		1
Greenbury's Point		1									1
Hawkins' Point					1				1		2
Herring Bay	1										1
Hill's Point				1							1
Holland's Island		1							1		2
Hooper's Island		1								1	2
Kedges Strait				1					1		2
Kent Island	1	1	2		1	1		1	1		8
Lord's Gifts Flats, (mouth of Chester River)			1								1
Low's Point		1									1
Magothy River, (mouth of)					1				1		2
Patapsco River, (mouth of)		3	1				1	1	1		7
Patuxent River, (mouth of)		1	1				1				3
Plum Point Shoal		1	1							1	3
Point Lookout					1		1		1		3
Point No Point	1								1		2
Pool's Island		1			2						3
Rock Creek									1		1
Rock Point		1						1		1	3
Saint George Island, (entrance Potomac River)			1							1	2
Seven-foot Knoll					1						1
Severn River, (mouth of)	1										1
Sharp's Island Bar									1	1	2
Swan Point	1					1					2
Tally's Point	1										1
Taylor's Island		1	1								2
Thomas' Point Shoal						1				1	2
Three Sisters					1						1
Tilghman's Island		1						1	2		4
Tolchester Beach										2	2
Eastern Bay									1		1
Wade's Point									1		1
Fenwick's Island	4	1	1	1	3	6	1		2	2	21
Fenwick's Island Shoals, (7 miles from shore)									1		1
Green Run Inlet	1	1									2
North Beach								1		2	3
Ocean City		1			2				2	1	6
Sinepuxent Neck	2	1									3
VIRGINIA.											
Assateague Island	2				2	1	1	1	3		10
Fishing Point		1								1	2
Ragged Point	1										1
Turner's Shoal, (5 miles southeast of Assateague Beach, L. S. S.)		1				1					2
Assawaman Inlet					1			1			2
Cape Charles		1	1					1		1	4
Cape Henry	2	2	2	5	1		2	1	3	1	19
Cedar Island						4					4
Chesapeake Bay:											
Back River Shoals	1		3						1		5
Bluff Point							1				1
Cape Charles City										1	1
Dimer's Creek				1							1
East River, (mouth of)									1		1
Horn Point	1										1
Horseshoe Shoal	1										1
Inner Middle Ground						1					1
Little Bay			1					1			2
Middle Ground	1	1	1	2			1	1			7
New Point Comfort						1	1			1	3
North Point, (near Rappahannock River)		2							1		3
Ocean View		1	2								3
Piankatank River Bar		2									2
Smith's Point			3	1	1	2					7

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TABLE 63.—*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.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
VIRGINIA—continued.											
Chesapeake Bay—continued:											
Smith's Point, (5 miles northwest of)	..	.	....	...	1	....	....	....	....	....	1
Willoughby Spit	....	1	....	....	....	....	....	1	3	1	6
Windmill Point	..	....	....	...	1	....	....	....	1	....	2
Wolftrap Shoal, Mobjack Bay	1	....	..	....	....	1	....	....	..	..	2
York Spit	....	....	..	1	..	....	....	....	....	..	1
Chincoteague Shoals	....	1	1	5	2	....	2	4	2	4	21
Cobb's Island	1	1	....	....	1	1	2	1	....	1	8
Carter's Shoals	....	....	....	2	2	1	2	....	2	..	9
William's Shoals	....	1	2	....	....	....	....	....	....	....	3
Dam Neck Mills	....	....	..	....	....	....	1	....	....	1	2
Elizabeth River:											
Berkeley Flats, (near Norfolk)	..	....	4	....	....	....	..	..	..	..	4
Lambert's Point	....	....	....	1	..	....	1	..	.	1	3
New Mill Creek	..	....	....	1	..	....	..	..	..	..	1
Norfolk	....	..	....	1	..	..	..	..	.	..	1
Portsmouth	..	....	1	..	..	..	..	..	..	..	1
False Cape	1	1	1	1	1	2	1	1	2	2	13
Fisherman's Island, (near Cape Charles)	....	....	..	....	....	....	1	.	.	....	1
Great Machipongo Inlet	....	....	....	1	....	....	1	1	.	2	5
Hampton Roads:											
Craney Island	....	..	1	..	....	....	....	....	....	....	1
Hampton Bar	....	....	1	1	1	....	1	1	1	....	6
Mason's Creek	..	....	....	..	....	....	....	....	1	....	1
Mulberry Island, (mouth of James River)	..	....	....	..	....	1	....	..	..	..	1
Newport News	..	....	....	1	..	....	....	..	.	..	1
Old Point Comfort	....	....	....	1	1	1	..	....	.	....	3
Sewall's Point	..	....	....	....	....	....	....	....	1	....	1
Hog Island	....	....	4	..	3	2	5	1	2	3	20
Little Island	....	....	1	..	....	....	1	....	2	..	4
Little Machipongo Inlet	....	....	....	....	....	....	....	....	....	1	1
Lynn Haven Bay	1	1	....	....	3	....	1	....	1	1	8
Metompkin Beach	....	....	....	....	....	....	....	....	....	1	1
Metompkin Inlet	1	....	....	....	....	....	1	3	....	....	5
Myrtle Island	....	..	....	..	....	1	..	..	....	....	1
Parramore's Beach	....	....	....	1	1	1	3	1	....	1	8
Pope's Island, (near)	....	....	....	....	....	1	....	....	....	....	1
Sand Shoal Inlet	1	....	....	....	....	....	....	1	....	1	3
Ship Shoals	....	....	....	....	....	....	....	2	....	....	2
Smith's Island	1	1	1	1	1	3	....	....	1	1	10
Isaac's Shoals	....	....	1	2	..	2	3	....	....	..	8
Nautilus Shoals	....	....	....	....	....	....	....	....	....	1	1
Smith's Island Inlet	....	....	....	....	....	....	....	....	....	1	1
Virginia Beach	....	....	....	....	....	....	....	....	....	1	1
Wallop's Beach	....	....	....	....	1	....	....	....	1	1	3
Watchapreague Inlet	3	....	1	....	2	1	....	....	....	....	7
Dawson's Shoals	....	....	....	2	....	....	2	....	2	1	7
Winter Quarter Shoals	....	....	2	..	..	....	....	....	1	..	3
NORTH CAROLINA.											
Albemarle Sound:											
Flatty Creek Bar	....	1	..	....	....	....	....	....	....	....	1
North River Bar	....	1	2	....	....	1	....	....	....	....	4
Reed's Point	....	....	..	1	....	....	....	....	....	....	1
Sandy Point	....	....	....	....	....	1	....	....	....	....	1
Barren Inlet	....	....	....	....	....	1	....	....	..	..	1
Beaufort	....	....	4	..	2	....	2	....	....	....	8
Big Kinnakeet	....	....	....	....	....	....	....	1	2	....	3
Bogue Island	....	....	....	....	....	....	....	....	....	1	1
Caffey's Inlet	....	....	....	....	....	2	....	....	1	....	3
Cape Fear, Frying Pan Shoals	2	..	.	1	3	3	..	1	2	3	15
Cape Fear River, (mouth of)	1	....	3	1	9	2	9	3	4	1	33
Cape Fear River entrance:											
Federal Point	....	....	1	....	....	....	....	....	....	....	1
Fingers, The	..	....	1	....	....	....	....	....	....	....	1
Middle Ground	....	....	1	....	1	....	....	....	....	....	2
Zeek's Island	....	....	....	....	....	....	....	....	1	....	1
Cape Hatteras	....	1	2	1	....	1	1	1	....	....	7
Diamond Shoals	3	2	1	3	....	....	....	....	....	1	10
Outer Diamond Shoal	....	....	1	1	....	....	1	1	....	1	5

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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.
	1878.	1879.	1880.	1881.	1882.	1883.	1884	1885.	1886.	1887.	
NORTH CAROLINA—continued.											
Cape Lookout	1	2	1	1							5
Cape Lookout Shoals				1	1			1		1	4
Chicamicomico					1		2				3
Core Beach			1			1		3	1		6
Currituck Beach	1					1		1	2		5
Hatteras Inlet	3		3		4	7	3	4	1	3	28
Kitty Hawk							1				1
Little Kinnakeet					2		1		2		5
Lockwood's Folly Inlet			1	2							3
Loggerhead Inlet					1						1
Masonboro' Inlet			1								1
Nag's Head	1	1	1				2				5
New Inlet			1			3					4
New River Inlet			1	1			1				3
New Topsail Inlet					1						1
Ocracoke Inlet	1	1	1				1				4
Ocracoke Island				1	1	1		2			5
Old Currituck Inlet			1								1
Old Topsail Inlet						1					1
Oregon Inlet				2		1	1		1		5
Pamlico Sound:											
Brant Island					2						2
Great Island								1			1
Gull Shoal									2		2
Harbor Island Bar		1									1
Howard Reef								1			1
Royal Shoal, (northwest point)				1							1
Swan Island									1		1
Rich Inlet		1		1							2
Shallotte Inlet		1									1
SOUTH CAROLINA.											
Ashley River, (mouth of)					2						2
Beaufort	1										1
Black Island									1		1
Bull's Bay									1		1
Bull's Island Shoal		1									1
Cape Romain				1	1						2
Charleston									6		6
Charleston Bar		1	1	4	2	2	1	2	2		15
Pumpkin Hill Shoal		1		1						1	3
Edisto Island									2		2
Gaskin Bank, off Hilton Head Island										1	1
Georgetown Breakers				2	1		1		1		5
Georgetown Harbor	2				1						3
Little River Inlet						1					1
MacClellanville									1		1
Morris Island	1							1	1		3
North Edisto River, (mouth of)									1		1
North Island Beach						1	1				2
Pawley's Island, 15 miles north of Georgetown Light						1					1
Pelican Bank, Saint Helena Sound						1					1
Port Royal Bar						1					1
South Island, Fishing Bank			1								1
Stono Inlet		1				1		1			3
GEORGIA.											
Blackbeard Island					1						1
Cockspur Island					1						1
Coffee Island			1								1
Cumberland Island, (north shoals)										1	1
Cunningham Spit, mouth of Savannah River					1						1
Egg Island, Altamaha Sound		1									1
Jekyll Island					1						1
Jekyll Spit	1										1
Johnson's Creek, Saint Catharine's Island									1		1
Johnson's Point Reef		1									1
Ossabaw Island			1								1
Saint Catharine's Sound					1						1
Saint Simon's Bar			1							1	2
Tybee Island	1			1		1					3
Wolf Island Spit					1						1

