SOME

UNUSUAL INCIDENTS

IN

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NOTE: KEY LETTERS AFTER EACH ABSTRACT REFER TO SOURCES LISTED ON LAST PAGE.

THE EARLIEST LIGHTS IN THE WORLD

The need of lighted beacons to guide water craft along the coasts must have suggested itself to men as soon as there was much venturing upon the water. There is no record of how early such lights first came into use. Beacon lights for ships appear to have been used long before the Pharos, but there is little information about them. In the fourth century B. C. detailed sailing directions were written, covering the whole Mediterranean coast line; they fail to mention a single lighthouse. It is all the more remarkable therefore that the earliest light of which there is definite historical record, should have been the most imposing lighthouse structure of all time. Strabo says the Pharos was "admirably constructed of white marble," and Caesar describes it as a "tower of great height, of wonderful construction." There is no full description or representation of it, but it appears on many Roman coins. It is known to have been in actual use as a lighthouse for more than fourteen hundred years, as it is described by Edrisi, an Arabian geographer, in 1154: "This structure is singularly remarkable, as much because of its height as of its solidity . . . During the night it appears as a star, and during the day it is distinguished by the smoke." Two centuries later it was found in ruins, its destruction veiled in mystery. (B)

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THE PHAROS LIGHT - 280 B.C.

The lofty Pharos of Alexandria, near the mouth of the Nile, was completed under Ptolemy II, about 280 B.C. In height and in fame, it has never been surpassed by any other lighthouse. It was one of the Seven Wonders of the ancient world. So synonymous did the name "Pharos" become for "lighthouse," that it was adopted as the word for "lighthouse" in the Romance languages. But the signal which this remarkable tower sent out to the Mediterranean sailor in his galley was the glow and the smoke from an open fire. And this feeble source of illumination was used for marine lights for centuries thereafter. (B)

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WHALING - 1600-1859

Whaling had started from the shore in Scandinavia. The value of the oil and bone obtained had sent ships of all nations to scouring the seas in search of whales. In the early seventeenth century Spitzbergen had been the center of a whale-oil rush which lasted for thirty years; created the mushroom city of Blubbertown, north of the Arctic Circle; and, amid a frenzy reached by no modern oil boom, buried more than a thousand whalemen on nearby Deadman's Island. In the early part of the nineteenth century, when the Atlantic whaling grounds began to be fished out, Nantucket and

Bedford whalers rounded Cape Horn and became active in the Pacific. These ships first brought the young United States into contact with the islands of the South Seas and the secluded Orient. In 1849, one of these whalers cruised through Bering Strait. The splendid cargo she took quickly spread the fame of the Arctic whaling grounds, and in 1857, the peak year, four hundred ships pursued whales in the Arctic. The Arctic whalers wintered at San Francisco or Honolulu and sailed north early each spring. In the grounds off Cape Fairweather, Kodiak Island or in the Yellow Sea they took many sperm and right whales. The sperm whale, noted for its sharp teeth, lack of whalebone, oil saturated blubber, the "case" in its head from which pure case oil can be bailed and at times containing in its diseased intestines valuable ambergris from which perfumes are made, is not found north of the Aleutians. As summer drew near the whalers worked on north into Bering Sea, taking the mighty bowhead, - a member of the right whale family, so called because whalemen considered them the "right" whales to pursue, - finbacks, humpbacks, and ninety-four sulphur bottoms, largest of all whales. The latter, unlike the bowhead, which is noted for the long flexible bone which lines its shaggy mouth, at that time usually worth from eight to ten thousand dollars per whale, yielded only oil. The discovery of petroleum in Pennsylvania in 1859 had doomed the whale-oil industry. As a result most of the whalers in the BEAR's company (1886-1926) sought only bone. xxx The lowly corset which, rigidly stayed with whalebone, transformed even the unshapeliest woman into a wasp-waisted hourglass of charm and beauty, was keeping the Arctic whaling fleet alive. (J)

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NEW ENGLAND'S FIRST COLONY - 1602

Cuttyhunk Island (originally spelled Poo-cutch-hunk-konnch) was the scene of the first English colonization in New England in 1602. It was not until 1823, however, that a lighted beacon was erected on the south-western point of the Island, later (1838) being transferred to a 25 foot tower, 48 feet above the sea. In 1602, Bartholomew Goswold landed at Cuttyhunk Island from the bark CONCORD together with 32 other English men. They built a sedge-thatched house and also a flat bottomed punt on which they were ferried across the lake to the inner island. From this base on Cuttyhunk, the group went on many exploring expeditions to the surrounding islands and mainland. They planted Martha's Vineyard with wheat, oats and barley and gathered the strawberries, raspberries and gooseberries which abounded there. They enjoyed the scollops, mussels, cockles, lobsters, crabs, oysters and wilks. Their greatest discovery was sassafras, highly prized in England as a medical root at the time and they loaded the CONCORD with it for the return journey. During the first week in June, fifty Indians with their sachem arrived from the mainland to attend the first New England fish dinner as guests. On June 10th, 1602, the Indians ambushed several of the settlers and wounded one of them in the side. There had been some trouble, it seemed, over a canoe which had been stolen by one of the Englishmen from Hills Hap Island near the mainland. The Englishmen became alarmed and on July 23, 1602, the whole group set sail for England, thus ending the first attempt at colonization in New England. (D)

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EARLY COAL BURNING LIGHTS - 1633-1814

For some time England experimented with the open chauffer. The Tour de Cordauan at the entrance to the Firth of Forth on the Isle of May was originally lighted by blazing fagots of wood burned in an open chauffer. This was afterwards changed to an open coal fire and its light was exhibited for over 180 years.

Now like many lighthouses on the British coast, this one was owned and operated by a private individual who was given the right to levy tolls on all shipping. It was the only instance of its kind in Scotland but there were many cases in England.

It wasn't until 1814 that this light was taken over by Parliament from the Duke of Portland. As soon as the island and light came into the possession of the Commissioners of Northern Lighthouses, a new lighthouse was erected, burning 400 tons of coal a year and keeping three men feeding it.

Such open lights were far from efficient. The wood flames lost themselves in smoke, while the coal fires were lost in storms, kindled as they were on the leeward side which was hardly the direction in which they were most wanted.

Nothing is worse than having a variableness of uncertainty in the appearance of a light. Better not exhibit at all than show it irregularly. With these coal-fired lights the characteristic appearance was positively dangerous. (K)

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CAPTAIN KIDD'S TREASURE - 1696

Conanicut Island, Jamestown, Rhode Island, is the location of America's third oldest lighthouse. Beavertail Point Light was built in 1749. Captain William Kidd went ashore on Conanicut Island on his return from his ill-fated voyage which began in New York in 1696. Here his good friend Thomas Payne awaited him and advised him against going to Boston, but Kidd trusted Governor Bellomont, one of his royal partners, who was then in Boston and for this trust Kidd was later hanged in England. Many claim that Kidd's treasure is still buried on Conanicut Island. (D)

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FIRST AMERICAN LIGHTHOUSE - 1716

The number of lights in the world was relatively small when the first lighthouse in the North American colonies was established on Great Brewster Island at Boston in 1716. This light was destroyed by the British in 1776 and the present light erected on Little Brewster or Lighthouse Island in 1783. (C) (L)

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FIRST FOG SIGNAL - 1719

A cannon installed at Boston Light in 1719 constituted the first fog signal. Bells, both hand and clockwork-operated, were employed quite early, as were bell boats. The first air fog whistle was established at Beavertail in 1851, and the first steam whistle came into use at the same station in 1857. Sirens were installed in 1868, to be followed some time later by the diaphone and other technical improvements. (C)

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A HORROR SHIP - 1729

The passengers of a "horror ship" were landed in 1729 near what was later to be the site of old Monomoy Light, Monomoy Point, Mass. The GEORGE & ANN had been out nearly four months from Dublin, Ireland. More than 100 people had died of a terrible sickness, but there was still not enough food to go around. Contrary westerly winds had delayed the vessel day after day until Nantucket Sound was reached. By this time the remaining passengers suspected the captain of starving them all in order to acquire their possessions. In October, Captain Lothrop, sailing south in a Boston packet, sighted the ship flying a distress signal and came alongside. The crazed passengers were by this time reduced to fifteen biscuits and a few pints of water. They begged Captain Lothrop to pilot them to the nearest land, which was Monomoy Point, and threatened to drop their own captain over the side if he did not concur. He finally gave in and Captain Lothrop piloted them to Monomoy. The head of this Scotch-Irish group which was headed for Ulster County, New York, was Charles Clinton, from whom were descended General James Clinton of Revolutionary War fame, Vice President George Clinton and DeWitt Clinton, Governor of New York and builder of the Erie Canal. (D)

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CHINA ORGANIZED FIRST LIFE SAVING STATIONS - 1737

To China goes the honor for organizing the first life saving stations and even these were of comparatively recent origin. The earliest traceable Chinese records credit the Pa district with five lifeboat stations in commission on the Min River and two of its tributaries in the year 1737. This first government lifesaving service came into being through imperial command and seems to have been paid for out of the general land and rice taxes. In succeeding years other lifesaving stations were created at such points as would seem to justify their existence. Floods and typhoons sweeping out of the China Sea frequently imperiled Chinese shipping and watery deaths were the common lot of Chinese boatmen and rivermen. Benevolent societies also maintained their own boats much after the fashion of many European countries today. The crews of the boats were volunteers who were paid for their services whenever they went to the assistance of the shipwrecked. Special awards were also given to those who displayed exemplary heroism and lifesavers who succeeded in restoring to life those apparently drowned. (F)

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DISCOVERY OF ALASKA - 1741

Early in the eighteenth century, after Russian explorers had pushed eastward across Siberia to the Pacific, the Tsar had ordered Vitus Bering to explore the unknown seas and lands beyond. On his first voyage Bering sailed the sea which bears his name, that broad, shallow body of water extending from the Aleutians to the Arctic. In 1741 Bering sailed from Kamchatka along the Aleutians on a second cruise and reached the Alaskan mainland. Upon the return passage his ship was wrecked on an island of the Commander group. Bering died, but the splendid sea-otter furs which his half starved companions took back to Siberia in their rebuilt craft, caused traders of all nations to stampede for the Aleutians and thence to Alaska. Fur trading posts established by the Russian-American Company had soon developed the interior of the country in the same manner that the posts of the "Gentlemen Adventurers" of the Hudson Bay Company were developing the interior of Canada. (J)

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LIGHTS OF HISTORICAL INTEREST - 1764

The following are light stations which have acquired historical interest: the massive tower at Sandy Hook, built in 1764, oldest light tower in present use; the tower at Cape Florida, no longer lighted, which was attacked in the Seminole War, when the Indians attempted to roast the keeper to death in the balcony of his tower; Race Rock in the entrance to Long Island Sound, built by the noted Captain Scott, whose engineer was F. Hopkinson Smith, also author and artist; Minots Ledge, most notable of American lighthouses, with its dramatic story of five years of construction work on a sunken ledge; the difficult station on Tillamook Rock, off the Oregon coast, exposed to the fury of the Pacific; Spectacle Reef, a notable engineering work in Lake Huron; Stannard Rock, a similar structure in Lake Superior, both standing on reefs and subject to the full force of the ice and storms of the Great Lakes; and the tower, no longer lighted, at Crown Point overlooking Lake Champlain, erected by Vermont and New York in commemoration of the tercentenary of the discovery of the Lake, and embellished with a bronze bust by the great French sculptor Rodin. (B)

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FIRST LIFEBOAT - 1765

In 1765 a Frenchman, Bernières, invented what is now generally acknowledged to have been the world's first lifeboat, that is to say, a specially designed and constructed boat whose sole purpose was lifesaving. The Chinese and European boats had been ordinary craft diverted to lifesaving work when necessity arose. Although the evidence is extremely scanty that Bernieres boat ever saw actual service, it was put through a series of convincing tests in the Seine River in that year before an enthusiastic crowd. The boat would not sink although it was allowed to fill to the gunwales. (F)

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EARLIEST COLONIAL BUOYS - 1767

There is mention of buoys in the Delaware River as early as 1767. (C)

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CAPE HENLOPEN LIGHT - 1767-1926

When the sea encroaches, it is often impossible to protect and save an old station at a reasonable cost. When the change in conditions does not warrant the abandonment of the light, it is usually less expensive to move the tower or to build another lighthouse on a more protected site. Thus along the low lying, sandy south Atlantic and Gulf coasts, many of the early towers have succumbed to the sea, at different times, or the later metal structures have been dismantled and moved back to safety. In 1926 the historic lighthouse at Cape Henlopen was destroyed by the inroads of the Atlantic, which cut the sand from under its foundations. Henlopen was one of the colonial lights, built in 1767, and unavailing efforts had been made to procted it. Its value to shipping, however, had been quite superseded by the light and fog signal station on the Delaware Breakwater, and by the lightships and lighted buoys marking the entrance to Delaware Bay. Henlopen tower was built on the top of a sand dune, about a mile from the shore. Its history of one hundred and fifty-nine years was one of struggle with the moving dunes and eroding shores; it also suffered partial destruction in the revolutionary days. (B)

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COLONIAL LIGHTHOUSES BUILT BY LOTTERIES

As maritime commerce was so important to American life, lighthouses, in addition to the one at Boston, were constructed by the several colonies. Eleven were established in all. Several of the lights were built with the proceeds of lotteries, notably New London and Sandy Hook, and the problem of upkeep was usually solved by the imposition of a tax on vessels entering and leaving port. (C)

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REVOLUTIONARY ORDNANCE - 1776

An early letter dated Boston 1776 reads:

"There is so great a demand for guns here for fitting out privateers that those old things that used to stick in the ground, particularly at Bowe's Corner (now corner of State and Washington Streets, Boston) have been taken up and sold at an immoderate price; that at Mr. Bowes was sold to Mr. Jones for fifty dollars. Imagine it will split in the first attempt to fire it." (E)

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FIRST OCCIDENTAL LIFEBOAT STATION - 1786

1786 saw the first occidental lifeboat station at Bamborough Castle, England. Archdeacon John Sharp, trustee of Lord Crewe's estate and the castle, motivated by a desire to help the shipwrecked, repaired part of the castle, provided a lifeboat and necessary equipment, and ordered a constant watch to be kept from the tower for ships in distress. During storms two men patrolled the nearby coast on horseback so as to give instant alarm to the castle in case of a ship's coming ashore. (F)

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PROTECTION OF ALASKAN SEALS 1787-1945

Discovered about 1787 by Russians, the Pribilof Islands, where seal herds congregated each year to breed, remained in their possession until ceded to the United States in 1867. Until 1805 there were a number of Russian companies on the islands, and the seals were ruthlessly slaughtered regardless of age or sex. The killings were suspended in 1806-7 but resumed in 1808 and continued thereafter for 26 years with little regard for preserving the herd. By 1834 the herd was threatened with extermination and killing was again prohibited. Next year the killing of only male seals was adopted. The herd grew until, in 1867, when the islands were ceded to the United States there were about 5,000,000 seals on the islands, as many as there had been in 1787.

For four years after we took possession, the seal islands were free to all and 250,000 seals were taken in one season. After 1870, however, the catch was strictly limited and the monopoly for killing the seals leased to the Alaska Commercial Company for 20 years. At the expiration of this period, a new lease was made with the North American Commercial Company which ran until 1910.

From 1870 until 1886 about 100,000 male seals were taken on the islands annually without affecting the size of the herd to any appreciable degree. From 1886, pelagic sealing, or killing of seals, mostly females, at sea increased. There was a rapid falling off in the herd and in 1890 the number which could be legitimately taken was reduced to 25,000 annually. A modus vivendi in 1891 with Great Britain prohibited all sealing. This was followed by the Paris Tribunal in 1893, which established a closed season from May 1 to August 1 and a closed zone for 60 miles around the Pribilof Islands. Thereupon the sealing vessels went over to the Asiatic shores where killings increased. Most of the gains were lost by permitting killings outside the 60 mile zone. In 1894 the BEAR placed guards on the islands and in 1895 a new modus vivendi was proposed. In 1897 "an act prohibiting the killing of fur seals in the waters of North Pacific Ocean" (30 Stat. L. 226) authorized the seizure and search of any American vessel violating the act. In 1910 the U. S. Government took over sealing operations from the private lessees× of the 400 natives of the Pribilofs. Pelagic sealing continued, however, and on July 7, 1911, a convention between the United States, Great Britain, Japan and Russia prohibited the taking of fur seals and sea otters in the North Pacific Ocean and Bering Sea, north of 30° latitude, except under specified conditions by natives for food and clothing.

× and assumed the maintenance and support

In October 1940, Japan gave notice of its intention of abrogating this convention within one year, and soon after this action became effective, World War II broke out.

No pelagic sealing was possible under war conditions and under the Act of Surrender of Japan of 1945, Japanese are not permitted to leave the islands except under close supervision of the occupation authorities. (L)

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FRESNEL LENS - 1788

The trouble with open lights was the lack of a penetrating beam sent out over the sea; the light shot up and down as well as out. So the problem was to collect these rays and throw them all into one illumination spreading in a V shape.

At first this was done by reflectors. But in 1788 the Fresnel lens was invented. This was the beginning of the perfect lighting equipment for concentrating light.

It was not long after 1788 before Mr. Thomas Stevenson - father of the poet Robert Louis - constructed his holophotal prisms. This provided total or internal reflections within the glass instead of reflections from metallic mirrors. It may be truly said that the father of the famous poet was also the father of the modern lighthouse. We don't know which does him the greater honor.

As soon as fixed lights were perfected, experimentation was started with different colors to distinguish one light from another along the coast.

Blue and green proved of short visibility. Red was most suitable as a marked distinction. And the use of a revolving light regulated by clockwork, not only made use of the full strength of the light but added to that strength by a gradual decrease to total darkness. Contrast often counts more than any color.

As for oil, we have had vegetable oil, such as colza, whale oil, lard, and kerosene. Today, lights that are located on the mainland and near electricity are equipped with electric power for steady and flashing lights; while other devices, in revolving, use pots filled with mercury by which the steel turret, on which is mounted the illuminating apparatus, can be made to revolve accurately. (K)

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TWELVE COLONIAL LIGHTS ACQUIRED BY U. S. - 1789

The importance of seacoast lights to the new U. S. government was reflected in the fact that one of Washington's first acts as President was to write the keeper of Sandy Hook Light directing that it be kept burning until provision for its maintenance might be made, and the urgency of the situation

was also shown by the speed with which the Congress worked. By the act of August 7, 1789, the ninth statute passed under the Constitution, the national government accepted title to all twelve lights then in existence, and the lighthouses became free to ships of all countries. At the time the lights were transferred, Massachusetts also turned over four buoys and Pennsylvania three. (C)

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FIRST U. S. LIGHTHOUSE REPORT - 1790

In 1789, the ninth act passed by the first Congress provided for taking over the lighthouses which had been built by the former Colonies. This act was the first provision made by the United States government for public works. The first report on the lighthouses was made by Alexander Hamilton to Washington in 1790. (B)

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ALEXANDER HAMILTON RECOMMENDS TEN REVENUE CUTTERS - 1790

On April 22, 1790, Alexander Hamilton, First Secretary of the Treasury, "in obedience to the order of the House of Representatives of the 19th of January, last" made the first recommendation for revenue cutters. The recommendation was made in his report on the "Act to regulate the collection of the duties imposed by law on the tonnages of ships or vessels, and on goods, wares and merchandise imported into the United states." In course of his report Hamilton made the following comment on Section V of this proposed act:

> "Section V. This section contemplates a provision of boats for securing the collection of the revenue, but no authority to provide them is anywhere given. Information from several quarters proves the necessity of having them, nor can they, in the opinion of the Secretary fail to contribute, in a material degree, to the security of the revenue, much more than will compensate for the expense of the establishment: the utility of which will increase in proportion as the public exigencies may require an augmentation of the duties. An objection has been made to the measure, as betraying an improper distrust of the merchants, but that objection can have no weight, when it is considered that it would be equally applicable to all the precautions comprehended in the existing system; all which proceed on a supposition too well founded, to be doubted, that there are persons concerned in trade in every country, who will, if they can, evade the public duties for their private benefit. Justice to the body of merchants of the United States demands an acknowledgement, that they have, very generally, manifested a disposition to conform to the national laws, which does them honor, and authorize confidence in their probity. But every considerate number of that body knows that this confidence admits of exceptions, and that it is essentially the interest of the greater number, that every possible guards should be set on the fraudulent few, which does not in fact, tend to the embarrassment of trade.

The following is submitted as a proper establishment for the purpose.

That there be ten boats, two for the coasts, bays and harbors of Massachusetts and New Hampshire, one for the sounds between Long Island and Connecticut; one for the Bay of New York; one for the Bay of Delaware; two for the Bay of Chesapeake; (these of course, to ply along the neighboring coasts;) one for the coasts, bays and harbors of North Carolina; one for the coasts, bays and harbors of South Carolina; and one for the coasts, bays and harbors of Georgia.

Boats of from thirty six to forty feet keel, will answer the purpose, each having one captain, one lieutenant, and six mariners, and armed with swivels. The first cost of one of these boats, completely equipped, may be computed at one thousand dollars.

The following is an estimate of the Annual Expense:

10 Captains	at 40 Dollars per month	4800
10 Lieutenants	at 25 Ditto per ditto	3000
60 Seamen	at 8 Ditto per ditto	5760
Provisions		3000
Wear and Tear		2000
	Dollars	18,560

The utility of an establishment of this nature must depend on the exertion, vigilance, and fidelity of those, to whom the charge of the boats shall be confided. If these are not respectable characters, they will rather serve to screen than detect frauds. To procure such, a liberal compensation must be given, and, in addition to this, it will, in the opinion of the Secretary, be advisable, that they be commissioned as officers of the Navy.[1] This will not only induce fit men, the more readily to engage, but will attach them to their duty by a nicer sense of honor."

Congress passed the act of August 4, 1790, thus establishing the first seagoing service of the new United States. Congress provided for a master, first, second and third mate, four mariners and two boys for each cutter. The master was to receive 30 dollars a month and the subsistence of a captain in the U. S. Army. The mates were to receive 20, 15 and 14 dollars a month respectively, with subsistence of Army lieutenants. The mariners got 8 dollars a month and the boys 4, - both being granted a soldier's subsistence.

The cutters that were built were the MASSACHUSETTS and SCAMMEL (coast of Massachusetts and New Hampshire); the ARGUS (Long Island Sound); the VIGILANT (New York); the GENERAL GREENE (Delaware Bay); the ACTIVE and VIRGINIA (Chesapeake Bay); the DILIGENCE (North Carolina); the SOUTH CAROLINA (South Carolina); and PICKERING (Georgia).

Congress authorized Officers of the Customs to board every ship arriving in the United States or within four leagues of the coast bound for its shores; to search every part of the ship, certify her manifest, fasten her hatches and remain on her until she docked.