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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.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
FLORIDA.											
Alligator Point	....	....	....	....	....	1	....	....	....	....	1
Anastasia Island	....	....	....	....	1	....	....	....	....	....	1
Appalachee Bay	....	....	....	....	....	....	....	....	1	....	1
Marsh Island	....	....	....	....	....	....	....	....	1	....	1
Appalachicola	....	....	....	....	....	....	....	....	6	....	6
Appalachicola Bay:											
Carrabelle	....	....	....	....	....	....	....	....	....	1	1
East Pass Bar	....	....	....	....	....	....	....	....	....	1	1
Saint James Island	....	....	....	....	....	1	....	....	....	....	1
Sand Island Shoals	....	....	....	....	....	....	....	1	....	....	1
Barancas	....	....	....	1	....	....	....	....	....	....	1
Biscayne Bay	....	....	....	1	....	....	....	....	....	....	1
Cape Canaveral:											
Twenty-five miles north of	....	....	1	....	....	....	....	....	....	....	1
Fifteen miles south of	....	1	....	....	....	....	....	....	....	....	1
Cape Romano	....	1	....	....	....	....	....	....	....	....	1
Cape San Blas	1	....	....	....	....	1	....	....	....	1	3
Cedar Keys	1	....	....	....	....	....	....	....	1	....	2
Dog Island	....	....	1	....	....	....	....	....	....	....	1
Fernandina Bar	....	....	....	1	2	....	....	....	....	....	3
Florida Reefs	1	....	....	....	4	....	....	....	....	....	5
Alligator Reef	....	....	....	1	....	....	....	....	....	....	1
American Shoals	2	....	....	....	....	....	....	....	....	....	2
Bird Key, near Tortugas	....	....	....	....	....	....	....	....	2	....	2
Boca Grande Key	....	....	....	....	....	1	....	....	....	....	1
Carysfort Reef	....	....	1	....	....	....	....	....	....	....	1
Carysfort Reef. (11 miles from)	....	....	....	....	....	....	....	....	1	....	1
Cayo Costa	....	....	....	....	1	....	....	....	....	....	1
Fowey Rocks	1	....	....	....	....	....	....	....	....	....	1
French Reef	....	1	....	....	....	....	....	1	....	....	2
Key West	....	1	....	....	....	....	....	....	....	....	1
Key West, (18 miles northeast of)	1	....	....	....	....	....	....	....	....	....	1
Key West, (18 miles northwest of)	1	....	....	....	....	....	....	....	....	....	1
Lost Man's Key	....	....	....	....	1	....	....	....	....	....	1
Marquesas Key	....	....	....	....	1	2	....	....	....	3	6
Molasses Key	....	....	....	....	....	2	....	....	....	....	2
Pelican Reef	....	....	1	....	....	....	....	....	....	....	1
Pickle Reef	2	1	....	....	....	....	....	....	....	....	3
Pulaski Shoals	....	1	....	....	1	....	....	....	....	....	2
Sandy Keys	1	....	....	....	1	....	....	....	....	....	2
Stirrup Key	1	....	....	....	....	....	....	....	....	....	1
Tortugas	1	1	....	....	....	5	1	1	3	1	13
Western Dry Docks	....	....	....	....	....	....	....	....	....	1	1
Fort Pickens Point	....	1	....	....	....	....	1	....	....	....	2
Gunnison's Cut, between Nassau and Fort George Inlet	....	....	....	....	1	....	....	....	....	....	1
Indian River Inlet	....	....	....	....	....	....	....	1	....	....	1
30 miles north of	....	1	....	....	....	....	....	....	....	....	1
Jupiter Inlet	....	....	....	....	....	....	....	....	....	2	2
Lake Worth, (beach, south end of)	....	....	....	....	....	....	1	1	....	....	2
Lake Worth Inlet	....	....	....	....	....	....	....	....	....	1	1
Matanzas Inlet, (mouth of)	....	....	1	1	....	....	....	....	....	....	2
Mayport Beach, mouth of St. John's River	....	2	....	....	....	....	....	....	....	....	2
Musquito Inlet	1	1	....	....	3	....	....	....	1	....	6
Three miles north of	....	2	....	....	....	....	....	....	....	....	2
Seven miles north of	....	1	....	....	....	....	....	....	....	....	1
Four miles south of	....	1	....	....	....	....	....	....	....	....	1
Twelve miles south of	....	....	....	....	....	....	....	....	....	....	1
Ocklockonee Bar	....	....	....	1	....	....	....	....	....	....	1
Pensacola	2	....	....	....	1	....	....	....	....	....	3
Pensacola Bar	1	....	....	....	....	....	....	....	....	1	2
Punta Rassa	....	....	....	1	....	....	....	....	....	....	1
St. Andrew's Bay	....	....	....	....	1	....	....	....	....	....	1
St. Augustine, (12 miles north of)	....	....	1	....	....	....	....	....	....	....	1
St. Augustine Bar	1	1	....	....	....	1	....	....	2	....	5
St. George's Sound, (east end)	....	....	....	....	....	....	....	....	1	....	1
St. John's Bar	2	2	2	1	....	1	....	3	....	....	11
Saint Lucie, (10 miles north of)	....	1	....	....	....	....	....	....	....	....	1
Saint Lucie Rocks, 8½ miles north of Gilbert's Bar House of Refuge	....	....	....	....	....	....	....	1	....	....	1
St. Vincent's Island	1	....	....	....	....	....	....	....	....	....	1
St. Vincent Sound, (west end)	....	....	....	....	....	....	....	....	1	....	1
Sanibel Island	....	....	....	....	....	....	1	....	....	....	1

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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.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
FLORIDA—continued.											
Santa Rosa Island	....	2	1	2	1	1	1	....	....	....	8
Tampa	1	....	....	....	....	....	....	....	....	....	1
Tampa Bay (rocks near)	....	....	....	....	1	....	....	....	....	....	1
30 miles south of entrance	....	....	....	....	1	....	....	....	....	....	1
Tiger Island, mouth of St. Mary's River	....	1	....	....	....	....	....	....	....	....	1
ALABAMA.											
Mobile Bay	1	....	1	1	....	....	....	....	1	....	4
Mobile Bay Approaches:											
Dauphin Island	....	....	....	1	....	....	....	....	....	1	2
Dixie Island	....	....	1	....	....	....	....	1	....	2	4
Mobile Point	....	....	1	....	....	....	....	....	1	....	2
Sand Island	....	....	....	....	1	....	....	....	1	1	3
MISSISSIPPI.											
Horn Island, Mississippi Sound	1	....	....	1	1	....	....	1	1	....	5
Pascagoula Bar	....	....	....	1	....	....	....	....	....	....	1
Ship Island (shoal off)	....	....	....	....	1	....	....	....	1	....	2
LOUISIANA.											
Bayou La Fourche (mouth of)	....	1	....	....	....	....	....	....	....	....	1
Calcasieu Bar	....	1	....	....	1	....	1	....	....	....	3
Chandeleur Island	....	....	1	....	....	....	....	....	1	....	2
Grand Grozier Shoal	....	....	1	....	....	....	....	....	....	....	1
Mandeville, Lake Pontchartrain	....	....	....	1	....	....	....	....	....	....	1
Mississippi River (South Pass of)	....	....	....	....	....	....	1	1	....	....	2
Rigolets, The	....	....	....	1	....	....	....	....	....	....	1
Timbalier Island	1	....	1	....	....	....	....	....	....	....	2
TEXAS.											
Aransas Pass	....	1	....	1	4	1	....	1	1	2	11
Bolivar Beach	....	....	....	1	....	....	....	....	....	....	1
Brazos River (mouth of)	....	....	....	....	....	....	....	....	....	1	1
Brazos River and San Luis Pass (between)	....	....	....	....	....	1	....	....	....	1	2
Brazos River Bar	....	....	....	....	....	....	....	....	....	2	2
Brazos Santiago	1	4	....	2	2	....	2	4	1	2	18
Clark's Island	....	....	....	1	....	....	....	....	....	....	1
Point Isabel	....	....	....	3	....	....	....	....	....	....	3
Corpus Christi Bay (Corpus Christi)	....	....	....	....	....	1	....	....	....	....	1
Espiritu Santo Bay	....	....	....	....	....	....	....	....	....	1	1
Galveston Bar	2	....	2	1	....	1	....	....	4	5	15
Bird Island, near Bolivar Light	....	1	....	....	....	....	....	....	....	....	1
Galveston Bay:											
Pelican Island	....	....	1	1	1	....	....	1	....	....	4
Pelican Spit	....	....	....	....	1	....	....	....	....	....	1
Red Fish Bar	....	2	....	....	....	....	....	....	....	....	2
Galveston Island	....	....	....	2	....	....	1	1	1	....	5
Matagorda Bay:											
Palacios Point	1	....	....	....	....	....	....	....	....	....	1
Powder Horn Lake	....	....	....	....	....	....	....	....	....	3	3
Matagorda Island	2	1	2	1	3	2	....	....	....	1	12
Matagorda Peninsula	....	....	....	....	2	....	....	....	1	2	5
Mustang Island	....	....	....	....	1	2	....	....	....	....	3
Padre Island	2	....	....	4	....	4	....	....	3	....	13
Pass Cavallo	....	....	1	2	....	2	1	1	....	....	7
Decro's Point (3½ miles east of)	....	....	1	....	....	....	....	....	....	....	1
Sabine Pass	....	....	2	1	1	....	....	1	2	2	9
(5 miles west of)	....	....	....	....	....	....	....	....	....	1	1
Saint Joseph's Island	....	....	....	....	....	....	1	....	....	1	2
San Bernard Bar	....	....	....	....	....	1	....	1	....	1	3
San Luis Pass	....	1	....	1	....	1	1	1	1	....	6
(2 miles northeast of)	1	....	....	....	....	1	....	....	....	....	2
(2 miles southwest of)	....	....	....	....	....	1	....	....	....	....	1
(4 miles west of)	1	1	....	....	....	....	....	....	....	1	3
(30 miles west of)	....	....	....	....	....	....	1	....	....	....	1

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TABLE 66.—*List of places on the Coasts of the United States where vessels have Stranded during the last ten years*—Continued.

PACIFIC COAST.*

Name of place.	Fiscal year ending June 30—										Total.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
ALASKA TERRITORY.											
Admiralty Island									1		1
Belkopsky (10 miles north of)							1				1
Cape Prince of Wales (20 miles north of)							1				1
Chernobour Rocks						1					1
Fidalgo Island			1								1
Golorin Sound					1						1
Karluk, Kodiac Island					1						1
Koronsky Island (unknown reef near)							1				1
Ounalaska Island			1								1
Ounga Island		1									1
Point Belcher							1				1
Point Gustavis, lat. 58° 24′ N., long. 135° 43′ W										1	1
Prince of Wales Island							1				1
Saint Lawrence Island, Behring Sea				1							1
Saint Paul Island (ledge off)				1							1
Shumagin Islands									1		1
Sitka (4½ miles southeast of)						1					1
Wainwright Inlet (west coast of)									1		1
Wayanda Rock, Peril Straits						1					1
WASHINGTON TERRITORY.											
Cape Flattery										1	1
Cape Hancock, or Cape Disappointment (10 miles north of)					1				1		
Columbia River (10 miles north of)							1				
Gray's Harbor:											
Two miles north of										1	1
South Spit									1		1
Point Greenville			1							1	2
Puget Sound:											
Fidalgo Island										1	1
Marrowstone Point						1		1			2
Maury Island							1				1
Nisqually River (mouth of)				1							1
Oak Harbor (rock in)									1		1
Point Hudson										1	1
Point Wilson				1							1
Port Ludlow								1			1
Port Susan							1				1
Port Townsend			1								1
Protection Island								1			1
Tacoma						1					1
Tacoma (10 miles north of)								1			1
Utsaladdy Bay						1					1
Shoalwater Bay			1		2			2	2	1	8
Straits of Fuca:											
Crescent Bay	1		1	1							3
Ediz Hook			1								1
Fresh Water Bay			1								1
Neah Bay				2							2
New Dungeness		2									2
Pillar Point						1					1
Washington Sound:											
Bird Rocks									1		1
Burrows Island							1				1
Pearl Island							1				1
MOUTH OF COLUMBIA RIVER.											
Columbia River Bar	4	1	1	1	2	1	1		1	1	13
Columbia River:											
Clatsop Spit					2		3	1			6
Peacock Spit						1					1
Sand Island		1									1
OREGON.											
Astoria						1					1
Cape Blanco (2½ miles north of)								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.

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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 years ending June 30—										Total.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
OREGON—continued.											
Cape Blanco Channel, (rock in)	...	...	...	...	...	...	1	...	...	...	1
Columbia River Bar, (12 miles southeast of)	...	...	...	...	...	...	1	...	...	...	1
Coos Bay Bar	1	1	2	1	1	...	...	2	...	...	8
Coquille River (mouth of)	...	...	...	...	2	...	...	...	...	1	3
Nestucca Bay	...	...	...	...	...	...	...	...	...	1	1
Point Adams	...	1	...	...	...	...	...	...	...	1	2
Port Blacklock	...	...	...	...	...	...	...	...	...	1	1
Port Orford	...	...	...	...	...	...	1	...	...	...	1
Fifteen miles south of	1	...	...	...	...	...	...	...	...	...	1
Rogue River Bar	...	...	2	...	...	...	...	1	...	...	3
Tillamook Bar	...	...	...	1	...	...	...	...	...	...	1
Umpqua Bar	...	1	...	...	...	...	...	...	...	...	1
Four miles north of	...	...	...	...	...	1	...	...	...	...	1
Yaquina Bar	1	...	...	...	...	...	1	...	1	...	3
CALIFORNIA.											
Albion River, (mouth of)	...	1	...	...	...	...	1	...	...	3	5
Ballona Harbor, Los Angeles	...	...	...	...	...	...	...	...	...	1	1
Bodega Bar	...	...	...	...	...	...	1	...	...	...	1
Bodega Head	...	...	2	...	...	...	...	...	...	...	2
Bolinas	...	1	...	...	...	...	...	1	...	...	2
Bowen's Landing, (Mendocino County)	1	1	...	...	...	1	1	...	...	...	4
Bridgeport Landing, (Mendocino County)	...	...	...	...	...	...	1	...	...	...	1
Caspar	...	...	1	...	...	1	...	...	1	...	3
Catalina Island	...	...	...	...	1	...	...	...	...	...	1
Crescent City	1	1	2	3	...	...	1	...	...	1	9
Cuffey's Cove	...	...	...	1	...	1	...	...	2	...	4
Drake's Bay	2	...	...	...	...	...	...	...	...	1	3
Duxbury Point Reef	1	1	...	...	...	...	...	...	...	...	2
Eel River Bar	2	...	...	...	...	...	2	...	1	...	5
Farallon Islands	...	...	1	...	...	...	...	...	...	...	1
Ferguson's Cove, (near Point Arena)	...	...	...	...	...	2	1	...	...	...	3
Fish Rocks	1	1	1	1	1	...	...	...	...	...	5
Fort Ross	...	...	1	...	1	...	...	...	1	...	3
Gerstler's Cove	1	...	...	...	...	...	...	...	...	...	1
Golden Gate	...	...	...	1	1	1	...	...	...	1	4
Fort Point	...	...	...	...	2	...	...	2	...	1	5
Lime Point	1	...	...	...	1	...	1	...	...	...	3
Mile Rocks	2	...	1	1	...	1	...	...	1	...	6
Point Bonita	1	...	...	1	...	...	...	...	...	...	2
Point Lobos	...	...	...	...	1	...	...	...	...	...	1
Goleta, (Santa Barbara County)	1	...	...	...	...	...	...	...	...	...	1
Gualala, (Mendocino County)	...	...	...	1	...	...	...	...	...	...	1
Hueneme, (Ventura County)	...	...	...	...	...	1	...	...	...	1	2
Humboldt Bar	2	...	...	...	1	2	1	1	3	...	10
Laguna, (Mendocino County)	...	...	...	...	...	...	...	1	...	...	1
Little River, (mouth of)	1	1	1	...	...	3	...	1	...	...	7
Lompoc Landing	...	...	...	...	...	...	...	...	...	1	1
Mendocino	1	...	...	...	...	...	...	...	2	...	3
Monterey Harbor	...	1	...	...	...	...	...	...	...	1	2
Navarro River, (mouth of)	...	1	...	1	...	...	...	1	1	...	4
Newport	...	...	1	...	...	1	...	...	...	...	2
Noyo River, (mouth of)	1	...	...	1	...	...	...	...	...	...	2
Point Arena	...	1	1	1	...	...	...	...	1	2	6
Five miles south of	1	...	...	...	...	...	...	...	...	...	1
Eight miles south of	...	...	...	...	...	...	2	...	...	...	2
Point Bonita:											
Five miles northwest of	...	1	...	...	...	...	...	...	...	...	1
Fourteen miles north of	...	...	...	...	...	...	...	...	1	...	1
Point Conception	...	...	...	...	...	...	...	1	...	...	1
Point Fermin	...	...	...	...	1	...	...	...	...	1	2
Point Montara Reef, (near)	...	...	...	1	...	...	...	...	...	...	1
Point New Year	...	...	...	...	...	...	...	...	...	1	1
Point Reyes	1	1	...	...	...	1	1	...	...	1	5
Point Sal	1	...	...	1	...	...	...	...	...	...	2
Point San Luis, (1 mile west of)	...	...	...	1	...	...	...	...	...	...	1
Rockport	...	...	...	...	...	1	...	...	...	...	1
Russian Landing, (Sonoma County)	...	...	...	...	...	...	...	...	1	...	1
Salmon Creek	1	...	...	...	...	...	...	...	...	...	1
San Diego Bay	1	...	...	...	...	...	...	1	1	1	4
San Francisco Bay	...	...	...	...	...	...	...	2	...	...	2
Alcatras Island	1	...	...	1	...	...	...	...	...	...	2

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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.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
CALIFORNIA—continued.											
San Francisco Bay—Continued.											
Angel Island	...	...	1	..	...	...	...	..	..	...	1
Arch Rock	1	...	...	...	1	..	...	...	..	...	2
Berkeley	...	...	1	..	...	...	...	...	..	...	1
Black Point	...	...	1	...	...	..	...	...	..	.	1
Brother's Island	...	...	1	..	1	...	...	...	...	...	2
East Brother's Island	...	...	...	...	1	..	...	...	..	..	1
Hen and Chickens Rocks	...	...	...	..	...	..	...	...	1	...	1
Hunter's Point	1	...	...	..	...	...	...	...	...	...	1
Mission Rock	...	1	...	...	...	..	...	...	..	...	1
North Beach	...	...	1	..	...	..	...	1	...	...	2
Oakland	...	...	...	...	...	..	...	1	...	...	1
Point of Rocks	1	...	...	..	...	..	...	...	...	..	1
Point San Pedro	...	...	1	..	...	..	...	...	...	...	1
Red Rock	...	...	1	..	...	..	...	..	..	...	1
San Juan de Capistrano	...	...	...	...	...	1	...	...	...	..	1
San Miguel Island	...	...	2	1	...	...	...	...	1	...	4
San Pablo Bay	1	...	...	...	...	1	...	...	..	...	2
Carquinez Strait	...	...	2	..	...	..	...	...	..	...	2
San Pedro Bay	...	...	...	1	..	...	...	...	..	1	2
Deadman's Island	...	...	1	...	...	..	...	...	..	...	1
San Simeon	...	...	...	...	...	..	...	...	1	...	1
Santa Cruz Point	...	...	1	...	...	..	...	...	..	...	1
Smith's River, (mouth of)	1	1	.	1	..	..	.	1	...	3	7
Soquel	...	...	...	1	...	...	...	...	...	...	1
Stewart's Point, (Sonoma County)	...	...	..	1	...	...	..	1	...	...	2
Suisun Bay:											
Middle Ground	...	..	1	...	...	...	...	..	..	...	1
Sacramento River	...	...	...	...	1	..	...	..	..	...	1
Ten-mile Beach, (7 miles north of Big River)	...	...	...	...	...	...	1	..	..	...	1
Timber Cove	...	...	...	...	...	1	...	...	..	...	1
Tomales Point	...	...	...	...	...	...	...	...	1	...	1
Trinidad	1	...	...	...	...	...	...	...	...	...	1
Westport, (Mendocino County)	...	1	1	...	..	...	...	...	2	...	4
Whitesboro Landing, (Mendocino County)	...	...	..	..	...	1	...	1	2	2	6

LAKE COASTS.*

NOTE.—[This list includes also places on the Canadian shore where American vessels have stranded.]

LAKE ONTARIO.											
Amherst Island, Canada	...	1	...	...	...	...	1	..	...	...	2
Big Sandy Creek, N. Y	...	...	5	6	4	4	1	...	...	1	21
Five miles north of	...	..	...	...	2	...	...	...	...	1	3
Big Sodus, N. Y	2	...	2	...	...	...	1	...	...	...	5
Braddock's Point, N. Y	...	...	...	...	...	1	...	...	...	2	3
Cape Vincent, N. Y	...	...	...	...	...	1	...	...	...	...	1
Charity Shoal, N. Y	...	...	..	...	1	...	...	1	...	...	2
Charlotte, N. Y	...	2	...	.	1	...	1	...	1	1	6
Five miles west of	1	...	...	1	...	...	...	...	...	...	2
Eleven-foot Shoals, (4 miles below Kingston,) Canada	...	...	..	...	...	...	...	...	1	...	1
Fair Haven, N. Y	...	...	...	...	...	...	1	...	...	...	1
Seven miles west of	...	...	..	...	...	...	1	...	...	...	1
False Duck Island, Gull Reef, Canada	...	...	...	...	...	...	...	1	...	...	1
Featherbed Shoals, St. Lawrence River	...	...	..	1	...	...	...	...	...	...	1
Ford Shoal, N. Y	...	1	...	...	...	...	1	...	...	1	3
Forty-mile Point, N. Y	1	...	...	...	...	...	...	..	..	...	1
Galloo Island, N. Y	1	...	...	1	...	...	...	...	...	...	2
Irondequoit, N. Y	...	...	1	...	...	...	...	...	...	...	1
Limekiln Reef, Niagara River	...	...	2	...	...	...	...	...	...	...	2
Long Point, Canada	...	...	1	1	...	...	...	...	...	...	2
Napanee, Canada	...	...	...	...	...	1	...	...	...	...	1
Oswego, N. Y	...	2	1	3	1	2	2	....	2	1	14
Six miles east of	...	...	1	...	...	...	1	...	...	...	2
Three and one-half miles west of	...	...	1	1	...	...	...	...	...	...	2
Pigeon Island, Canada	...	...	...	...	...	...	...	1	...	...	1
Point Peninsula, N. Y	...	1	...	...	...	...	...	...	...	2	3
Port Ontario, N. Y	...	...	1	1	...	1	...	2	...	1	6

* 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.