1. This referred to the Revolutionary Navy. The U. S. Navy was not established until 1798.

"Hence, it will be necessary," Hamilton advised them "for you from time to time to ply along the coasts in the neighborhood of your station, and to traverse the different parts of the waters which it comprehends. To fix yourself constantly or even generally at one position, would in a great measure defeat the purpose of the establishment. It would confine your vigilance to a particular spot, and allow full scope to fraudulent practices everywhere else." (E) (L)

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"BLACK MARIA"- 1791

Back in 1790 Alexander Hamilton, in asking Congress for "ten boats" for the protection of the revenue had specified that they be "armed with swivels." These were simply cannon on a revolving base that could be turned in any direction. Orders were placed for the construction of these "ten boats" in various shipyards along the coast, and one shipyard which was building the FERRET, later to be renamed the SCAMMEL, was at Portsmouth, New Hampshire. They had ordered the "swivels" from Philadelphia and they were to be delivered before the expected launching of the SCAMMEL in October 1791.

The lower Delaware Bay region was at this time the hangout for smugglers and a group of these, learning that the "swivels" were to be delivered overland from Philadelphia decided to highjack the shipment which was going by cart over the highway to New York and then to Portsmouth. This would have served a double purpose of depriving the soon to be launched SCAMMEL, designed to "protect the revenue" of its guns and at the same time of reinforcing the smuggler's fleet by the addition of these moveable cannon.

The plan might have worked but for "Black Maria." "Black Maria" was a colored teamstress, named Maria Lee, employed by the company. She was a veritable "Black Bomber" who could take care of any six ordinary men, it was reputed, in single fracas. In due course the smugglers, totally oblivious of the fate in store for them surprised the wagons bearing the "swivels" on the Philadelphia-New York highway. "Black Maria" did yeoman service for the infant Revenue Marine that day. After laying out six smugglers cold in their tracks she looked for a seventh but found none on his feet. Mounting her wagon she proceeded on her journey to New York unmolested. Thus Alexander Hamilton, by the grace of "Black Maria" got his swivels, and Captain Hopley Yeaton, bearing his first commission issued to a seagoing officer of these United States, took command of the SCAMMEL.

As for "Black Maria" her fame grew. She opened a sailor's boarding house in Boston and was of great assistance to the authorities in keeping the peace, the entire lawless element in that locality standing in awe of her. Whenever an unusually troublesome person was to be taken to the station house, "Black Maria" was likely to be called upon. So frequently was her help required that the expression "Send for Black Maria!" came to be synonymous with "Take him to jail!" (I)

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FIRST CUTTERS HAD ENGLISH ORDNANCE - 1791

The original revenue cutters were armed with ordnance of English and foreign manufacture. The country was young in 1791, the government scarcely organized and in good working order, while arsenals, navy yards, docks, and storehouses had not even been thought of. (E)

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REASON FOR USE OF CUTTERS - 1791

In a circular dated June 1, 1791, Alexander Hamilton, Secretary of the Treasury, gave the real reason why "boats" were needed to protect the revenue. "It is well known" he wrote "that one of the most extensive cases of illicit trade is that which is here intended to be guarded against - that of unlading goods before the arrival of a vessel in a port, in coasters and other small vessels, which convey them clandestinely to land." (E)

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FIRST CUTTER RATIONS NINE CENTS PER MEAL

On November 17, 1791, Secretary Hamilton decided to change the method of rationing the first boats of the Revenue Marine, predecessor of the Coast Guard. The price to be paid for rations was not to exceed 12 cents for each man per day. The first allotment for pay and rations in conformity with act of Congress had been 9 cents per ration. (E)

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FIRST REVENUE MARINE COURT MARTIAL - 1793

The first charges preferred against any officer in the Revenue Marine, predecessor of the Coast Guard, occurred on board the MASSACHUSETTS on December 7, 1793. The offender, a third lieutenant was summarily dismissed from the service for speaking disrespectfully of his superior officers in public company, insulting Captain John Foster Williams on board, and before company, for keeping bad women on board the cutter in Boston and setting a bad example to the men by ordering them to bring the women on board at night and carrying them on shore in the morning, and for writing an order in the name of the commanding officer. (E)

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FIRST LIGHTKEEPERS - 1794

State of the Lighthouses* erected on the headlands and island of the United States

In what state	Where situated	Number	Superintendents	Keepers
New Hampshire	New Castle Island, near Portsmouth	One	Joseph Whipple	Titus Salter
Massachusetts	Nantucket Island	One	Benjamin Lincoln	Paul Pinkham
Ditto	Thatcher's Island	Two	Ditto	Joseph Soward
Ditto	Plumb Island, near Newbury Port	Two	Ditto	Abner Lowell
Ditto	Portland Head	One	Ditto	Joseph Greenleaf
Ditto	Light-house in Boston bay	One	Ditto	Thomas Knox
Ditto	On the Gurnet, near Plymouth	one with two lanterns	Ditto	John Thomas
Rhode Island	On Conaniut Island	One	William Ellery	William Martin
Connecticut	At the mouth of Thames River	One	Jedediah Huntington	Daniel Harris
New Jersey	Sandy Hook, New York Bay	One	Tho.Randall of N.Y.	Matthew Ely
Delaware	Cape Henlopen, Delaware	One	WmAllibone of Ph	Abraham Hargis
Virginia	Cape Henry, Chesapeak Bay	One	William Lindsay	Laban Goffigan
North-Carolina	Cape Fear Island (nearly completed)	One		
South-Carolina	Middle Bay Island, Near Charleston	One	Edward Blake	Thomas Hollingsby
Georgia	Tybee, near Savannah	One	John Habersham	

* N. B. These, and all the beacons, buoys, public piers, and stakeages, for the protection and guidance of ships, are under the Superintendence of the Commissioner of the Revenue, in the department of the treasury of the United States.
The lightkeepers of 1794. The above is a complete list of lighthouses and keepers five years after the setting up of the United States government. From the United States Register, 1794. (J)

SUPPRESSION OF THE SLAVE TRAFFIC 1794-1861

Soon after its creation the Revenue Marine had a new duty thrust upon it. While the law of March 22, 1794, prohibiting the slave trade between the United States and foreign countries, did not specify that the cutters should enforce it, they were nevertheless, instructed to do so. Their efforts did not cease until the Civil War. Overhauling slave runners became an additional duty and many slavers were captured some 487 negroes being liberated over the years. Many more were liberated by death. Revenue cutter captains came ashore sometimes with ugly stories of having pursued a suspected slaver only to find no slaves aboard when the ship had been overtaken after a long chase. But the telltale stench was all too eloquent proof that they had been aboard not so many hours before. (F) (I)

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CAPE HATTERAS LIGHT 1798-1871, 1870 -

The first light tower at Cape Hatteras was built in 1798. A new tower was built and the light in it first displayed in December 1870 and a few months later in February 1871 the old tower was destroyed. In 1936 it was decided to abandon the tower which had stood since 1870 because of the encroaching sea. It had been replaced by a light on a metal structure placed farther back from the sea. In 1937 the tower was turned over to the National Park Service. Considerable work was done to prevent beach erosion with successful results. In 1950 the 80 year old tower was again put to use housing a new and powerful light. (B) (L)

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QUASI WAR WITH FRANCE - 1798-99

By 1794, the British and French, in their struggle to control the sea were capturing and plundering American vessels to prevent them from aiding the other side. A treaty with Great Britain in 1795 relieved the British pressure but increased it from the French side. The corsairs of Algiers were ordering American vessels to heave to outside the Straits of Gibraltar while they helped themselves to their cargoes and took American sailors as slaves. Congress in 1794 authorized the President to build or buy six frigates. Construction on these continued in 1795 even though an humiliating payment of a million dollar ransom for American captives and the promise of an annual tribute seemed to satisfy the Dey of Algiers. For more than 300 American vessels had been carried into foreign ports by French cruisers and privateers charged with carrying contraband. The U. S. tried diplomacy but the French, represented by Messieurs XYZ demanded 32 million florins. Charles C. Pinckney, representing the United States, gave the answer "Million for defense, but not one cent for tribute!"

President Adams lacked a Navy except three partially built frigates, and the Revenue Cutters. Congress in 1797 ordered the cutters that were beginning to replace the original ten, reinforced and their complements

increased and authorized the President to use them to defend the seacoast and repel any hostility. When the Treaty of Alliance with France was abrogated by Congress on July 7, 1798, the Revenue Cutters comprised one third of the United States fleet at sea. Navy Secretary Stoddert that winter developed a plan to sweep the French from the West Indies, and the President ordered Treasury Secretary Wolcott to place the Treasury fleet at the Navy's disposal. A few months later Congress ratified this action. The cutters were to cooperate with the Navy whenever the President directed. The cutters had already been at sea for two months with Navy Commodore John Barry, - the GOVERNOR JAY, GENERAL GREENE and EAGLE on the Havana station; the SOUTH CAROLINA helping to guard the Windward Passage; the PICKERING, SCAMMEL and DILIGENCE at Prince Rupert's Bay, and the VIRGINIA at St. Kitts. They made frequent cruises through the islands, convoying American merchantmen on their way home with cargoes of sugar, rum and molasses and guarding supply ships on their way to the West Indian Squadron. In the summer and fall of 1799, twenty vessels under the French flag, privateers and others, were captured by the four fleets and of these 16 were made prizes by vessels of the Revenue Marine, unaided, while they assisted in the capture of two others. Altogether, between 1798 and 1800, 84 vessels were captured by the American fleets.

The PICKERING, which outdid all others by capturing four, was lost in a storm, with all hands, in 1800 en route from New Castle, Delaware to her station at Guadaloupe. Peace with France early in 1801 found the Revenue Marine with 17 vessels, many experienced officers, well trained crews and an enviable record in peace and war. (G)(L)

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BEST ARCHITECTURE IN EARLY LIGHTHOUSES

In the early masonry lighthouses some of the best architecture of this country was to be found. The structures were simple and dignified, designed honestly to meet their purpose, and strikingly located. Such are the colonial and early federal lighthouses, as well as some of the massive and taller brick structures built in the fifties and sixties of the last century. Then lighthouse design became ornate, like other architecture in the United States, and the towers were over-decorated. Of this Cape Hatteras and Staten Island lighthouses are examples. (B)

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GEORGE WASHINGTON SIGNED EARLY LIGHTHOUSE PAPERS

Washington gave frequent attention to the conduct of the lighthouses, and the early files contain many papers signed by him. That early lighthouse file, covering the first half century of the Republic, is of special interest for the light it throws on the size and manner of this government in its early stages. All the papers are formal in language but simple in fact, and the whole is set to a scale hardly thinkable now. For example, the President personally approved the rate of compensation of every person, as well as every contract made. (B)

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JEFFERSON OPPOSED HEREDITARY LIGHTHOUSE KEEPERS

There are outspoken endorsements by Jefferson on the subject of lighthouse personnel: "I think the keepers of lighthouse should be dismissed for small degrees of remissness, because of the calamities which even these produce." And this: "I have constantly refused to give in to the method of making offices hereditary. Whenever this one becomes vacant, the claims of Jared Hand may be considered with those of other competitors." (B)

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JEFFERSON FAVORED "PROPERLY PROPORTIONED" LIGHTHOUSE SALARIES

Jefferson wrote: "I have kept the papers on the subject of raising the salaries of certain lighthouse keepers longer than usual, because I know that the systematic pressure on every government for augmenting salaries requires serious consideration. However, if the salaries at present are not properly proportioned among themselves, I think it will be just and expedient to make them so, once for all, and thereafter to withstand individual solicitation for particular augmentations." (B)

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EARLY PRESIDENTS FOLLOWED LIGHTHOUSE DETAILS

A vast change has occurred since Presidents themselves wrote such endorsements as these: "The appointment of William Helms to be the keeper of the Lighthouse at Smiths Point is approved. Salary $250. Th. Jefferson," or this one: "Let John Whalton be appointed keeper of the floating lights on Carysfort Reef with a salary of $700 a year. J. Q. Adams." (B)

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FIRST LIFEBOAT STATION - 1807

The duties of the Coast Guard on the land can be traced even farther back than its seagoing history. In 1785 there was organized the Massachusetts Humane Society, patterned after the Royal Humane Society of England which dated from 1774, and whose broad policy of relief included persons on vessels in distress. The first lifeboat station was established by this organization at Cohasset, Massachusetts, in 1807. Boats were manned entirely on a voluntary basis, in much the same way as volunteer fire departments function in many towns today. The first lifeboat is said to have been designed by a British coachmaker, Lionel Luken, but the use of such boats for rescue received little encouragement until, as a result of the efforts of Sir William Hillary, the Royal National Life Boat Institution of Great Britain was founded in 1824. In this respect, at least, the Massachusetts Humane Society anticipated action abroad. (C)

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FIRST AMERICAN LIFEBOAT - 1807

America's first lifeboat was built at Nantucket by William Raymond in 1807. This boat was thirty feet long, was lined with cork inside and outside the gunwales, and much resembled the common whaleboat of that time, except for the bottom, which was flatter. xxx it was rowed by ten men with two more at each end handling sweeps instead of a rudder. Raymond's boat could carry twenty persons safely and live through the most boisterous seas. On the advice of mariners, the Humane Society stationed this boat at Cohasset, Mass. that same year. Except for the Chinese boats and the lone boat at Bamborough Castle, England, this was the world's first lifeboat station xxx. (F)

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TWELVE CUTTERS ENFORCED JEFFERSON'S EMBARGO - 1808

On November 29, 1808, Secretary Gallatin of the Treasury Department wrote:

"I think that, solely with a view to the execution of the ordinary revenue laws, three additional cutters would be sufficient. xxx But, for the purpose of carrying into effect laws which prohibit exportation and restrain importations, more efficient means must be used than are now authorized. xxx We want small, fast sailing vessels, ten of which will require a less number of men than the smallest frigate, and will cover much more ground. xxx I propose that they should be revenue cutters xxx."