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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.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
LAKE ONTARIO—continued.											
Pultneyville, (2 miles east of,) N. Y	....	1	....	....	....	....	....	....	....	....	1
Quinte Bay, Canada	....	....	....	....	....	1	....	....	....	....	1
Sackett's Harbor, (rocks near,) N. Y	....	....	....	1	....	....	....	....	....	....	1
Salmon Point, Canada	....	....	....	1	....	1	....	....	....	....	2
Simcoe Island, Canada	....	....	....	....	....	1	....	....	....	....	1
Sodus Harbor, N. Y	....	....	....	....	....	1	....	....	....	....	1
South Bay Point, Canada	....	....	1	....	....	....	....	....	....	....	1
Stony Island, N. Y	....	....	....	....	....	....	....	....	1	....	1
Stony Point, N. Y	....	....	....	....	1	....	....	....	....	1	2
Five and one-half miles south of	....	....	....	1	....	....	....	....	....	....	1
Tibbit's Point, N. Y	1	....	....	....	....	....	....	....	....	....	1
Wellington, Canada	....	....	....	....	1	....	....	....	....	....	1
Whitby, Canada	....	....	....	....	....	....	....	1	....	....	1
Wilson Harbor, N. Y	....	....	....	....	....	....	1	....	....	....	1
LAKE ERIE.											
Ashtabula, Ohio	....	1	....	....	1	....	....	1	1	1	5
Eight miles southwest of	....	....	....	1	....	....	1	....	....	....	2
Bar Point, Canada	1	....	1	....	2	....	2	....	....	....	6
Bay View, N. Y	....	....	....	....	....	....	1	....	....	....	1
Black River, Ohio	....	....	....	....	....	1	....	....	....	....	1
Buffalo, N. Y	2	....	6	4	1	3	2	2	1	1	22
Cattaraugus Creek, (mouth of,) N. Y	....	....	....	....	....	....	1	....	....	....	1
Cedar Point, Sandusky Bay, Ohio	....	....	2	1	....	....	1	....	1	1	6
Chick-e-no-lu-Reef, Canada	....	....	1	....	....	1	....	....	....	....	2
Cleveland, Ohio	1	....	2	3	3	....	5	....	1	1	16
Colchester Reef, Canada	....	1	....	1	5	....	....	....	....	....	7
Conneaut, (4 miles east of,) Ohio	....	1	....	....	....	....	....	....	....	....	1
Dunkirk Harbor, N. Y	....	....	....	....	1	....	....	....	....	....	1
East Sister Reef, Canada	....	1	....	....	....	....	....	....	....	....	1
Elk Creek, Pa	....	....	1	....	....	....	....	....	....	....	1
Erie, (4 miles east of,) Pa	....	....	....	4	....	....	....	....	....	....	4
Reef 9 miles east of	....	....	....	1	....	....	....	....	....	....	1
Erie Harbor, Pa	1	....	2	1	....	1	....	....	1	2	8
Fairport, Ohio	1	1	1	5	1	1	1	....	1	....	12
Fish Point, near Point au Pelée, Canada	....	1	....	....	....	....	....	....	....	....	1
Green Island, Ohio	....	....	....	....	....	1	....	....	....	....	1
Gull Island Reef, Ohio	....	....	2	1	1	....	....	....	....	....	4
Hen and Chickens Island, Canada	....	....	....	....	....	....	....	1	....	....	1
Horseshoe Reef, N. Y	....	1	1	2	1	3	....	2	2	....	12
Huron River, (mouth of,) Mich	....	....	....	....	1	....	....	....	....	....	1
Kelley's Island, Ohio	....	....	....	....	....	1	4	....	....	1	6
Kingsville, Canada	....	....	....	....	....	....	....	1	....	....	1
Limekiln Shoals, Canada	....	....	....	....	3	....	....	....	1	....	4
Long Point, Canada	4	....	1	....	....	....	4	....	....	....	9
Lorain, Ohio	....	....	....	....	....	1	....	....	....	....	1
Maitland, Canada	....	....	1	....	....	....	....	....	....	....	1
Marblehead, Ohio	1	....	4	1	1	1	....	3	....	....	11
Middle Bass Island, Ohio	....	....	....	....	....	....	1	....	....	2	3
Middle Island, (reef 1 mile east of,) Canada	....	....	....	....	1	....	....	....	....	....	1
Mohawk Island, Canada	....	....	....	....	....	1	....	1	....	....	2
Mouse Island Shoals, Ohio	....	....	....	....	....	....	....	....	1	....	1
Niagara River, N. Y	....	1	....	....	....	....	....	....	....	....	1
Pigeon Bay, Canada	2	....	....	....	....	....	....	....	....	....	2
Point Albino, Canada	....	1	1	....	1	....	1	....	....	....	4
Point au Pelée, Canada	2	1	....	....	1	2	....	....	1	....	7
Point au Pelée Island, Canada	2	....	2	1	....	....	....	....	....	1	6
Point au Petée and Point au Pelée Island, (reef between,) Canada	....	....	....	....	....	....	....	1	....	....	1
Port Burwell, (Clay Banks,) Canada	....	....	....	1	....	....	....	....	....	....	1
Port Clinton, Ohio	....	....	....	....	....	....	....	1	....	....	1
Port Colborne, Canada	1	1	1	....	1	....	....	....	1	1	6
Port Ryerse, Canada	1	....	....	....	....	....	....	....	....	....	1
Presque Isle, Pa	1	....	....	1	2	1	1	....	....	1	7
Put-in-Bay Island, Ohio	....	1	1	....	....	....	....	....	....	....	2
Rondeau, Canada	....	....	....	....	1	....	....	....	....	1	2
Rose's Reef, Canada	....	....	....	....	....	....	....	....	....	1	1
Sandusky Bay, Ohio	....	....	....	....	....	....	1	....	1	1	3
Starve Island Reef, Ohio	1	....	....	....	3	1	....	....	2	....	8
Stony Point, (near,) N. Y	....	....	....	....	....	....	1	....	....	....	1
Toledo, Ohio	....	....	....	....	1	1	....	....	....	....	2

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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.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
LAKE ERIE—continued.											
Turtle Island, Ohio				1		1					2
West Harbor Reefs, Ohio								1	1		2
Windmill Point, Canada							1			1	2
DETROIT RIVER.											
Amherstburg, Canada	1										1
Belle Isle, Mich			2							1	3
Bois Blanc Island, Canada		1			3	1	1				6
Fighting Island		1	1	1	2				1		6
Grassy Island									1	2	3
Grosse Island, Mich					2						2
Limekiln Crossing			5	1	4		2		3		15
Limekiln Reef	2			1							3
Stony Island		1			1						2
LAKE SAINT CLAIR.											
Grosse Point, Mich				1	1	2					4
Herson's Island, Mich	1		1		1				1		4
Saint Clair Flats	1		1			3	1	3	5		14
SAINT CLAIR RIVER.											
Point Edward, Canada		1				2	3			2	8
Stag Island, Canada								3	1	1	5
LAKE HURON.											
Alabaster, Mich							1				1
Alcona, Mich	2				1						3
Au Sable, Mich	1		2			1					4
Bayfield, (near,) Canada										1	1
Beaver Tail Point, Mich								1			1
Big Charity Island, Mich									1		1
Black Island Reef, Mich			2	2							4
Black River, Mich							1	1			2
Burnt Cabin Point Reef, Mich	1				1		1				3
Caseville, Mich						2					2
Eight miles northeast of							1				1
Cedar Point			1								1
Cheboygan, (18 miles northeast of,) Mich				1							1
Christian Island, Canada				1							1
Cockburn Island, Canada		2									2
Collingwood, Canada		1	1				1	1			4
Detour, Detour Passage, Mich	1		2	1		3	1	1		1	10
Drummond Island, Big Rock Point, Mich										1	1
False Presque Isle, Mich	2		1				1			1	5
Flat Rock Point Reef, Mich										1	1
Forest Bay, Mich		1									1
Forester, (2 miles south of,) Mich									1		1
Forty-mile Point, Mich	1					1					2
Georgean Bay, Canada					1				1	1	3
Cove Island				1			1		1		3
Fitz William's Island, (entrance to,)								1			1
Fox Island										1	1
Pine Point							1				1
Snake Island								1			1
Goderich, (4 miles south of,) Canada									1		1
Five miles south of							1				1
Grand Manitoulin, Canada		1					1				2
Gravelly Point, Mich						1		1			2
Great Duck Island, Canada								1			1
Greenbush, Mich				1							1
Grindstone City, Mich			1				1	1			3
Hammond's Bay, Mich					1						1
Ten miles northwest of life-saving station					1						1
Fifteen miles northwest of life-saving station										1	1
Harrisville, Mich	1				3						4
Lexington, Mich	1		1			1			1		4
Ten miles north of						1					1
Michael Bay, (rock near,) Canada								1			1

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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.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887	
LAKE HURON—continued.											
Middle Island, Mich	...	...	...	...	...	2	3	3	...	2	10
Cranberry Reef, Mich	...	...	...	...	...	...	...	...	1	...	1
Nine-mile Point, Mich	..	...	2	...	...	...	...	...	...	...	2
North Point, Mich	4	...	1	...	...	...	2	..	1	...	8
Oak Point, Mich	...	...	...	...	...	1	...	...	...	...	1
Oqueoc River, (mouth of,) Mich	...	...	...	...	1	...	...	...	...	...	1
Oscoda, Mich	...	1	...	...	3	...	...	...	2	1	7
Ottawa Point, Mich	...	..	1	...	1	1	...	1	...	5	9
Point aux Barques, Mich	1	...	...	1	1	1	4	1	...	2	11
Two miles east of	..	...	1	...	...	...	...	...	...	...	1
Four and a half miles above	...	1	..	...	...	...	...	...	...	...	1
Point aux Gres, Mich	...	..	...	...	...	1	...	...	...	...	1
Port Austin, Mich	2	...	...	1	...	...	...	...	...	...	3
Port Hope, Mich	..	1	1	...	...	1	..	1	..	..	4
Port Sanilac, Mich	1	..	...	...	...	...	1	1	1	...	4
Presque Isle, Mich	2	...	1	5	...	..	1	1	...	1	11
Saginaw River, (mouth of,) Mich	...	1	1	...	...	...	2	..	...	...	4
Sand Beach, Mich	2	1	8	1	2	4	4	2	3	1	28
Seven miles south of	...	...	...	..	2	...	1	..	...	...	3
Spectacle Reef, Mich	..	..	...	...	...	...	2	...	..	...	2
Sturgeon Point, Mich	..	...	1	...	1	1	...	...	...	...	3
Sugar Island, Mich	1	...	...	...	1	...	...	...	...	1	3
Swan Bay, near Adam's Point, Mich	...	...	...	...	...	...	...	1	...	...	1
Tawas Harbor, Mich	...	...	..	1	...	1	..	1	..	1	4
Thunder Bay, Mich	2	1	..	..	...	...	...	...	...	1	4
Thunder Bay Island, Mich	...	1	1	...	3	1	2	..	...	1	9
Tobin's Reef, Mich	...	...	...	...	...	...	...	...	1	...	1
Walker's Point, Canada	...	1	..	...	...	...	...	...	...	...	1
White Rock, (south of Sand Beach,) Mich	...	...	...	...	...	...	2	...	1	...	3
Whitestone Point, (Saginaw Bay,) Mich	...	...	...	...	...	...	...	...	1	..	1
SAINT MARY'S RIVER.											
Nebish Rapids	..	...	...	2	...	1	..	..	1	...	4
Point aux Pins, Canada	...	..	...	...	..	...	...	...	1	..	1
Round Island, Mich	...	...	...	...	...	...	...	...	2	..	2
Saint Mary's River, Mich	2	...	..	...	1	1	2	1	2	5	14
LAKE SUPERIOR.											
Ashland Bay, Wis	...	...	..	1	...	...	...	..	...	...	1
Bad River, (mouth of,) Wis	...	...	...	...	...	...	1	...	...	...	1
Beaver Bay, Minn.:											
Two miles northeast of	...	...	1	...	...	...	...	..	...	...	1
Eight miles northeast of	...	...	1	...	...	...	...	...	...	...	1
Brule Point, Minn	...	...	...	...	...	...	...	...	1	...	1
Chaquamegon Point, Wis	...	...	...	1	...	...	...	...	...	..	1
Copper Harbor, (reef at entrance,) Mich	...	...	...	...	1	...	...	...	...	...	1
Duluth, (8 miles northeast of,) Minn	..	..	...	...	...	...	..	..	...	1	1
Eagle Harbor, Mich	...	...	...	..	1	...	..	..	...	...	1
Eagle River, Mich	...	...	...	...	..	...	..	..	...	1	1
Fort William, (Thunder Bay,) Ontario	...	...	...	...	..	...	...	...	...	1	1
Grand Island, Mich	...	...	...	...	...	...	1	...	...	1	2
Grand Marais, Minn	...	...	1	...	...	...	..	1	...	1	3
Grand Portage, Minn	...	...	...	...	...	...	...	..	...	1	1
Gull Island Rock, (8 miles west of Michipicoten Harbor,) Canada	...	1	...	...	...	...	...	...	...	...	1
Huron River Point, Mich	...	..	...	...	...	..	..	2	...	...	2
Isle Royale, Mich	...	...	...	...	...	...	..	..	1	2	3
Lester River, (mouth of,) Minn	...	...	...	...	1	...	...	...	...	...	1
Lone Rock, (1 mile west of,) Mich	...	...	...	...	...	...	1	...	...	...	1
Marquette, Mich	...	...	...	..	1	...	1	1	...	3	6
Middle ground, entrance Saint Mary's River, Mich	..	..	..	...	...	...	...	...	2	...	2
Minnesota Point, Minn	...	...	...	...	...	...	1	...	1	...	2
Outer Island, Wis	...	...	...	...	...	...	...	...	1	...	1
Pancake Shoal, Canada	...	...	...	...	...	...	...	...	...	2	2
Parisian Island, Canada	...	...	...	..	1	...	...	...	1	1	3
Pictured Rocks, Mich	...	...	...	...	...	...	1	...	...	...	1
Point au Sable, Mich	...	...	...	...	...	...	1	1	...	...	2
Point Iroquois, Mich	...	...	...	...	...	...	...	1	...	...	1
Presque Isle, Wis	...	...	...	1	...	...	...	...	...	...	1
Ship Canal, (10 miles west of,) Mich	...	...	...	...	...	...	...	...	2	...	2

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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.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
LAKE SUPERIOR—continued.											
Shot Point, Mich							1				1
Sucker River, (near mouth of,) Mich										1	1
Traverse Island Reef, Mich							1				1
Two Harbors, Minn										1	1
Rock 5 miles north of									1		1
Twelve miles northeast of										1	1
Two Heart River, Mich								1	1		2
Vermillion Point, Mich										1	1
Waiska Bay, Mich			1					1			2
White Fish Bay, Mich				2		1		1			4
Williams Island, Mich										1	1
STRAITS OF MACKINAC.											
Bois Blanc Island, Mich			1		2			1			4
Cheboygan, Mich	1	1	1	1	1		1				6
Goose Island Shoals, Mich			1							1	2
Graham's Shoals, Mich	2			1	1	1		1			6
Macgulpin's Point, Mich			1							1	2
Mackinac City, Mich	1										1
Mackinac Island, Mich				1					1	3	5
Old Fort Mackinac, Mich									1	1	2
Point au Sable, Mich			1	1							2
Point Saint Ignace, Mich			1			1				1	3
Rabbit's Back Peak, Mich							1				1
Round Island, Mich									1		1
Saint Helena Island, Mich	1		1		2				1	1	6
LAKE MICHIGAN.											
Ahnapee, Wis		1			3						4
Alaska, Wis			1								1
Bailey's Harbor, Wis				7			1	2		1	11
Beaver Island, Mich		1	2	2	3	1	2	4	3	2	20
Biddle's Point, Mich		1									1
Big Summer Island, Mich							1				1
Black Lake Harbor, Mich			1								1
Black River, Wis			1								1
Calumet, Ill					1						1
Fourteen miles south of					1						1
Cana Island, Wis				1							1
Carlton, Wis		1									1
Cat Head Point, Mich						2					2
Cedar River, Mich							1	1			2
Centreville, Mich					1						1
Charlevoix, Mich						1					1
Chicago Harbor, Ill	3		4	1	2	4	1	1		1	17
Clay Banks, Wis			2		1					1	4
Cross Village, (3 miles north of,) Mich								1			1
Six miles south of										1	1
Death's Door, Wis					1						1
Detroit Island, Wis										1	1
Dougherty's Harbor, Grand Traverse Bay, Mich										1	1
Elk Rapids, Mich			1				1				2
Ellison Bay, Wis				1							1
Escanaba, (6 miles south of,) Mich						1					1
Evanston, Ill			1		1			1		1	4
Fayette Harbor, (1 mile southwest of,) Mich					1						1
Fisherman's Island, Mich							4	1			5
Fisherman's Shoals, Wis								1	1	2	4
Fishing Island Shoal, Mich						1					1
Foscoro, Wis			1								1
Fox Island Shoal, Mich				1				1			2
Fox Point, Wis								2	3	2	7
Four miles north of							1				1
Frankfort, Mich		1		2	1	1	1				6
Frankfort and Pierport, (between,) Mich										2	2
Free Soil, Mich						1					1
Garden Island, Mich			1								1
Garret's Bay (entrance to Green Bay), Wis									1		1
Gill's Pier (8 miles north of Leland), Mich								1			1
Glen Arbor, Mich			1			1					1
Glencoe, Ill			1						1		2

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TABLE 66.—*List of places on the coast of the United States where vessels have Stranded during the last ten years*—Continued.

LAKE COASTS—Continued.

Name of place.	Fiscal year ending June 30—										Total.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
LAKE MICHIGAN—continued.											
Good Harbor Bay, Mich	...	...	...	...	...	...	1	1	...	1	3
Grand Haven, Mich	3	9	9	1	2	1	2	...	2	...	29
Ten miles south of	...	...	...	...	...	...	1	1	...	...	2
Grand Marais, Mich	...	...	...	...	...	...	...	1	...	...	1
Grand Point au Sable, Mich	...	...	...	1	1	1	1	1	1	1	7
Six miles north of	...	...	...	...	...	1	...	...	...	...	1
Grand Traverse Bay, Mich	...	...	...	...	1	...	...	...	...	2	3
Gravely Island, (entrance Green Bay,) Mich	...	...	...	...	...	...	1	...	...	...	1
Gray's Reef, Mich	...	1	...	...	...	1	...	...	...	...	2
Green Bay:											
Bark River, (mouth of,) Mich	1	...	...	...	1	...	...	...	...	...	3
Eagle Harbor, Wis	...	1	...	...	...	...	...	...	...	...	1
Eleven-foot Shoals, Mich	...	...	...	1	1	2	...	...	...	...	4
Ford River, Mich	...	...	...	...	...	...	...	1	...	...	1
Horseshoe Reef, Wis	...	1	...	...	1	...	...	...	...	...	2
Indian Town Reef, Mich	...	1	...	...	...	...	...	...	...	...	1
Menominee, Mich	...	...	...	...	...	...	...	...	1	...	1
Peninsular Point, Mich	...	...	...	1	...	...	...	...	...	...	1
Peninsular Point, (reef 5 miles from,) Mich	...	...	1	...	...	...	...	...	...	...	1
Point au Sable Bar, Wis	...	...	...	...	1	1	...	...	...	...	2
Portage Island Reef	...	1	...	...	...	...	...	...	...	...	1
Whale Back Shoal	...	...	...	...	...	1	...	...	...	1	2
Grosse Point, Ill	...	...	...	...	...	1	...	...	...	1	2
Gull Island, Mich	1	1	...	1	...	1	1	...	...	...	5
Hamlin, Mich	...	...	2	...	...	...	...	3	...	2	7
Hedge Hog Harbor, Wis	...	...	...	1	...	...	2	...	1	...	4
Hog Island Reefs, Mich	...	...	...	...	1	...	1	4	...	1	7
Holland, Mich	1	...	1	...	...	...	...	...	...	2	4
Horn Pier, Wis	...	...	1	...	...	...	...	...	...	...	1
Hyde Park, (off,) Ill	1	...	...	...	1	1	1	...	...	1	5
Jacksonport, Wis	1	...	...	2	1	1	1	2	1	...	9
Kalamazoo River, (mouth of,) Mich	...	1	1	...	...	...	...	...	...	...	2
Kenosha, Wis	...	1	...	...	...	...	1	2	...	...	4
Kewaunee, Wis	...	...	...	...	...	...	...	...	...	1	1
Lake Forest, (2 miles south of,) Ill	...	...	1	...	...	...	...	...	...	...	1
Leland, Mich	1	...	1	...	...	...	...	1	1	...	4
Five miles north of	...	...	...	...	...	...	1	...	2	...	3
Little Summer Island Reef, Mich	...	...	1	1	...	...	...	...	...	...	3
Little Traverse Bay, Mich	...	...	...	...	...	...	...	1	...	...	1
Long Tail Point, Wis	1	...	...	...	...	...	1	...	...	...	2
Ludington, Mich	...	2	1	1	1	1	1	1	...	1	9
Manistee, Mich	...	...	5	3	...	1	2	...	...	3	14
Manitowoc, Wis	...	...	...	2	3	...	...	...	...	...	5
Michigan City, Ind	2	...	3	1	1	...	1	...	...	1	9
Ten miles west of	...	...	...	...	...	...	...	...	1	...	1
Middle Village, Mich	1	...	...	...	...	...	...	...	...	...	1
Milwaukee, Wis	1	...	3	1	3	1	4	...	2	...	15
Eight miles south of	...	...	...	...	...	1	...	...	...	...	1
Mission Point, Mich	...	...	...	...	...	...	...	...	1	1	2
Monistique, (6 miles south of,) Mich	...	...	...	...	1	...	...	...	...	...	1
Mud Bay, Wis	...	...	...	2	2	...	...	...	...	...	4
Muskegon, Mich	1	...	1	3	2	1	3	2	1	8	22
New Buffalo, Mich	...	...	...	...	...	...	...	...	...	1	1
North Bay, Wis	...	...	...	2	...	...	1	...	...	2	5
North Fox Island, Mich	...	...	...	...	...	1	...	...	...	...	1
North Manitou Island, Mich	...	...	2	...	...	1	3	...	5	2	13
North Point, Wis	...	...	1	2	...	2	1	...	...	1	7
Northport, Mich	...	...	...	...	1	...	...	...	1	...	2
Oak Creek, Wis	...	...	1	...	...	...	...	...	...	...	1
Otter Creek, (mouth of,) Mich	...	...	...	1	...	...	...	...	...	...	1
Pentwater, Mich	...	1	...	...	1	...	3	1	...	...	6
Peshtigo Harbor, (on bar,) Wis	...	...	...	1	1	1	...	...	...	...	3
Peshtigo Reef, Wis	...	...	...	...	...	...	2	...	...	...	2
Pierport, Mich	...	...	...	...	2	1	...	...	...	...	3
Pilot Island, Wis	2	...	1	...	2	1	...	1	...	...	7
Pine River, Wis	1	...	...	...	...	...	...	...	...	...	1
Plum Island, Wis	1	...	1	1	2	...	1	1	...	...	7
Point Betsey, Mich	...	...	...	...	...	...	...	...	1	...	1
Point Detour, Mich	...	...	...	...	1	...	...	1	...	...	2
Portage Bay, Mich	...	...	...	...	...	1	...	...	...	...	1
Port Sheldon, Mich	...	...	...	...	...	...	...	...	1	...	1
Port Washington, Wis	...	...	...	...	...	...	...	...	...	1	1
Poverty Island, Mich	1	...	...	...	...	...	...	...	...	...	1

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TABLE 66.—*List of places on the coast of the United States where vessels have Stranded during the last ten years*—Continued.

LAKE COASTS—Continued.

Name of place.	Fiscal year ending June 20—										Total.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
LAKE MICHIGAN—continued.											
Pyramid Point, Mich	....	....	..	....	..	1	2	....	....	....	3
Racine, Wis	....	....	4	....	....	4	..	..	..	1	9
Racine Point, Wis	....	....	2	....	....	....	....	....	....	....	2
Racine Reef, Wis	1	..	....	1	1	2	2	....	....	....	7
Rock Island, Wis	..	....	....	....	....	1	..	....	....	....	1
Rowley's Bay, Wis	....	....	....	1	1	....	....	....	3	....	5
Saint Joseph, Mich	2	1	6	1	1	2	2	1	....	2	18
Fourteen miles south of	....	....	....	....	....	..	1	....	....	....	1
Saint Martin's Island, Mich	....	1	1	....	....	..	1	....	....	....	3
Sand Point, Mich	....	....	..	1	....	....	....	....	....	....	1
Saugatuck, Mich	....	....	..	....	1	..	2	1	....	....	4
Scott's Point, Mich	....	....	....	....	....	....	....	1	1	....	2
Sheboygan, Wis	..	....	1	1	4	1	2	1	1	1	12
Six miles north of	....	....	....	....	....	2	....	....	....	....	2
Seven miles south of	....	....	....	..	1	..	....	....	....	....	1
Simmon's Reef, Mich	..	....	....	..	....	....	....	....	1	....	1
Sister Bay, Wis	..	....	..	1	1	..	1	....	....	..	3
Skilligalee, Mich	..	....	..	1	....	....	....	....	....	....	1
Sleeping Bear Point, Mich	....	....	....	....	....	..	..	1	....	1	2
South Fox Island, Mich	....	....	1	2	2	....	....	....	....	1	6
South Haven, Mich	....	1	2	....	1	....	....	1	....	....	7
South Manitou Island, Mich	..	....	1	5	2	..	3	1	....	2	14
South Point, Wis	..	....	1	....	....	....	....	....	....	....	1
Spider Island, Wis	1	....	....	....	....	....	....	....	....	....	1
Sturgeon Bay, Wis	..	....	....	....	1	....	1	....	1	....	3
Five miles north of	....	....	....	....	....	1	....	....	....	....	1
Twin Rivers, Wis	....	....	3	2	2	3	1	2	....	..	13
Twin Rivers Point, Wis	....	....	1	1	2	....	....	....	1	2	7
Two Creeks, Wis	....	....	....	....	1	....	....	....	....	....	1
Washington Island, Wis	....	2	....	2	..	....	1	....	....	1	6
Waugoshance Island, Mich	....	1	....	1	....	1	....	1	1	1	6
Whiskey Island Reef, Mich	....	....	....	....	....	....	....	1	....	....	1
White Fish Bay, Wis	....	....	....	1	2	1	....	1	....	1	6
White Fish Point, Wis	..	....	..	1	....	....	....	....	....	....	1
White Lake Harbor, Mich	2	2	2	1	....	1	....	....	....	....	8
White Shoals, Mich	....	....	....	....	....	1	....	....	....	....	1
Wind Point, Wis	....	....	....	....	....	1	1	....	....	....	2
Winnetka, Ill	..	....	....	..	1	1	....	....	....	1	3

TABLE 67.—*List of places where American vessels have Stranded in* FOREIGN WATERS *during the last ten years.