He therefore, proposed twelve new cutters to cost $10,000 each at an annual maintenance cost of $9,000 each. (E)

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EARLY PROMOTIONS OBTAINED "AS BEST THE APPLICANT COULD"

"In the early history of the Service" writes one of its oldest and most distinguished officers, "promotions were not made by seniority, but were obtained as best the applicant could; the officers were not transferred to other vessels or stations, and were generally appointed by the captains of the different vessels, and Collectors of Customs, who nominated them for a commission to the Secretary of the Treasury, who could at any time cancel their commissions." (E)

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WAR OF 1812

When England and Napoleon resumed hostilities in 1803, England forbade our West Indies - European trade. Napoleon retaliated by closing the ports of Hamburg and Bremen. The British announced a continental blockade from Brest to the Elbe River. Napoleon answered with a counter-blockade of the British Isles. Then England ordered her men-of-war to search American vessels on the high seas and press so-called British subject into her navy.

President Jefferson asked for an embargo and on December 7, 1807, Congress complied, forbidding any American vessel larger than five tons to leave any of our ports unless she sailed for another U. S. port.

To enforce this law Secretary Gallatin asked Congress for new cutters:

"We want small, fast sailing vessels, ten of which will require less number of men than the smallest frigate and will cover more ground. For you will be pleased to observe that there are but six vessels belonging to the navy, under the size of frigates; and that number is inadequate to the extent of the coast, and number of harbors to be watched."

Accordingly in 1809, twelve new cutters were authorized, varying in size from 70 to 130 tons and carrying 6 to 10 four-pounders or twelve-pounder carronades and be manned by fifteen to thirty seamen. Each was to cost between 8 and 12 thousand dollars exclusive of guns.

Hatred of the embargo grew daily and smuggling grew with it. Vessels bound for another U. S. port would be "blown off the course" landing at Bermuda, St. Kitts or Halifax. Cutters received orders to stop every suspected vessel on any river or bay, as well as offshore. Pitched battles between cutters and smugglers ensued. When war was finally declared on June 18, 1812, President Madison ordered nine of the sixteen cutters to cooperate with the Navy.

Within a week the JEFFERSON seized the PATRIOT, the first prize of the war and soon after the MADISON brought the brig SHAMROCK, 300 tons, into Savannah, following this with the capture of the WADE, laden with $20,000 in specie. The VIGILANT captured the British ship DART, sailing under letters of Marque, after a battle between Newport and Block Island.

One of the most famous incidents is recounted in the New York Evening Post of October 14 and October 18, 1814, by a passenger who had left New York on the sloop SUSAN for New Haven on October 9th:

"On the 11th, at 6 A. M. when I went on deck, the English 18 gun beig DISPATCH, was in company with her two boats, the tender and one sloop, all in pursuit of the Revenue Cutter EAGLE, Captain Lee with very light breeze from the southeast. The boats about 8 o'clock returned to the brig, having been beaten off by the cutter. The brig and the tender were not able to prevent the cutter from running on shore near Negros Head, Long Island. The revenue cutter was stripped of her sails and rigging and her guns dragged up a high bluff and there fought against the brig and tender until two o'clock with bravery. xxxx Having expended all the wadding of the four pounders on the hill, during the warmest of the firing, several of the crew volunteered and went on board the cutter to obtain more. At this moment the masts were shot away, when the brave volunteers erected a flag upon her stern; this was soon shot away, but was immediately replaced by a heroic tar, amidst the cheers of his undaunted comrades, which was returned by a whole broadside from the enemy. When the crew of the cutter had expended all their large shot and fixed ammunition, they tore up the log book to make cartridges and returned the enemy's small shot which lodged in the hull. xxx Captain Lee succeeded in getting off the cutter and was about to remove her to a place of safety when the enemy returned and took possession of her."

In another action in the York River on the night of June 12, 1813, the cutter SURVEYOR, Captain William Travis, with 15 men was attached by barges of the British frigate NARCISSUS with 50 men. The enemy was discovered by Travis when within 150 yards of the cutter. His guns could not be brought to bear. Each of the SURVEYOR's crew was given two muskets with instructions not to fire until the enemy were within pistol range. The engagement was brief and the enemy, carried the cutter by boarding, with a loss of 3 killed and 7 wounded, while only 5 of the SURVEYOR's crew were wounded. On the following day the British Commander returned Captain Travis' sword with a letter which read:

"Your gallant and desperate attempt to defend your vessel against more than double your number, on the night of the 12th inst., excited such admiration on the part of your opponents as I have seldom witnessed and induced me to return you the sword you had so nobly used, in testimony of mine." (C) (H) (L)

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EARLY ENGLISH LIGHTS - 1812

In 1812 tallow candles burned in the lantern of the famous Eddystone Light near the English coast. And as late as 1816, an open coal fire in an iron brazier blazed in the Isle of May Light off the coast of Scotland. (B)

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"HE SHALL HAVE MUSIC"

James Fennimore Cooper thus comments on the eccentricities of Captain Daniel McNeill, late of the Navy, who subsequently commanded a Revenue Cutter:

"While in Sicily in command of the navy frigate BOSTON, a band belonging to one of the regiments quartered at Messina, was sent on board the ship, and he brought the musicians to America, it is said, without their consent. On another occasion he is said to have sailed from Toulon leaving three of his own officers on shore, and carrying off three French officers who had been dining on board, with a view to keeping up his complement. The latter were carried across to the African coast and put in a fishing vessel but many months elapsed before all his officers could rejoin their ship." As commander of a Revenue Cutter he "performed a gallant thing in the war of 1812. Neither his seamanship nor gallantry was ever questioned." (E)

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TWO'S A COMPANY - 1814

During the war of 1812 the two daughters of Keeper Simeon Bates of Scituate Light repulsed a British invasion. One day early in September 1814, the British man-of-war LA HOGUE appeared off the Massachusetts coast and anchored off Cedar Point. The two girls, alone at the light, except

for a younger brother, sent the boy to the village to warn the inhabitants and then watched five longboats from the man-of-war start for Scituate. Rebecca ran down the tower steps, grabbed a drum belonging to an absent guardsman, and handed her sister a fife. Then, as the steady, measured strokes of the British oars were heard nearing the spit of land where the lighthouse stood, Rebecca began beating the drum, and Abigail playing the fife. As the martial strains grew louder and louder to the oncoming British, the oarsmen stopped rowing and listened. Could the Americans be massing for an attack? The commander of LA HOGUE heard the music and ran up a flag ordering a gun be fired for the longboats to return.

At this point cheers arose from the assembled citizens of Scituate, while at Lighthouse Point, the two girls collapsed in exhaustion from their efforts. As the LA HOGUE prepared to depart, however, a single shot, apparently aimed at the lighthouse, landed in the water 50 yards short of its target. (D)

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SUPPRESSION OF PIRACY

CUTTER ACTIVE 1816 - 1823

1816 August 22 — A vessel of 30 tons purchased at Balti.ore, named ACTIVE.

August 22 — Took possession of Spanish Brig SERVIA.

Spanish Brig taken possession of in the Patuxent by the Revenue Cutter ACTIVE.
Captain Steven White.

From the Collector at Baltimore to Secretary of the Treasury: There appears a sudden occasion to employ the vessel in consequence of an application from the Spanish Consul stating that a brig captured from a Spanish subject, by a vessel commanded by an American subject, that not long ago departed from this port, had been sent into the Patuxent River, and was there lying deserted by her crew who had brought her in, and in danger of being carried off by a new crew dispatched for that purpose. The U. S. Cutter ACTIVE was therefore instantly manned, furnished with small arms, victualed and sent down to arrest the vessel, if possible, and bring her to this port for examination.

A South American Privateer required to leave the Chesapeake by the Revenue Cutter ACTIVE
Captain Alex. Beard.

1817 June 23 — From the Collector at Baltimore to the Sectetary of the Treasury: We have at present two South American privateers in the Bay, commanded and manned by Americans, principally, and whose irregular proceedings occasion no small trouble. Both of them stop near Annapolis and men disembark and take a loose (?) not to be disregarded with safety to the Revenue. I had ordered down the Cutter to compel the first vessel to enter or leave the waters, she appearing as an armed merchantman, cleared from Galveston. I have been told that she departed and the Cutter, we suppose, agreeable to orders, is attending her out of her limits.

August 12 A cutter named ACTIVE at New York, took possession of Ship MARGARET.

Capture of a Ship fitted out as a Pirate by the Revenue Cutter ACTIVE, Captain Henry Cahoone, outside New York.

August 12 The ship MARGARET which sailed on Sunday, August 10, for Amelia Island with a number of persons on board, supposed to be going out for the purpose of joining the pirates, was brought back by the Revenue Cutter ACTIVE, Captain Cahoone, and anchored yesterday morning in the Bay. The Cutter fired several shots at the MARGARET before she hove to. It is said that she has also munitions of war on board. (From New York Gazette, New York Evening Post, August 12, 1817).

The Revenue Cutter Active, Captain Alexander Beard, ordered to seize a South American Privateer in the Chesapeake Bay.

1818 January 24 Collector at Baltimore to Secretary of the Treasury: Information was given to this office yesterday that a South American Privateer was in the Bay below, which had recruited a number of men in this place, who were conveyed last evening in a coasting vessel to the cruiser. Though my inquiries could not immediately ascertain at what point the vessel lay, nor obtain her name, nor those of her agents here, if any, yet orders were immediately issued to the commander of the Cutter ACTIVE, if he could get her through the ice, to proceed to the Patuxent River in search of the privateer, to seize her if in his power, and to arrest and detain any vessel that was found transporting men to her, or aiding in giving her additional force or equipment. From some accidental intelligence derived from persons attending the office, the vessel appears to be a well-armed Brig, called the REGENT, and lying in the Patuxent River about 70 miles below.

Seizure of the INDIA LIBRE, suspected of piracy by the Revenue Cutter ACTIVE, Captain Alexander Beard, in the Chesapeake Bay.