Name of place.	Fiscal year ending June 30—										Total.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
Abrolhas Island, Brazil	....	....	....	....	1	....	....	....	....	....	1
Adacora, Venezuela	1	....	....	....	....	....	....	....	....	....	1
Adjuah, west coast of Africa	....	1	....	....	....	....	....	....	1	....	2
Aigues Mortes, France	....	....	....	....	....	....	1	....	....	....	1
Alceste Reef, near Gasper Strait, East Indies	....	....	....	....	....	....	1	....	....	....	1
Algoa Bay, (½ mile from Port Elizabeth,) Africa	....	....	....	1	....	....	....	....	....	....	1
Alicante, Spain	....	....	....	....	....	....	1	....	....	....	1
Alligator Reef, Jamaica	....	....	....	....	....	....	1	....	....	....	1
Altata Harbor, Mexico	2	....	....	....	1	....	....	....	....	....	3
Alvarado Bar, Mexico	....	....	1	....	....	....	....	....	....	....	1
Amakusa Island, Japan	....	....	....	....	1	....	....	....	....	....	1
Anegada Island, British West Indies	1	1	....	....	....	....	....	....	..	....	2
Anegada Reef, 15 miles from Vera Cruz, Mexico	....	....	....	....	....	....	1	....	....	....	1
Antigua, British West Indies	....	....	....	....	....	....	....	1	....	....	1
Apple River, (mouth of,) Nova Scotia	....	....	....	....	1	....	....	....	....	....	1
Arecibo, Porto Rico, West Indies	....	1	....	....	....	....	....	....	1	..	2

* In a few instances the number of stranded vessels in this table do not aggree with those reported in the annual report of the previous year, having been increased by wreck reports received since the publication of the last report.

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TABLE 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.
	1878.	1879.	1880.	1881	1882.	1883.	1884.	1885.	1886.	1887.	
Arica, Peru	....	1	....	....	....	....	....	....	....	....	1
Aspinwall, United States of Colombia	....	2	2	....	....	....	1	..	5	....	10
Atlas Straits, East Indies	....	....	1	....	....	....	1	....	....	....	2
Australia, (southwest coast)	....	....	....	1	....	....	....	....	....	....	1
Awauni Heads, New Zealand	....	....	....	1	....	....	....	....	....	....	1
Azores, (Fayal Island)	....	....	....	1	....	....	....	....	....	....	1
Bahamas	....	....	....	....	....	1	..	1	1	....	3
Abaco Island	....	1	....	....	....	2	1	..	1	1	6
Abaco light, 15 miles north of	1	....	....	....	....	....	....	....	....	....	1
Andros Island	....	....	....	....	....	....	1	....	....	....	1
Barnett's Point Reef	....	....	....	....	....	....	....	....	....	1	1
Bimini Island	....	....	2	....	....	....	....	....	....	....	2
Bud Rock Reef	....	....	....	....	....	1	....	....	....	....	1
Caicos Island	1	....	2	1	1	1	1	1	1	1	10
Castle Island	....	....	1	....	....	....	....	....	....	....	1
Crooked Island	....	1	....	....	....	....	....	....	1	....	2
Crossing Rocks Reef	....	....	....	....	....	....	....	1	....	....	1
Egg Island	....	....	....	....	....	....	....	....	1	....	1
Eleuthera Island	....	....	....	....	....	1	....	1	....	2	4
Exuma Island	....	....	....	....	....	....	1	....	....	....	1
Fish Cay Bank	....	....	....	....	....	....	....	....	1	....	1
Fortune Key, Fish Cay Reef	....	....	....	....	....	....	....	1	....	1	2
Gingerbread Ground	....	....	1	1	....	....	....	....	....	....	2
Grand Cay Reef	1	....	....	....	....	....	....	....	....	....	1
Grand Turk and Salt Cay Reef, between	....	1	....	....	....	....	....	....	....	....	1
Gun Key, near	....	....	....	....	....	....	....	....	1	....	1
Harbor Island	....	1	....	....	....	....	....	1	....	....	2
Hogsties Reef	....	....	2	....	....	....	1	....	....	1	4
Inagua Reef	....	....	....	1	....	....	....	1	....	....	2
Little Bahama Island	....	1	....	....	....	2	....	....	....	....	3
Long Bank	....	....	....	....	....	....	....	....	....	2	2
Mariguana Reef	....	....	2	....	....	....	....	....	....	....	2
Memory Rock	....	....	....	....	....	....	....	....	1	1	2
Miradporvus Island	....	1	....	....	....	....	....	....	1	....	2
Moselle Reef	....	....	....	....	....	....	....	....	....	1	1
Naujack Cay	....	....	....	....	....	....	....	....	1	....	1
Nassau, New Providence	....	1	....	....	....	....	1	....	....	....	2
No Name Cay	1	....	....	....	....	....	....	....	....	....	1
Orange Key	....	....	....	1	....	2	....	....	....	....	3
Pequot Rock	....	....	....	....	....	....	....	1	....	....	1
Plana Keys	....	....	....	....	....	....	1	....	....	....	1
Ragged Island Harbor, entrance of	....	....	....	....	....	....	....	....	1	....	1
Sandy Cay	....	1	1	....	....	....	....	....	....	1	3
San Salvador	1	....	....	....	....	....	....	....	....	....	1
Silver Key Bank	....	....	1	....	....	....	....	....	....	....	1
Watling Island	....	....	....	....	....	....	1	....	....	1	2
Whale Key	....	1	....	....	....	....	....	....	....	....	1
Balabac, East Indies	....	....	....	....	....	....	....	1	....	....	1
Balahare Islands, Hebrides	1	....	....	....	....	....	....	....	....	....	1
Balbriggan, Ireland	....	....	....	1	....	....	....	....	....	....	1
Banca Straits, East Indies	....	....	1	....	....	....	....	....	....	....	1
Banyuwangy, Bali Strait, Java, East Indies	....	....	....	....	....	....	....	....	....	1	1
Baracoa Harbor, Cuba	....	....	....	....	....	....	....	....	1	....	1
Barbadoes	....	....	....	....	1	....	....	....	....	....	1
Barbuda Island, British West Indies	....	....	....	....	....	....	1	....	....	....	1
Barge Point, Labrador, Dominion of Canada	....	....	....	....	....	....	....	1	....	....	1
Barrington, Nova Scotia	....	....	1	....	....	1	....	....	....	....	2
Basket Island, Terra del Fuego, South America	....	....	....	....	....	1	....	....	....	....	1
Batavia, (Sedaric Reef,) Java	....	....	....	....	....	....	....	1	....	....	1
Baxo Nuevo, or New Bank, Caribbean Sea	....	....	....	....	....	....	....	1	....	....	1
Bay of Fundy, (Saint Mary's Ledges)	....	1	....	....	....	....	....	....	....	....	1
Bay Islands, (Helena Island,) Bay of Honduras	....	....	....	....	....	....	....	1	....	....	1
Beaver Island light, (Sober Island, 7 miles west of,) Nova Scotia	....	....	....	....	....	....	....	1	....	....	1
Bell Chain Reefs, Gulf of Georgia, British Columbia	....	....	....	....	....	....	....	....	....	2	2
Benoits' Cove, Newfoundland	1	....	....	....	....	....	....	....	....	....	1
Bermudas	....	1	....	....	1	2	1	....	....	1	6
Adventure Reef	....	1	....	....	....	....	....	....	....	....	1
Saint George Island	....	1	....	1	....	....	1	....	....	....	3
White Island	....	....	....	1	....	....	....	....	....	....	1
Boco del Rio, Mexico	....	....	....	....	....	1	....	....	....	....	1
Bog Shippegan Gully, New Brunswick	....	1	....	....	....	....	....	....	....	....	1
Bonilla Point, Vancouver Island, British Columbia	....	....	....	....	....	....	1	....	....	1	2
Boompjes Island, (off north coast Java,) East Indies	....	....	....	....	....	....	....	1	....	....	1
Bordeaux River, (entrance to,) France	....	....	....	1	....	....	....	....	....	....	1

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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.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
Brazil, (latitude 5° 2′ south, longitude 25° 22′ west,) South America	1										1
Brazil Rock, Nova Scotia			1								1
Brier Island, Bay of Fundy, Nova Scotia									1		1
Bristol, England									1		1
Buen Ayre, Dutch West Indies								1			1
Buenos Ayres, South America										1	1
Buffalo River, (mouth of,) South Africa							1				1
Bull Ledge, (off Cape Canso.) Nova Scotia			1								1
Butaritari Island, South Pacific Ocean								1			1
Byron Island, Gulf of St. Lawrence		1									1
Cambodia River, (mouth of,) China				1							1
Campobello Island, New Brunswick					1						1
Canso Harbor, (Man of War Rock,) Cape Breton					1						1
Cape Bollard, Newfoundland	1										1
Cape Canso, Nova Scotia								1			1
Cape Colony, (Stray's Bay,) Africa									1		1
Cape Corrientes, Cuba, West Indies			1								1
Cape Frio, Brazil	1										1
Cape Frio, southwest coast of Africa							1				1
Cape Gracias-á-Dios, Honduras, Central America							1			1	2
Cape Henry, Anticosti Island, Gulf of St. Lawrence		1									1
Cape Horn, South America	1										1
Cape Island, Nova Scotia										1	1
Cape Negro Harbor, Nova Scotia		1									1
Cape Patani, Siam				1							1
Cape Race, Newfoundland							1				1
Cape Roxo, (10 miles northwest of,) West Indies				1							1
Cape Sable, Nova Scotia					1		1				2
Cape St. Mary, (five miles south of,) Newfoundland	1										1
Cape St. Roque, (near,) Brazil					2						2
Cape St. Roque, (20 miles west of,) Brazil							1				1
Cape Sharp, West Bay, Nova Scotia				1							1
Cape Town, Africa		1									1
Cape Verde Islands					1						1
Brava										1	1
Porto Praya								1			1
Santiago							1				1
Cardenas, Cuba, West Indies						1		3		2	6
Carnarvon Bar, North Wales	1										1
Carraquette Island, Bay of Chaleurs, New Brunswick					1						1
Caroline Islands, (Kusaie Islands,) Pacific Ocean							2				2
Caroline Islands, (Pouinipete Island Reef,) Pacific Ocean								1			1
Carzonas, Mexico				1							1
Cascumpeque, Prince Edward Island		1									1
Castle Island, West Indies							1				1
Catharine's River, Nova Scotia									1		1
Cette, France	1										1
Champerico					1						1
Charles Island, (Galapagos group,) Pacific Ocean			1								1
Charlottetown, Prince Edward Island	1										1
Che-Foo light, (Stick-up-rock,) China				1							1
Cheticamp, Cape Breton Island										1	1
Chiltepec Bar, Mexico						1		1			2
Cienfuegos, Cuba						1			1		2
Coachman's Reef, Nova Scotia		1									1
Coatzacoalcos River Bar, Mexico					1						1
Corcorocame Reef, Honduras		1									1
Coral Island, Japan Bay	1										1
Corn Island, Central America		1				1				1	3
Cow Bay, Cape Breton Island							2				2
Coxyde, Belgium	1										1
Creighton's Island, Black Ledge, Cape Breton								1			1
Cruz del Padre, Cuba, West Indies			1		1						2
Cuba, West Indies:											
Anguilla Key						1					1
Breton Key					1						1
Reef north side of			1					1			1
Reef south coast of						1					1
Cay Verde									1		1
Colorado Reef						1					2
Entrance of Boca de Sagua							1				1
Green Key					1						1
Matanzas Harbor		1								1	1