July 18 Baltimore. The Revenue Cutter ACTIVE, came up this morning having in charge the Venezuelan Brig INDIA LIBRE, found lurking in the bay. It is reported that strong suspician of piracy exists against her, as, when she was first boarded by the Pilots, in coming in the Bay, no officer of higher rank than the Boatswain was in command. She was seized in the Patuxent. The mystery of the vessel is fully developed in a letter from an officer on board the U. S. Ship HORNET, dated at Margarita, 17th ultimo, which says, "A fine Brig mounting 10 guns called the INDIA LIBRE mutinied, cut her cables and put to sea, having first put her officers ashore." (New York Evening Post, July 20, 1818).

September 17 Took possession of a Portuguese Ship.

Seizure of the Privateer HORNET by the Revenue Cutter ACTIVE, Captain Alexander Beard, and her escape in the Chesapeake Bay.

December 21 This vessel (the HORNET) came in and applied for permission to make repairs, take in water and provisions, etc. A survey of her situation was had and her armament, stores, landed and deposited under the care of an officer of inspection, except the powder, which by municipal regulations must go to the magazine. After receiving all the privileges of our neutrality and the last examination to ascertain that no addition of force was given to the vessel, she was cleared and dropped down to the mouth of the river. After the application above alluded to there appeared no ground for the Collector to go to a detention of the vessel; yet as the clamors of spite and idleness are continually sounding, and to prevent foreign insinuations against the disposition of our Government and officers, the Cutter here was ordered to look for the vessel and a search directed through the harbor, in a consequence of a wrong name being given and the vessel reported as being present. The Cutter went down and put an officer on board with directions to return to the harbor, and stood for a pilot boat, which was boarded and found to be proceeding for the HORNET, with two guns, shot and baggage. She was arrested and brought up. Since writing the above we are informed that the crew of the HORNET have proceeded with the vessel down the Bay, instead of coming up here, leaving her clearance and papers which I had taken again, as well as the Captain and others behind; taking the pilot and the officer of our Cutter along with them, upon which no comments need to be made.

1819 January 2 A vessel called the HORNET, fitted out at Baltimore being suspected as intended for a privateer, and having left the port without the usual formalities, the Revenue Cutter was sent after her, and took possession of her whilst yet in the Patapsco, and the Lieutenant of the Cutter was left in charge to bring her under the guns of Fort McHenry, as soon as the winds favored. The next morning after that, the 19th ultimo, says the account, a fine breeze blowing from the Northwest, the Buenos Ayrean Brig PUERRYDON came down the river and passing near the HORNET, the officers and crew of the latter gave three cheers, which being answered from the Brig, 1st Lieutenant of the HORNET, in defiance of the orders and remonstrances of Lieutenant Marshall (of the Cutter) got the schooner under way and proceeded down after the PUERRYDON, her crew manifesting their cheerful compliance with the orders of the LIEUTENANT by answering them with three

cheers. As they proceeded to sea, Lieutenant Marshall attempted to speak a vessel, but was seized and carried below. Finally the pirates released him at the Capes. On information of this outrage reaching Norfolk, some bustle was made to arrest the HORNET, but before anything could be done she had effected her escape. The HORNET is called a Chilean Privateer, her Captain's name is Ozores Orne; Beaty, 1st Lieutenant; Lake, 2nd Lieutenant; Smith, 3rd Lieutenant. Mr. Marshall says she has not a commission of any kind. (Niles Weekly Register, January 2, 1819, page 362).

Seizure of the Piratical Brig IRRESISTIBLE in the Chesapeake by Revenue Cutter ACTIVE. Captain John Marshall.

1819 April 16 Baltimore. On the 14th instant, a South American cruiser named VENEZUELA, Don Henriques Child, Commander, arrived here and reported herself as a Government Brig of War. It appears by the verbal accounts given me that this vessel was formerly a Spanish Brig of War, captured by the IRRESISTIBLE, a Patriot Brig, and that at the moment when both were prepared to join an expedition under Brion at Margarita, the crew of the latter vessel being on shore with but a small guard on board, the crew of another vessel there took the opportunity to migrate from their own vessel, substituted themselves for the crew of the IRRESISTIBLE and went off to sea in her. (Collector of Customs in Baltimore to the Secretary of the Treasury).

April 25 It will be recollected that the crew of this vessel, the IRRESISTIBLE, while she was lying in Margarita, rose upon their officers and made their escape, to do business on their own account. Glutted with plunder, or weary of piracy, they brought the privateer into Chesapeake Bay about a week since and anchored off New Point Comfort. They all landed except one or two persons, to make their escape. The Revenue Cutter was dispatched down the Bay and has returned with the IRRESISTIBLE and 22 men of the mutineers in irons, who were seized on the neighboring shore. It is expected that many more will be arrested at Norfolk. Since their departure from Margarita, these unfortunate men seem to have acted the part of complete pirates. Among the vessels robbed by them we learn, was the SUPERIOR of Baltimore, hence to New Orleans with passengers, several of them ladies, who were treated most rudely. It is also said that they plundered a French and English ship. (Niles Weekly Register, May 15, 1819).

NOTE; The New York Evening Post publishes substantially the same account, with the additional information that the crew of the IRRESISTIBLE, when she left Margarita numbered 118.

May 14 Baltimore. It is most likely the representations you have received of Captain Child's language respecting the Brig IRESISTIBLE, seized in the Patuxent by the SURVEYOR of that district have been the loose sayings, and reports of sayings, between him and others, with no correct understanding on either side. Childs, who commanded the vessel re orted to you on the 16th ultimo, the VENEZUELA was employed by Daniels (who had, in expectation of finding the stolen vessel formerly under his, Daniels, command, in some port of the United States, directed her, the VENEZUELA, to cruise in the Chesapeake) to go down and assist in getting possession of the IRESISTIBLE. I neither knew this nor gave any authority to Childs on the subject, but what had been written to Daniels may have given some occasion for the reports you mention. The latter person applied to me on Saturday morning with the information of the vessel having arrived somewhere below, and begged to know what should be done in the case. He was informed that the Cutter would be dispatched to effect every purpose necessary for the objects of our law and Government. The Cutter was ordered to proceed to execute the business. Mr. Marshall, 1st officer who commanded her, was ordered to take in everything and proceed as fast as possible. He departed on Sunday morning. In the meantime, Daniels, having hired a vessel, sent a number of men, who, finding the Brig abandoned, though with notice to the SURVEYOR of having boarded her, took possession and came out with a deputed Inspector from that office. Our cutter arriving seized the seamen on board, or in other vessels or on shore, agreeably to my orders, put them in irons, and came up the Bay with the Brig, without dispossessing the person employed by the office at Nottingham, or doing anything more than securing the vessel and prisoners, noticing Childs and his men in no other way, than to let them assist in bringing the Brig into port. As he (Marshall) had but six men and about 20 prisoners, he could do no more. (Collector at Baltimore to the Secretary of the Treasury).

Unsuccessful pursuit of a Privateer down the Chesapeake by the Revenue Cutter ACTIVE. Captain John A. Webster.

1823 March 26 It is proper to inform you that the Columbian cruiser GENERAL PAIZ, Commander, Chase, (who had been in port repairing), has been suddenly carried off from this port, without declaration or clearance. The vessel remained dismantled until last week. Preparations were made so secretly and expeditiously that the officers of the Cutter had hardly started to bring up the information, before the privateer was under way with full sail running down the river. He reached the Capes and went to sea, being followed in vain by the

Cutter, I am informed by the United States Brig SPARK, which at my request had been dispatched in pursuit. The Captain and first officer of the Cutter were both confined to their beds by sickness, at that time. The second officer, Mr. Philip Marshall, with great zeal and activity, got under way and pursued the fugitivvs to the Capes agreeably to his orders, notwithstanding the boisterous season. (Collector of Customs at Baltimore to Secretary of the Treasury). (H)

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A FAMILY TIFF - 1817

On the afternoon of August 2, 1917, the Revenue Schooner GALLATIN at Charleston, S. C., returning from a trip over the bar, with guests aboard, was fired upon by Fort Johnson, to bring her to under quarantine regulations. The GALLATIN returned the fire and "a smart fire was kept up between them until the revenue schooner passed beyond range of the guns." No damage resulted. (E)

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EARLY UNIFORMS - 1819

Captain N. L. Coste, formerly of the Revenue Cutter Service, wrote as follows:

"In my childhood (1819) the uniform of lieutenants in the Cutter Service consisted of a blue body or swallow tail coat, rolling collar and double breasted. A button on each corner of the collar, and six on each lapel with four in the skirts. Epaulettes worn on either shoulder according to rank. Buttons stamped with the armorial bearings of the United States, said to be the same style of buttons as worn by the staff officers of the Army." (E)

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SUPPRESSION OF PIRACY - 1819

With cessation of hostilities with England in 1815, three new classes of cutters were designed, arranged according to size as 31, 51 and 79 tons. These ships were built on the extreme Baltimore Clipper model with very high stern and relatively low bow. The ALABAMA and LOUISIANA were built in 1819 on the 50 ton model. These two cutters were responsible for wiping out what remained of the pirates in the bays and marshes along the Florida and Louisiana coasts. Throughout her long struggle with England, France made a practice of selling letters of marque and reprisal to any adventurer able to scrape up the price, and the Spanish main had swarmed with French and self-styled French privateers, basing on the West Indies. England gradually drove them out and they took cover in the marshes of Florida and the bayous of Louisiana. The La Fitte Brothers, Patterson and La Farge

were among the pirates that turned to smuggling and buccaneering under the protection of commissions issued by such non-existent countries as the "Republic of Porto Rico," the "Province of Texas," or the "Grand Presidency of Venezuela." By the act of March 3, 1819 (3 Stat. L. 510) Congress authorized the President "to employ so many of the public armed vessels, as in his judgment, the service may require xxxx in protecting the merchant vessels of the U. S. and their crews from piratical aggressions and depredations."

On August 31, 1819, the ALABAMA and LOUISIANA sighted three strange sails while cruising north of the Tortugas. They gave chase and two of the vessels immediately fled, but the third stood toward the cutters and brought to as the LOUISIANA put a shot across her bows. A boat party from the ALABAMA found her full of people who told of being robbed by Jean La Farge and turned loose to shift for themselves when the cutters hove in sight. They pointed to one of the vessels which was bearing away. "That's the BRAVO, La Farge's ship!" The other was a prize. Suddenly, to the surprise of the cuttermen, the BRAVO changed her course and bore down upon them, breaking out the black flag. Captain John Loomis of the LOUISIANA, when they were within hailing distance, ordered La Farge to strike his black flag. The answer came in a volley of musketry. The LOUISIANA returned the fire, while the ALABAMA got within range and opened with a broadside. The pirates all ran below and men from the boats of both cutters immediately boarded the pirate ship. Meanwhile the ALABAMA's men took possession of the other prize.

"She was laden with flour and when she was taken had on a number of passengers, both ladies and gentlemen, who were treated by the pirates in the most shameful manner. They were robbed of everything, even to the clothes on their backs, and when the ladies begged for something to cover them, the pirates drew their swords on them, using the most brutal language."

Later a twenty day cruise of the LOUISIANA netted four pirate vessels and on another occasion she returned to Pensacola from the coasts of Florida and Cuba with a record of two pirate ships burned and sunk and three sent in as prizes to the New Orleans Collector of Customs. In 1822 the ALABAMA took three slavers.

Finally the two cutters, still working together, destroyed Patterson's town on Breton Island, a notorious pirate's den. They put the torch to the houses and woods, and "consumed everything that was standing." This practically put an end to organized piracy on the Gulf Coast, but sporadically piratical craft from Mexico, Central and South America subsequently made incursions. For a quarter of a century guerilla war ranged along both coasts of Florida and as far west as Belize and occasionally even came into Chesapeake Bay.(G)(H) (L)

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SUPPRESSION OF PIRACY

CUTTER ALABAMA 1819 - 1833

1819 April 6 — The Collector ot New York authorized to have two (2) cutters built, one for the Teche Station and one for for the Mobile Station.

	June 22	Fifty-six tons. Cost $4,500 fully equipped.
	August 31	On her way to Mobile, in conjunction with the LOUISIANA,
	August 31	captured the Pirate BRAVO.
		NOTE: For further data see LOUISIANA 1819-1824 page 76.
	September 15	Extract from a letter of an officer of the ALABAMA. On the 31st of August, we discovered three strange sails ahead. The wind being very light we immediately set all sails and wet them. We got our sweeps out and made every exertion to come up with them. At 2 p.m. they separated, one standing for us. At quarter past two, Captain Loomis fired a shot ahead of the nearest, and made a signal for us to board her. We did so, and found her full of people who had been robbed of everything by the Pirates and we hove in sight, and put them on board this vessel. We left him and pulled away hard on our sweeps to come up with the other vessel. The Pirate bore down on us; at half-past two he hoisted the Patriot flag. Captain Loomis being nearest him, hailed and ordered him to haul down his flag, when he immediately poured into Captain Loomis' vessel a volley of musketry which was promptly returned and with interest. This continued for a few minutes, when we brought our large guns to bear upon him and gave him a broadside, this made them all run below. We immediately boarded him, at the same time, in the boats of both cutters. We found on him a crew of 16 men, besides officers and 12 prisoners, most of the latter were black. We found that two men had been killed on board of her during the action. She was called the BRAVO. Mr. Jordan, the 1st officer of our cutter took possession of the other vessel, which proved to be a prize to the Pirates. She was a Spanish schooner, laden with flour and when she was taken had on a number of passengers, both ladies and gentlemen, who were treated by the Pirates in the most shameful manner, they were robbed of everything, even to the clothes on their backs, and when the ladies begged for something to cover them, the Pirates drew their swords on them, using the most brutal language. (New York Evening Post, October 20, 1819).
		NOTE: The writer of the above was on the ALABAMA. A number of accounts appear in other periodicals, all of which substantially agree with the above.
1819	October 20	At New Orleans. To be detained until no longer required there.
1820	April 19	Assisted in destroying Piratical rendezvous at Breton Island.
		NOTE: For further data see LOUISIANA 1819-1824. page 76.
1822	March 25	Made three (3) captures for violation of laws relating to the slave trade.
1833	March 31	Under orders for New York.
	May 25	Sailed from Mobile for New York.
	July 8	At Key West, Florida. Unable to proceed to New York.
	August 6	Her sale by Collector at Key West ordered. (H)

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SUPPRESSION OF PIRACY

CUTTER LOUISIANA 1819 - 1824

1819 April 6 Collector at New York authorized to build two (2) cutters, one for the Teche and the other for the Mobile Station.

August 11 Assigned to the New Orleans Station.

August 31 Captured Pirate Schooner BRAVO.

Capture of a Pirate and her prize in the Gulf of Mexico by the Revenue Cutters ALABAMA, Captain Taylor and LOUISIANA, Captain Loomis.

September 17 On the 13th instant, Captain Loomis reported to me the arrival of the Cutters LOUISIANA and ALABAMA off the mouth of Bayou St. Jean (Lake Pontchartrain), having in company a small schooner captured by him while cruising to the North of the Tortugas on the 30th ultimo. She proved to be the BRAVO, commanded by La Farge, mounting 1 brass six pounder, muskets and a crew of 16 men belonging to Galveston, with a commission without date signed by A. Humert, styling himself Lieutenant General and Governor of the Province of Texas. She had in company a Schooner which she had captured, the FILOMENA belonging to Pensacola bound to Havana, with a cargo of flour and a number of passengers, whom the privateer had robbed and placed on board an American Schooner bound from this port to Havana. The Pirate commenced the attack by a volley of musketry which wounded the first officer and three men on board the LOUISIANA. Captain Loomis detained both the Pirate and the prize. The crew of the former have been committed to prison to await their trial at the next term of the United States Circuit Court, on a warrant granted by the President of the Criminal Court of this City. It appears that the BRAVO is owned by the noted Lafitte, who is at present at Galveston, who instructed the commander to take from neutral vessels such provisions as he might need, and pay the amount in bills on a certain Louisianian of this City. (Collector of Customs at New Orleans to Secretary of the Treasury).

1820 April 19 Destroyed Piratical rendezvous on Breton Island.

Destruction of a Piratical Rendezvous on Breton Island by the Revenue Cutters LOUISIANA, Captain Loomis and ALABAMA, Captain Cartigan.

April 19 Arrived at Belize, the U. S. Revenue Cutters LOUISIANA and ALABAMA, from a cruise. On the 16th instant they visited Breton Island, a notorious resort for Pirates, particularly the celebrated Patterson. After landing 25 men, well armed, and traversing the Island throughout, they set fire to the house and to the woods on the Island and consumed everything that was standing. It is understood they are bound to the Westward to break up the haunts of Pirates in that direction.

NOTE: Another account of the above, substantially the same appears in the Savannah Republican, May 23, 1820.

June 22 — The LOUISIANA cost $4,500 fully equipped; 56 tons. Extract from a letter of Captain Loomis to a gentleman in New York. I arrived here (Belize) after a short cruise of 20 days on the 17th instant. I have succeeded in taking four more Pirates, which I have now in confinement on board this vessel. I have about $4,000 worth of dry goods which they have robbed and were endeavoring to smuggle into the United States. They have some negroes which had landed but have been followed and taken. I took these fellows 250 miles to the Westward of this River. (Savannah Republican, August 29, 1820).

August 23 — Reported capture of four Pirates.

Capture of four Pirates and their plunder by the Revenue Cutter LOUISIANA, Captain Loomis.

August 23 — Norfolk. A letter from Martinique, dated July 28th says: The Revenue Cutter LOUISIANA, Captain Loomis arrived at Belize, July 17, from a short cruise during which she captured four Pirates and their plunder, which they were endeavoring to smuggle into the United States (N.Y. Semi-Weekly Post, August 30, 1820).

1822 November 2 — Captured five Piratical crafts.

Capture of a number of vessels off the Southern Coast in which the Revenue Cutter Louisiana, Captain Jackson, participated.

November 2 — Savannah. A letter from Camp Galvas, near Pensacola, of October 16th, mentions the arrival at that place of the Revenue Cutter LOUISIANA, from a cruise on the coasts of Florida and Cuba, during which she had captured five Piratical vessels of from 80 to 100 tons each. Two were burnt and 3 sent into New Orleans. The crew of one only was captured consisting of 17 men, these she brought in and placed under guard in the camp, the others crews escaped into the woods. (N.Y. Evening Post, November 18, 1822).

November 4 — Norfolk Herald, The British Schooner SPEEDWELL joined the U. S. Ship of War PEACOCK and the Revenue Cutter LOUISIANA in the vicinity of Havana. The first of the PEACOCKS prizes was captured, September 18th. She mounted 9 guns and had 18 men. She was into Havana, where she was claimed and released upon payment of $1,000 salvage. The other four prizes were captured by the boats of the PEACOCK, in the Harbor of Bayou Honda on the morning of the 29th but their crews had previously escaped. Two of them were burnt, and the other two ordered to New Orleans with the 18 Pirates taken from the Schooner captured the date before. (Savannah Republican, November 13, 1822).

NOTE: The LOUISIANA had, clearly, a share in the above captures. One account claims all the credit for the LOUISIANA.

1824 March 24 — Ordered sold by Collector at New Orleans. (H)

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SUPPRESSION OF PIRACY

Pursuit of the Privateer GENERAL RONDEAU and the Capture of Part of Her Crew by the Reverme Cutter DILIGENCE, Captain Joseph Burch

1820 June 20 — The Cutter at Wilmington did not succeed in overhauling the GENERAL RONDEAU, though in sight and in chase of her to the Gulf Stream (Charleston Courier June 20, 1820)

June 27 — The GENERAL RONDEAU was scuttled by the remainder of her crew. (Charleston Courier, June 27, 1820).

NOTE: From publications relative to the above, extending over a long period, the following facts were gathered: The GENERAL RONDEAU was a Buenos Ayrean privateer. She took a number of Spanish vessels. The Captain, Miles, treated his crew with great severity; they mutinied, killed his 1st officer and sent the Captain and the remainder of his officers and such of the crew as were not inclined to join them, adrift in the Cutter of the RONDEAU, 8 miles from the shore, in the Bay of Grenada. They then put to sea and sailed for the United States. On their voyage they fell in with a vessel bound for Boston, and put on board of her some of their number who were dissatisfied with the proceedings of the mutineers. They landed several of their number at Georgetown, S. C., and the remainder proceeded to near Wilmington, N. C., where they were discovered and pursued by the Cutter DILIGENCE to the borders of the Gulf Stream. She was finally scuttled near the Coast of North Carolina by those remaining on board, 8 in Georgetown, S. C., and confined to await trial for piracy. No further record. (H)

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FIRST LIGHTSHIP - 1820

The first light vessel, known as the Craney Island Lightship Station, was established in Hampton Roads, at the entrance to the Elizabeth River, in 1820. Additional vessels were placed in Chesapeake Bay the next year, and the first outside lightship was moored off Sandy Hook in 1824. The early lightships were decked-over small boats. Later specially-designed wooden vessels were used, and, beginning in 1882, hulls were made of iron. Sails, or no motive power at all, gave way to steam and internal combustion engines, and crude oil lamps were replaced by apparatus utilizing acetylene or electricity. (C)

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WIPING OUT THE PICAROONS - 1823

Hardly had the revenue cutters eradicated the last pirate nests in the Gulf when they received orders to proceed to the Caribbean to resume operations against the picaroons. The authorities at Washington, aroused by the continued depredation on American shipping, had decided to take the necessary steps to wipe out these pests of the Caribbean. In 1822, Captain Allen, commanding the cutter ALLIGATOR had been mortally wounded when he attacked a picaroon stronghold near Matanzas, Cuba. Five American vessels were recaptured from the buccaneers and a piratical schooner boarded and subdued. In 1823 the campaign was started in earnest. As the job was deemed too large for the Revenue Service alone, a number of smaller and shallow-draft vessels were assigned to the squadron. Commodore David Porter, hero of the famous ESSEX, was placed in command of the puntive fleet. The Spanish authorities, who never made any serious attempt to suppress the picaroons so long as they preyed only on American, British, French and Dutch shipping, now warned these coastal pirates of their impending danger. The squadron cruised for weeks without raising a single piratical. Then two barges, the MOSQUITO and GALINIPPER stumbled across "Diablito" (Little Devil), a notorious picaroon, and his well armed schooner. Boat crews stormed the pirate and Diablito and his sixty cut-throats were soon driven over the side. Less than twenty managed to reach shore; the others, Diablito included had been been killed in the water without quarter. Other actions in which the GREYHOUND, BEAGLE, FOX, WEASEL and FERRET figured soon broke the power of the picaroons and made the shores of Puerto Rico, Haiti and Cuba reasonably safe for merchantmen. (F)

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EARLY BOILER INSPECTION DEPRECIATED - 1824

The Bureau of Marine Inspection and Navigation which became part of the Coast Guard in 1946 really had its beginning, or at least its inception, in 1824, when, as a result of the increasing number of lives lost in steamboat disasters, the Congress directed the Secretary of the Treasury to conduct an investigation of the causes. When steam boilers first came into general use in vessels, more blew up than ran, notwithstanding that they carried a pressure of not much more than thirty pounds. Then, however, it is considered that these boilers were built square and used sea water, the wonder is that all did not explode. The result of the investigation by Secretary of the Treasury William H. Crawford was embodied in a report to Henry Clay in which the Secretary said: "In answering this, a resolution of the House of Representatives directed to the Secretary of the Treasury to report to the House the causes of the fatal disasters of steamboats, I have the honor to submit the inclosed correspondence collected on the subject, and I am of the opinion that legislative enactment is calculated to do mischief rather than prevent disasters." (C)

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DIAMOND SHOALS LIGHTSHIP WRECKED - 1827

In the early years serious difficulty was encountered in maintaining lightships on the outside stations. The first attempts in this country were made at Sandy Hook, off the entrance to New York Bay, in 1823, and at Diamond Shoal, in 1824. In the latter case the ship broke from her moorings within a few months, and after being replaced several times, was wrecked in 1827. It was seventy years before another lightship was placed off Cape Hatteras. But in the past century, marked advance has been made in lightship design, and particularly in mooring chains. By improvement in materials and manufacture, in recent years, the breaking strength of mooring chains has been doubled; even a West India hurricane passing up the coast now seldom parts a lightship mooring. In the great gales of September 1933 and November 1934, DIAMOND SHOAL Lightship dragged her fifty-five hundred- pound mushroom anchor, with twenty four thousand pounds of chain, for five miles in one storm and three and a half miles in the other, but the mooring chain stood the tremendous strain, and did not part. (B)

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THE BEST POLICY - 1826

In 1826, Captain Webster in command of the Active, while in Havana, was offered ten thousand dollars to take some officials to another port, under the protection of the United States flag. He refused the offer. Subsequently, after reporting the incident to Washington, he was tardily informed that had he accepted the money and performed the service "it would not have been considered a fault." (E)

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SEARCH AND RESCUE - 1831

On December 16, 1831, Secretary McLane, Andrew Jackson's Secretary of the Treasury, wrote the Collector of Customs at Wilmington, Delaware, to prepare the GALLATIN for sea without delay.