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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.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
Cuba—Continued:											
Entrance to Marie	...	...	...	...	...	...	...	...	...	1	1
Seventeen miles east of Matanzas	...	...	...	...	...	...	1	...	...	...	1
Mona Key	...	...	...	...	...	1	...	1	...	...	2
Twelve miles east of Nuevitas	...	...	...	...	...	...	...	...	1	...	1
Near Nuevitas Harbor	...	...	...	...	...	...	...	1	...	...	1
Romano Cayo	...	...	...	...	...	1	...	...	...	...	1
Sagua la Grande Harbor	...	...	...	...	...	1	...	1	1	2	5
Salt Key	...	...	...	...	...	1	...	...	...	...	1
San Felipe Key	1	...	1	...	...	...	...	...	...	...	2
Stone Key	...	...	...	1	...	...	...	...	...	...	1
Cumberland Gulf, British America	...	...	1	...	...	...	...	...	...	...	1
Deer Island, New Brunswick	1	1	...	...	...	...	...	...	1	...	3
Desolation Island, Africa	...	...	...	...	1	...	...	...	...	...	1
Digby Beach, Nova Scotia	...	...	...	...	1	...	...	...	...	...	1
Dos Bocas, (3 miles west of,) Mexico	...	...	...	...	1	...	...	...	...	...	1
Downs, England	...	...	...	...	...	...	...	...	...	1	1
Duck Island, New Brunswick	...	1	...	...	...	...	...	...	...	...	1
Dudgeon Shoal, off Norfolk, England	...	...	...	1	...	...	...	...	...	...	1
Duke of York Island, South America	...	...	...	1	...	...	...	...	...	...	1
Duncan's Reef, Halifax, Nova Scotia	...	...	...	...	1	...	...	...	...	...	1
Dunkirk Roads, (entrance to,) France	...	1	...	...	...	...	...	...	...	...	1
Dungeness, Kent County, England	...	1	...	...	...	...	...	...	...	...	1
East Lammock Island, (rock near,) China	...	...	...	...	...	1	...	...	...	...	1
East London, Africa	...	...	...	...	...	...	1	...	...	...	1
Ellingwood Island, Nova Scotia	...	...	...	...	...	1	...	...	...	...	1
Emulous Ledge, Nova Scotia	1	...	...	...	...	...	...	...	...	...	1
Falmouth Harbor Reef, Jamaica	...	1	...	...	...	...	...	...	...	...	1
Fisherman's Harbor, Guysborough County, Nova Scotia	...	...	...	...	...	...	...	...	...	1	1
Flores Island, (mouth of Rio de la Plata,) South America	...	...	...	...	1	...	...	...	...	...	1
Flores Straits, Malay Archipelago	...	...	...	...	...	...	...	...	1	...	1
Flushing, Holland	1	...	...	...	...	...	...	...	...	...	1
Flushing Roads, (below Antwerp,) Belgium	...	1	...	...	1	...	...	...	...	...	2
Galway, Ireland	...	...	...	1	...	...	...	...	...	...	1
Gabriola Reef Gulf of Georgia, British Columbia	...	1	...	...	...	...	...	...	...	1	2
Garrucha Roadstead, Spain	1	...	...	...	...	...	...	...	...	...	1
Gaspar Strait, Malay Archipelago	...	...	...	...	...	...	...	...	...	1	1
Gibraltar, Spain	...	...	...	1	...	...	...	...	...	...	1
Gough's Island, South Pacific Ocean	...	1	...	...	...	...	...	...	...	...	1
Grand Cayman, British West Indies	1	...	...	1	...	...	...	...	1	...	3
Grand Manan Island, New Brunswick	...	1	...	...	...	1	2	...	1	...	5
Grand Manan, (Murr Ledges,) New Brunswick	...	...	...	...	...	...	...	1	...	...	1
Grand Turk Island, British West Indies	...	...	...	...	...	...	...	3	1	1	5
Grand Turk Island, (Cotton Cay,) British West Indies	...	...	...	...	...	...	...	...	1	...	1
Greytown, Nicaragua	1	...	...	...	...	...	...	...	...	...	1
Guanabana, Cuba, West Indies	1	...	...	...	...	...	...	...	...	...	1
Gull Island, Nova Scotia	...	...	...	...	1	...	...	...	...	...	1
Gun Fleet Sound, Essex, England	1	...	...	...	...	...	...	...	...	...	1
Hainan Island, China	...	...	...	1	...	...	...	...	...	...	1
Hake (south bank) Nieuwe-Diep, Holland	1	...	...	...	...	...	...	...	...	...	1
Halifax, Nova Scotia	...	...	...	1	...	...	...	...	...	...	1
Havana, (reef side of,) Cuba	...	1	...	...	...	...	...	...	...	...	1
Hawaii:											
Hawaii Island	...	...	...	...	1	...	...	...	1	1	3
Honolulu	...	...	...	...	1	...	...	1	...	...	2
Kahoolawe	...	...	...	...	1	...	...	...	...	...	1
Kapaa	...	...	1	...	...	...	...	...	...	...	1
Oahu	...	...	1	...	...	...	...	1	1	...	3
Hayti, West Indies	...	...	...	...	...	1	...	...	...	...	1
South of Isle La Vache	...	...	...	...	...	...	...	1	...	...	1
Port de Paix	...	...	...	...	...	...	...	...	1	...	1
Near Port Gravois	...	...	...	...	...	...	...	...	...	1	1
Roschelois Reefs	...	...	...	...	...	...	...	1	...	...	1
Heard's Island, Indian Ocean	...	...	...	1	...	...	...	...	...	...	1
Hebrides Island, (MacIvor Rock,) Scotland	...	...	...	1	...	...	...	...	...	...	1
Helicon Point, entrance harbor of Bahia, Brazil	...	...	...	...	...	...	1	...	...	...	1
Helgoland, North Sea	...	...	1	...	...	...	...	...	...	...	1
Herschel Island, (near Cape Horn,) South America	...	...	...	...	...	1	...	...	...	...	1
Holyrood, Conception Bay, Newfoundland	...	...	...	...	...	...	1	...	...	...	1
Hook Point, Wexford, Ireland	...	1	...	...	...	...	...	...	...	...	1
Hope Point, England	...	...	1	...	...	...	...	...	...	...	1
Hopewell Cape, New Brunswick	...	...	...	...	...	...	...	...	...	1	1
Hull, England	...	...	...	...	...	1	...	...	...	...	1
Iceland, (rock near Bordestrand)	...	...	...	...	...	...	...	...	1	...	1

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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.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
Idsumosaki Island, Japan	....	1	....	....	....	....	....	....	....	....	1
Imbetiba, Brazil	....	1	....	....	....	....	....	....	....	....	1
Ingonish Harbor, Cape Breton Island, Nova Scotia	....	....	....	....	....	1	....	....	....	....	1
Isle Bois, Straits of Belle Isle	....	1	....	....	....	....	....	....	....	....	1
Isle de Aves, Venezuela	....	....	2	....	....	....	....	....	....	....	2
Isle of Veido	....	....	....	....	1	....	....	....	....	....	1
Isle of Wight, England	....	....	....	....	....	....	....	....	1	....	1
Jacquemel Bay, Hayti, West Indies	....	1	....	....	....	....	....	....	....	....	1
Jardinillos Reef, West Indies	....	....	....	....	1	....	....	....	....	....	1
Jarvis Island, South Pacific	1	....	....	....	....	....	....	....	....	....	1
Jeremie Harbor, Hayti, West Indies	....	2	....	....	....	....	....	....	....	....	2
Kabenda, Africa	....	....	....	1	....	....	....	....	....	....	1
Kaffraria, Africa	....	....	....	....	1	....	....	....	....	....	1
Kingston Harbor, Jamaica	....	....	1	....	....	....	....	....	....	....	1
Kingstown, Ireland	....	....	....	1	....	....	....	....	....	....	1
Kobe, Japan	....	....	....	1	....	....	....	....	....	....	1
Kooril Islands, North Pacific Ocean	....	....	....	....	....	....	....	....	1	....	1
Kooril Islands, (Koonasheer Island,) North Pacific Ocean	....	....	....	....	....	....	....	....	....	2	2
Kutsino Island, off coast of Japan	....	1	....	....	....	....	....	....	....	....	1
Laguna Bar, Mexico	....	....	....	....	1	....	....	....	....	....	1
Langlade Island, Newfoundland	....	....	1	....	....	....	....	....	....	....	1
Las Palmas, Canary Islands	1	....	....	....	....	....	....	....	....	....	1
Letete Passage, New Brunswick	....	....	....	....	1	....	....	....	....	....	1
Liscomb Harbor, Nova Scotia	1	....	....	....	....	....	....	....	....	....	1
Little Curaçoa, Caribbean Sea	1	....	....	....	....	....	....	....	....	....	1
Little Fish Bay, (60 miles south of,) west coast of Africa	....	....	....	....	....	1	....	....	....	....	1
Liverpool Harbor, Nova Scotia	....	....	....	....	....	....	1	....	....	....	1
Locke Port Harbor, (ledge off,) Nova Scotia	1	....	....	....	....	....	....	....	....	....	1
Louisburg, Cape Breton Island	....	....	....	....	....	....	1	....	....	....	1
Lucca, (reef,) Jamaica	....	2	....	....	....	....	....	....	....	....	2
Luzon Island, (5 miles south of Cape Bozorda,) East Indies	....	....	....	....	1	....	....	....	....	....	1
Macassar Straits, East Indies	....	....	....	....	....	....	....	1	....	....	1
Macassar Straits, (Brill Reef, south of,) East Indies	....	....	....	....	....	....	....	....	1	....	1
Machias, Seal Island	1	....	....	....	....	....	....	....	....	....	1
MacMaster's Island, New Brunswick	....	....	....	....	1	....	....	....	....	....	1
MacMillard's Point, Straits of Canso	....	....	....	....	1	....	....	....	....	....	1
Macayo, (43 miles south of,) Brazil	....	....	....	....	....	....	....	1	....	....	1
Madagascar Island, Indian Ocean	....	....	....	....	....	....	....	....	1	....	1
Madeira Island	....	....	....	....	....	....	....	....	1	....	1
Magdalen Islands, Gulf of St. Lawrence	....	....	1	....	....	1	1	....	....	....	3
Magdalena Point, Buenos Ayres, South America	....	....	....	....	1	....	....	....	....	....	1
Magdalena River, (mouth of,) United States of Colombia	....	....	....	1	1	1	....	2	....	....	5
Manacles Rocks, English Channel	....	....	....	....	....	....	....	1	....	....	1
Manchineal Reef, Jamaica, West Indies	....	....	1	....	....	....	....	....	....	....	1
Manila Bay, Philippine Islands	....	....	1	....	....	3	....	....	....	....	4
Manila, (Luzon Island,) Philippine Islands	....	....	....	....	....	....	....	....	1	....	1
Manuel Lagoon, (entrance,) Lower California	....	....	....	....	....	1	....	....	....	....	1
Manzanillo de Cuba, (reef north of sloop channel,) West Indies	....	....	....	1	....	....	....	....	....	....	1
Manzanillo, Mexico	....	....	....	....	2	....	....	....	....	....	2
Maranham Bay, (Cora Grandie Reef,) Brazil	....	....	....	....	....	....	....	....	....	1	1
Matane, St. Lawrence River, Canada	1	....	....	....	....	....	....	....	....	....	1
Mayaguez, Porto Rico, West Indies	....	....	....	....	....	....	1	....	....	....	1
Mazatlan, Mexico	1	....	....	1	1	....	....	1	....	....	4
Medoline Bay, coast of Istria, Austria	....	....	....	....	....	....	1	....	....	....	1
Meloria Bank, (5 miles from Leghorn,) Italy	....	....	....	....	....	....	1	....	....	....	1
Middle Island, Albo Straits, East Indies	....	....	....	1	....	....	....	....	....	....	1
Milford Haven, South Wales	....	1	....	....	....	....	....	....	....	....	1
Minas Basin, Nova Scotia	....	....	....	....	....	....	....	....	1	....	1
Mindora Straits, East Indies	....	....	....	....	....	....	....	1	....	1	2
Miquelon Islands, Newfoundland	....	....	....	....	....	....	....	....	1	....	1
Miragoane, Hayti, West Indies	....	1	1	....	....	....	....	....	....	....	2
Mocha Island, Chili	....	....	....	....	....	1	....	....	....	....	1
Moncton (near), New Brunswick	....	....	....	....	....	....	....	....	....	1	1
Mono Island, Mono Passage, West Indies	....	....	....	....	....	....	1	....	....	....	1
Montego Bay, Jamaica, West Indies	....	....	....	....	....	1	....	....	....	....	1
Montego Bay, (10 miles east of,) Jamaica West Indies	....	....	....	....	....	....	1	....	....	....	1
Montevideo, Uruguay	....	....	1	....	....	....	....	....	....	....	1
Morant Cays, Jamaica, West Indies	1	....	....	....	....	....	....	....	....	1	2
Mosquito Coast, Nicaragua	....	....	....	1	1	....	....	....	....	....	2
Prince Apulco Bar	....	....	....	....	1	....	....	....	....	....	1
Moule, Guadaloupe, West Indies	....	1	....	....	....	....	....	....	....	....	1