"In the present inclement season" the Secretary explained in his letter, "it is thought proper to combine with the ordinary duties of the cutters that of assisting vessels found on the coast in distress, and of ministering to the wants of their crews."

After fully provisioning with water, wood and other necessary supplies, the GALLATIN was to cruise between Cape May, N. J., and Hog Island, Va., keeping as close as possible to the mainland without endangering herself. She was not to return to Wilmington until forced home by the stress of weather or the need of supplies. The cutter would speak all vessels approaching the coast with which she fell in, and give them any aid or relief they needed. Food and other stores put aboard distressed craft would be charged them at cost. The GALLATIN's captain would accept, in lieu of cash, bills drawn by the master upon the vessel's owners or consignees. Similar orders were issued to the

WOLCOTT, DEXTER, HAMILTON, MORRIS, PORTSMOUTH and SWIFTSURE, outlining patrol areas within the range of their home stations for the duration of the winter.

These cruises were intended purely as a public service - not as salvaging expeditions for the profit of the Government or of the cutter's officers and men. Salvaging privileges by the service had been denied by the Secretary shortly before this:

"Although I do not doubt the right of the officers of the Revenue Cutter Establishment to recover any reasonable claim for services rendered to vessels in distress, or in the rescue of their cargoes from loss, yet as the expediency of authorizing such claims may be questioned, you will conform to the wishes of the Department in not exacting any such."[1]

Congress legalized the Secretary's order by passing a law on December 22, 1837, authorizing the President "to cause any suitable number of public vessels, adapted to the purpose, to cruise upon the coast, in the severe portion of the season, when the public service will allow of it, and to afford such aid to distressed navigators as their circumstances and necessities may require; and such public vessels shall go to sea prepared fully to render such assistance."

The rendering of assistance to vessels in distress has constituted a continuous and vitally important activity of the Coast Guard, the work being performed by sea-going cutters, which cruised in dangerous waters or those most subject to severe storms, and responded to calls for assistance at all times.

The question of organizing a service to provide security for aircraft traversing the high seas became active early in 1938. The Coast Guard, as the agency of the Government responsible for performing rescue work on the high seas, concerned itself with the question. A plan was evolved whereby Coast Guard Headquarters was to transmit, via Radio Washington, distress messages to Coast Guard vessels on special duty which might be able to assist aircraft in distress. In 1941 the Navy turned over to the Coast Guard its 22 medium frequency direction finder stations to be used as navigational aids, but particularly in locating vessels in distress. In 1944 the Chief of Naval Operations directed the Coast Guard to assume responsibility for establishing and operating the High Frequency Direction Finder nets and navigational pulse equipment including radar beacons and loran. "Air Sea Rescue" as developed between 1943 - 46 with these facilities, has been maintained as a regular Coast Guard function renamed "Search and Rescue." (G) (L)

1. Later under 1843 regulations, cutter personnel were permitted to "receive such salvage as may be awarded by proper authority."

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NAVY OFFICERS ON CUTTERS - 1826-1832

About 1826 the Navy afforded little hope for advancement to junior officers, and, many of them, anxious for service and sea pay, were attracted

to the Revenue Cutter Service. Secretary Woodbury issued regulations that such officers, upon receiving a furlough from the Navy, might accept commissions in the Revenue Service. Such officers were "permitted and directed to retire from the Revenue Service after April, A. D. 1832." (E)

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NAVY OFFICERS NOT ADAPTED TO CUTTERS - 1832

Much trouble and controversy resulted from allowing naval officers to hold commissions in the Revenue Cutter Service. The duties were distasteful, they disliked the authority vested in the collectors, and could not discharge effectively the requirements expected of them. They wore their own uniforms, were exclusive, affected a disregard for orders emanating from civilian officials, and in fact did not assimilate with the Service. Accordingly on January 17, 1832, Secretary McLane announced that the President had directed that the commissions held by such officers be forthwith revoked and that vacancies be filled from among officers in the Revenue Cutter Service "when that shall be found preferable to other appointments, having regards to fitness as well as to seniority." (E)

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FIRST "CAPTAINS" - 1832

In 1832 there were 18 vessels and 92 officers in the Revenue Cutter Service. The Service no longer recognized the titles of "masters and mates" but commissions were issued containing the specific rank of Captain and First, Second and Third Lieutenants. There were also warrant officers and seamen. (E)

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NULLIFICATION EXCITEMENT - 1832

During the nullification excitement in 1832, several Revenue Cutters were detailed for duty in Charleston, S. C. harbor and the Custom House was established at Castle Pinckney. Ships arriving from Havana, loaded with sugar were compelled to anchor under the guns of the cutters and of Fort Moultrie, the sugar was discharged and stored in the fort and kept there until the duties were paid. (E)

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ANTI-NULLIFICATION - 1832

The southern states were opposed to a protective tariff and, after two victories in 1824 and 1828, the protective-tariff bloc in Congress definitely established a policy of protection in 1832. The question of States Rights became involved and President Jackson defied the South's threats of sovereignty and secession.

Immediately after Jackson's re-election in November, 1832, the South Carolina Legislature passed an Ordinance of Nullification which declared the tariff acts of 1828 and 1832 null and void in South Carolina's ports. The President answered with a proclamation that, under the Constitution, he had no discretion and that the laws of the United States must be executed. South Carolina threatened violence and five vessels of the Revenue Cutter Service were ordered to Charleston harbor. Secretary McLane told the customs collector at Charleston, "You will consider yourself authorized to employ the Revenue Cutter which may be within your district. You will cause a sufficient number of officers xxxx to be placed on board and in charge of any vessel arriving from a foreign port or place xxxx and direct them to anchor her in some safe place within the harbor. And it will be your duty against any forcible attempt to defend and retain the custody of said vessel by the aid of the Officers of the Customs xxxx until the requisitions of the law shall be fully complied with." At the same time President Jackson told the country ". . . . if a single drop of blood shall be shed there in opposition to the laws of the U. S., I will hang the first man I can lay my hand on, upon the first tree I can reach."

The collector at Charleston ordered each cutter to anchor within the range of the guns in Castle Pinckney, where a Customhouse was established. On arrival of a ship from Havana, loaded with sugar, she was boarded by a lieutenant from the cutter ALERT, and compelled to anchor under the guns of the cutter at Fort Moultrie. The sugar was discharged, stored in the fort, and kept there until the duties were paid. Other ships arriving from foreign ports with dutiable goods in their holds were boarded by an officer of the customs, piloted up to Sullivan's Island, ordered to anchor under the guns of Fort Moultrie and discharge their cargoes into the fort. After four months of excitement, Henry Clay skillfully maneuvered the Compromise Tariff Act through Congress on March 2, 1833. This law provided for a gradual lowering of duties over a period of years. This satisfied South Carolina and the legislature revoked the Ordinance of Nullification. The cutters were back on their home stations by April. (G)

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FORT BROOK MASSACRE - 1835

When, in 1835, Major Dades' command at Fort Brook, Florida, was ambushed by the Seminole Indians and every man massacred, except one, Fort Brook was in great danger. The Revenue Cutter WASHINGTON from Key West arrived in time to land guns and men and guard the passage to the river. The Indians, thereupon, abandoned their intended attack on the fort. (E)

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CUTTERS ACTIVE 2½ YEARS IN SEMINOLE WAR - 1836-1839

A fleet of Revenue Cutters, after 1836, continued to perform active duty for 2½ years in the long drawn out Seminole War in Florida. This duty was very irksome to both officers and men, and consisted of chasing invisible savages in the everglades and swamps. All hands were rewarded, however, by the grant of a quarter section of land. (E)

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THE SEMINOLE WAR - 1836-1839

Ever since the purchase of Florida from Spain in 1819, the Georgia planters had begged Congress for relief from the Indians, who harbored their runaway slaves and robbed their plantations of horses, hogs and cattle. The Seminoles, in 1820, had pledged to recover the slaves, but the treaty went unfulfilled because many of the slaves and fugitives had married into the tribe. In another treaty signed in 1832, fifteen Seminole chiefs had agreed to the Government plan of moving their people across the Mississippi, but this was not to be easily accomplished. The half-breed Seminole chief, Osceola, had married the daughter of an Indian and an escaped Negress slave. According to the code, a slave's offspring inherited the status of a slave, even though one parent might be free. The Army claimed that this justified its seizure of Osceola's wife while she was on a friendly visit to Fort King. The Indian chief denounced the seizure, threatened revenge and was imprisoned by order of General Wiley Thompson. Promising to aid emigration to the west, Osceola won his freedom only to murder General Thompson and Lieutenant Smith six months later. A subsequent attack by the Indians resulted in the massacre of Major Dade and nearly a hundred men on December 28, 1835. With this a war broke out that lasted seven years.

The whole of Florida east of the St. John's River fell to the Indians. The whites fled to the coast settlements. Army regulars, reinforced by volunteers, were outwitted by Osceola and other chiefs in the treacherous swamp warfare. The cutter DALLAS was dispatched to St. Marks, Florida, early in January 1836 to help defend the town. President Jackson invoked the law, authorized cooperation between the cutters and the Navy in wartime and instructed the WASHINGTON, JEFFERSON and DEXTER to put themselves under Navy command. They were followed into the Navy by the MADISON, CAMPBELL, JACKSON, VAN BUREN and DALLAS. The WASHINGTON arrived from Key West in time to land guns and men and guard the passage to the St. John's River. The Indians, finding through their scouts that ample preparations had been made for their reception, avoided an attack. In a hundred days between October 1936 and July 1937 the JEFFERSON spent 73 days at sea, coasting the shores of the bays and inlets, running in and out between the Keys. The DEXTER made a hurried run from Indian Key to Tampa for supplies, and then dashed back along the coast before an expected raid broke. The cutters were on active duty for 2½ years, chasing invisible savages in the everglades and swamps. After that the war dragged on from year to year with the cutters repulsing an attack here and launching one there, capturing rifles, powder, rifle balls, axes and arrows, rounding up and cutting out small bands of Indians.