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Name of place.	Fiscal year ending June 30—										Total.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
Musquash, Bay of Fundy, New Brunswick					2					1	3
Nanaimo, British Columbia			1								1
Navidad Bay, Mexico				1							1
Neiva, (between Saint Domingo and Navassa)	1										1
Nevis, Windward Islands	1										1
Newcastle, (The Nobby's,) New South Wales								1			1
New Guinea (coral reef off southeast coast of)		1									1
New Harbor Point, Nova Scotia	1										1
New Zealand (Cook's Strait)										1	1
Nicaragua, (coast of)			1				1				2
Nitinat, Vancouver Island, British Columbia										1	1
Noon-Day Rock, Pacific Ocean			1								1
Norman's Island, West Indies									1		1
Nuevitas Harbor, Cuba, West Indies	1										1
Old Providence Island, Caribbean Sea						1	1				2
Reef 9 miles north of					1						1
Reef 43 miles northeast								1			1
Opobo, West Coast of Africa			1								1
Outer Brandy Rock, Newfoundland			1								1
Packet Rock, Saint Thomas Harbor, West Indies			1								1
Palmerston Island, Pacific Ocean									1		1
Pamarang Island, East Indies							1				1
Paracel Reefs, China Sea					1						1
Parahiba, (reefs off,) Brazil									1		1
Passages, Bay of Biscay, Spain				1							1
Pedro Keys, Caribbean Sea					1						1
Pelew Islands, (near,) Pacific Ocean							1				1
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
Plate 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 Rafael,) West Indies							1				1
Point Lepreaux, Bay of Fundy, New Brunswick		1					1	1			3
Point May, Newfoundland									1		1
Point Toro, United States of Columbia							1				1
Ponape Islands, Caroline Group, Pacific Ocean			1								1
Ponce, Porto Rico, and Saint Thomas, (between,) West Indies	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
Portugal Cove, Newfoundland										1	1
Progreso, Mexico						1	1				2
Prospect, Nova Scotia				1							1
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
Quito Sueno Bank, Caribbean Sea									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								1			1
Saint Andrew's Island, Caribbean Sea								1			1

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Name of place.	Fiscal year ending June 30—										Total.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
Saint Antonio, Brazil	...	...	1	...	...	...	...	...	...	...	1
Saint Ann's Bay, Jamaica	...	...	...	...	...	...	1	...	...	...	1
Saint Christopher Island, British West Indies	...	1	...	...	...	...	...	...	...	...	1
Saint George's Bay, Syria	...	...	1	...	...	...	...	...	...	...	1
Saint Jaques Harbor, Newfoundland	...	...	...	...	...	...	...	1	...	...	1
Saint John, New Brunswick	...	...	1	...	...	1	1	1	1	1	6
Saint John's Harbor, (entrance to,) Newfoundland	...	...	...	...	...	...	...	1	...	...	1
Saint Lucia Island, (Vigi Reefs,) West Indies	...	...	...	...	...	...	1	...	...	...	1
Saint Pierre Island, (off south coast,) Newfoundland	...	...	...	...	...	...	...	...	1	...	1
Saint Thomas, West Indies	...	...	...	1	...	...	...	...	...	...	1
Sand Island, (island near,) Straits of Formosa	...	1	...	...	...	...	...	...	...	...	1
San Andreas Harbor, (reef near,) United States of Colombia	...	...	...	...	...	...	...	...	1	...	1
San Antonio Light, (15 miles east of,) Cuba	2	...	...	...	...	...	...	...	...	...	2
San Blas, Mexico	...	...	...	...	1	...	...	...	...	...	1
San Clemente Island, (off south coast,) California, Pacific Ocean	...	...	...	...	...	...	...	...	1	...	1
San Geronimo Island, Lower California	...	...	...	...	...	...	...	...	...	...	1
San Juan Island, Brazil	...	...	...	...	1	...	...	...	...	...	1
San Juan, Vancouver's Island, British Columbia	1	...	1	...	...	...	1	...	...	...	2
San Lucas Island, Gulf of Mexico	...	...	...	...	1	...	...	...	...	...	1
San Pedro River, (near mouth of,) Gambia, Africa	...	...	...	...	...	...	...	...	1	...	1
San Quentin Harbor, Lower California	1	...	...	...	...	...	...	...	...	...	1
Santa Anna, Mexico	...	3	...	...	...	...	...	...	...	...	3
Santa Catalina Island, Pacific Ocean	...	1	...	...	...	...	...	...	...	...	1
Santanillos, or Swan Islands, Caribbean Sea	...	...	...	...	...	...	...	...	1	...	1
Santiago de Cuba, West Indies	...	1	...	...	...	...	...	...	...	...	1
Santo Domingo, West Indies	...	...	...	...	1	3	1	1	1	...	7
Saona Island, off Hayti, West Indies	...	1	...	...	...	...	...	...	...	...	1
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	2
Semao or Simao Island, Malay Archipelago	...	...	...	...	...	...	...	...	1	...	1
Serrano Keys, Central America	...	...	...	...	1	...	...	1	...	...	2
Serranilla Bank, Caribbean Sea	...	...	...	...	1	...	...	...	...	...	1
Seven Stones, (off Land's End,) England	1	...	...	...	...	...	...	...	...	...	1
Shag Harbor, Nova Scotia	...	1	...	...	...	...	...	...	...	...	1
Sheelee River, (mouth of,) Nova Scotia	...	...	1	...	...	...	...	...	...	...	1
Shelburne, Nova Scotia	...	...	...	...	1	1	...	...	1	...	3
Shimoda or Simoda Harbor, Japan	...	...	...	...	...	...	...	...	1	...	1
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, East Indies	...	...	...	...	...	...	1	1	...	...	2
Souris Harbor, Prince Edward Island	...	...	...	...	...	...	...	...	...	1	1
Straits of Georgia, British North America	...	2	...	...	...	...	...	...	...	...	2
Strait of Sunda, East Indies	...	...	...	...	1	1	...	...	...	...	2
Surinam, Dutch Guiana, South America	...	...	...	1	...	...	...	...	...	...	1
Suwarrow Reef, South Pacific	...	...	...	...	...	...	...	...	1	...	1
Swallow Reef, China Sea	1	...	...	...	...	...	...	...	...	...	1
Swansea, Wales	...	...	1	...	...	...	...	...	...	...	1
Sydney, Cape Breton Island, Nova Scotia	...	...	...	...	...	...	...	...	1	...	1
Tabasco River, (mouth of,) Mexico	...	...	...	1	...	2	...	...	...	...	3
Tallock Reef, Carimata Straits, East Indies	...	...	...	1	...	...	...	...	...	...	1
Tamaulipas, Mexico	...	...	...	...	1	...	...	...	...	1	2
Tecumshin, Wexford, Ireland	...	1	...	...	...	...	...	...	...	...	1
Tequish Island, Prince Edward Island	...	...	1	...	...	...	...	...	...	...	1
Terra del Fuego, South America	...	...	1	...	1	...	...	...	...	...	2
Thrumb-Cap Shoals, Nova Scotia	...	...	...	...	1	...	...	...	...	...	1
Tonala Bar, Mexico	1	...	...	...	1	1	1	1	1	...	6
Torres Strait, Australia	...	...	...	...	...	...	...	...	1	...	1
Trackio, Nova Scotia	...	1	...	...	...	...	...	...	...	...	1
Triangle Reef, Campeche Bank, Mexico	...	...	...	...	...	1	...	...	1	...	2
Trinidad, West Indies	1	...	...	...	...	...	...	...	...	...	1
Tristan d'Acunha Island, South Atlantic	...	...	1	...	...	...	...	...	...	...	1
Truxillo, Honduras, Central America	1	...	...	...	...	...	...	...	1	...	2
Tumbo Island, (reef off,) British Columbia	...	...	...	...	...	...	...	...	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	...	...	...	...	3
Two Rivers, Nova Scotia	...	1	...	...	...	...	...	...	...	...	1

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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.
	1878.	1879.	1880.	1881.	1882.	1883.	1884.	1885.	1886.	1887.	
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
Twelve miles east of Cape Beale	...	...	...	1	...	...	...	...	...	...	1
Hesquit Harbor	...	...	...	...	...	1	...	...	...	...	1
Venezuela, (coast of,) South America	...	...	...	...	...	1	...	...	...	...	1
Vera Cruz, Mexico	...	...	...	...	...	1	...	...	...	...	1
Victoria Harbor, British Columbia	...	...	...	...	...	2	...	...	...	...	2
Vieque or Crab Island, West Indies	...	...	...	...	...	...	...	...	1	...	1
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
Westport, Nova Scotia	...	...	...	...	...	...	...	...	1	...	1
Whitehead, Nova Scotia	...	1	...	...	...	...	1	...	...	...	2
Wood Creek, New Brunswick	...	...	1	...	...	...	...	...	...	...	1
Woo Sung River, China	...	...	...	...	...	...	...	...	1	...	1
Yabucoa, Porto Rico, West Indies	...	...	...	...	...	1	...	...	1	1	3
Yarmouth, Nova Scotia	...	...	...	...	...	...	...	...	...	1	1
Gannet Rock Ledges	...	...	...	...	...	...	...	...	...	1	1
Yeddo Bay, Sagami Point, Japan	...	...	...	...	...	...	...	1	...	...	1

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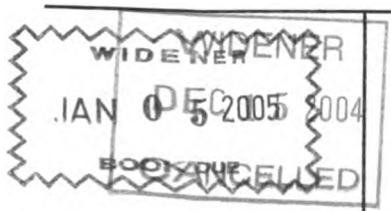
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