"A few days ago" wrote Commodore A. J. Dallas, commanding the naval force at Pensacola to Navy Secretary Dickerson in 1837, "a letter was received stating that several murders were committed on the Blackwater River, 60 miles from here, by Indians. Immediately dispatched 50 men under Lieutenant Ball up the Blackwater in the cutter DEXTER with orders to cooperate with a company of mounted volunteers."

On one occasion the Jefferson drove her keel into the mud of Biscayne Bay at midnight, as she hunted the wrecked brig AINEY, reported under attack.

Lieutenant Faunce manned and armed the cutter's boats, pulled up the bay and went into action when he found the brig ashore and held by the Indians. The band was routed, three being killed and several others wounded. After burning the wreck and her cargo, the JEFFERSON's men returned to the cutter next afternoon with captured canoes, arrows, axes and spears.

By 1842, only 120 Seminoles, capable of bearing arms remained in Florida. Much praise for the cutters was forthcoming from both the Army and Navy.

"I beg you to accept my thanks" Commodore Dallas wrote Captain T. C. Rudolph of the DEXTER, "for the promptness, celerity, and cheerfulness with which you have discharged the many and arduous duties that from circumstances have been imposed upon you and the officers and crew under your command."

"Their prompt and helpful cooperation with the Army" wrote an officer under whom they operated, "has called forth the highest commendation from commanding generals who take occasion to eulogize the services rendered by the cutters." (G)

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SPIRIT RATION DISCONTINUED - 1836

In 1836, to encourage habits of temperance amongst the seamen of the Revenue Cutter Service the spirit ration was discontinued, and three cents allowed in lieu, which was paid at the end of each month. (E)

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QUARTERS AND SUBSISTENCE - 1836

Captains in the Revenue Cutter Service detailed for shore duty in 1836 received $24 per month commutation for quarters and fuel, and for the pay and rations of a servant, acting as steward, at the rate of $15 per month. The other commissioned officers received $12 for quarters and fuel and $5 for a servant. Ten cents per mile was allowed for travelling expenses. (E)

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FIRST STEPS TOWARD STEAM CUTTERS - 1837

In February 1837 the Secretary of the Treasury was requested to submit to Congress an estimate for the cost of a steam Revenue Cutter, which was the initial step towards the introduction of steam vessels into the service. (E)

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THE EARLY CAMPBELL - 1836-1838

The Revenue Cutter CAMPBELL, which operated on the Florida Coast during the Seminole War, 1836-38, was so far decayed as to be of little use. She was anchored inside the reefs and her armed boats were employed as pickets and patrolled the coast with becoming vigilance. (E)

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FIRST BOILER INSPECTION - 1838

There was little progress in marine inspection until 1838, when by act of Congress the owners and masters of steam vessels were required to employ skilled engineers, to provide lifeboats, fire pumps, hose, signal lights, and other safety equipment, and also to have hulls inspected each year and boilers inspected every six months. Inspectors were appointed by Federal district judges. (C)

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A BRAVE LIGHTHOUSE KEEPER - 1839

During the second of the three great hurricanes of 1839, Keeper T. S. Greenwood of Ipswich, (Mass.) Lighthouse performed a thrilling rescue. The schooner DEPOSIT, Captain Cotterell, had come ashore at midnight December 23, 1839. With a roaring surf breaking on the beach directly in front of the schooner it was impossible for them to launch a boat. All aboard, including the captain's wife, took to the rigging as the relentless surf surged along the deck. Before daylight two of the crew had succumbed. At daybreak only five of the crew were alive as Keeper Greenwood and a Mr. Marshall, planned to reach them. There was no chance of launching a lifeboat in the mountainous surges hitting the beach. When Greenwood heard the piteous shrieks of the Captain's wife, however, he decided to act. Tying one end of a 200 foot line around his waist, he told Marshall to hold the other end and then tie it to the life boat after Greenwood had reached the schooner. A powerful swimmer, Greenwood finally was able to swim out beyond reach of the undertow and reach the doomed vessel's bowsprit. Bracing himself in the shrouds he bent the line around the rigging and signalled Marshall to jump into the boat as the waves receded. Marshall slid the boat into the ocean just as a wave was going out and huddled in the bottom. As the boat smashed the next wave, he felt Greenwood pulling the craft steadily through it and a few minutes later the lifeboat reached the schooner.

Captain Cotterell, battered almost senseless by the sea, was lowered into the boat but a great wave swamped it and the captain disappeared, although Marshall managed to reach a line lowered to him by Greenwood. The captain's wife, who had witnessed his drowning went mad with grief, shrieked at the top of her voice. Fortunately the sea now began to go down and the stern of the schooner was soon barely 50 feet from the beach. Two sailors reached shore by floating on broken wreckage. Then Greenwood and Marshall standing waist deep in the water by the stern, shouted to Mrs. Cotterell to jump into their arms. She obeyed and the next great wave carried them all on to the beach in safety. (D)

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FORMER CAMPBELL BECAME A "SLAVER" - 1839

In 1839 the schooner CAMPBELL, formerly a Revenue Cutter, was captured by the British off the Coast of Africa, under American colors. She belonged to a notorious slave dealer, known as Blanco, and was to have taken 250 slaves from Gallenas to Havana. (E)

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CUTTERS NOT TO SUPPLY LIGHTHOUSES - 1839

In 1839 the Revenue Cutters were not to be employed in carrying supplies to lighthouses or light boats then under a separate Bureau of the Treasury Department unless in some emergency determined by the collector and reported to the Department. When it did not interfere with their duties, however, cutters could visit the lighthouses in their districts or cruising grounds and ascertain their wants and condition, reporting same to the collector. (E)

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EARLY CUTTER HAMILTON - 1839

In 1839 the Revenue Cutter HAMILTON visited Yarmouth, New Brunswick, Canada, to ascertain the causes leading to the seizure of American fishing vessels, who were alleged to have encroached upon British fishing grounds, and report the facts to the Treasury Department. Captain Sturgis was complimented by the Yarmouth papers for "his civil and intelligent manner of negotiations." The HAMILTON visited by Yarmouth citizens at a reception aboard, was greatly admired and was declared to be the "first American government vessel that ever visited this port." (E)

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LIGHT INJURES THE WRECKING BUSINESS - 1840

Ralph Waldo Emerson visited Keeper Collins at Nauset Lights some years before the Civil War, "Collins, the keeper," said Emerson "told us he found resistance to the (1838) project of building a lighthouse on this coast, as it would injure the wrecking business." (D)

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CUTTERS "GREAT AND EXTRAVAGANT EXPENDITURE" - 1840

In 1840 the Committee on Commerce, influenced by a sudden spirit of economy, condemned the Revenue Cutter Service as "another source of great and extravagant expenditure." "The professed object" the Committee declared "is to aid in the collection of the revenue but as the revenues have decreased, the expenses of these cutters have increased." An appended statement showed that expenses of the cutters had increased from $163,755 in 1830 to $221,190 in 1840, while the revenue collected had decreased from $21,922,391 to $13,499,502 during the same period. The decline in revenue had been brought about by the compromise act which settled the threat at nullification of the Tariff Act by certain southern states in 1832. (E)

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LIGHT DRAFT CUTTERS DEMANDED - 1840

Instead of strong substantial boats of light draught, which were capable of pursuing smugglers into the creeks and inlets of the coast, the Committee on Commerce charged in 1840, "armed vessels of heavy burden had been substituted which were incapable of passing the bars and shoals, over which the smugglers may safely pass and escape." None of the Revenue Cutters was sold as recommended, however, nor the service reduced in any way. The work of the larger cutters since 1831 in assisting vessels in distress and of saving lives and valuable property at sea, stood in their favor. (E)

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IDA LEWIS, LIGHTHOUSE HEROINE - 1842-1911

On February 25, 1842, a girl was born to Captain Hosea Lewis at Newport, R. I. Captain Lewis, at the time, was a pilot aboard a Revenue Cutter, but he was transferred to the Lighthouse Service in 1854, because of failing health, and appointed Keeper of Lime Rock Light. Ida at fourteen could row a boat better than any boy her age and was easily the best swimmer in all Newport. In 1858 a keeper's house was built on Lime Rock and the Lewis family moved to the island. The following October Captain Hosea, suffered a stroke but recovered enough to sit up and walk with a cane. That fall Ida Lewis performed her first rescue when she saved four young men from a capsized sailboat. Other heroic rescues by the young woman followed. Gradually Ida Lewis became well known for her prowess not only throughout Rhode Island, but all over the nation. By 1869, the Benevolent Society of New York had awarded her a silver medal and $100. Up to that time she had saved eleven lives. Harper's and Leslie's magazines published engraved pictures of her. Her mail became enormous and she received many marriage proposals. On July 4, 1869, the residents of Newport presented her with a new lifeboat. In that year she also received a visit from President Grant and Vice President Colfax. As Grant landed on Lime Rock he stepped into the water and got his feet wet. "I have come to see Ida Lewis" he remarked "and to see her I'd get wet up to my armpits if necessary." Later Grant said that his visit had been one of the most interesting events of his life.

When her father died, Ida's mother was officially lightkeeper for a while but in 1879 General Sherman, after a special act of Congress, appointed Ida Lewis Keeper of Lime Rock Light. Ida Lewis performed her last brave act at sixty-four. A close friend, rowing out to the lighthouse, stood up, lost her balance and fell overboard. Ida, with all the vigor of her past youth, launched a lifeboat and hauled the woman aboard. This was Ida Lewis' 23rd rescue. She died October 24, 1911. That night the bells of all the vessels, anchored in Newport Harbor, were tolled in her memory. (D)

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CUTTER PERSONNEL COULD COLLECT SALVAGE - 1843

When cutters were detailed to cruise on the coast "to aid persons at sea, in distress," they were also, under 1843 regulations, instructed to assist in the preservation of property found on board wrecked vessels, and to rescue cargoes for the benefit of their owners, and "shall be entitled to receive such salvage as may be awarded by proper authority." (E)

TOTAL REVENUE MARINE SERVICE 500 PERSONS - 1843

In 1843 there were 20 each of Captains, 1st, 2nd, and 3rd Lieutenants in the Revenue Marine Service, 45 petty officers, 7 pilots, 30 stewards, 15 cooks, and 323 seamen, a total of 500 personnel. The total estimated cost of running the entire service was $205,854.55 in that year. (E)

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HIGH COST OF WOODEN CUTTERS - 1843

While the estimated cost of a wooden cutter in 1843 was $47,250 the estimated repairs to a wooden cutter in 12 years were an additional $15,000. This $62,250 compared unfavorably with the $50,000 estimated cost of an iron cutter. (E)

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A DEFENSE OF THE SERVICE - 1843

In 1843 the Senate Committee on Commerce was instructed to "inquire into the expediency of abolishing the system of revenue cutters and of employing a part of the Navy of the U. S. in that service." The Hon. J. W. Huntington, Chairman of the Senate Committee on Commerce, submitted a report to the Senate to the effect that such a move was not expedient on the following grounds:

"The protection of the revenue was the principle object xxx in authorizing the cutters to be built xxx.

"The officers are declared by law to be officers of the customs xxx.

"The duties xxx are such as to belong almost exclusively to the enforcement of the revenue laws.

"xxx those employed in this service should be under the direction and control of the officer who is in charge of the execution of the laws relating to the customs.

"To substitute officers and vessels of the Navy for the performance of the duties xxx which have no connection with naval duties, is not demanded by reason of any defects in the existing system, nor any principle of true economy, nor any advantage it possesses over the present arrangement.

"xxx sound policy requires that the revenue service and the naval service should be kept distinct. xxxx

"That officers of the cutters should continue to be officers of the customs. xxx

"By this arrangement xxxx they will be under the constant supervision of the collector xxx.

"xxxx their officers being civil officers will have no connection with the Navy, which is a distinct branch of the service, and whose officers are

subject to other regulations, and whose duties are more appropriate to the service in which they are engaged." (E)

These arguments remain valid today. However, in 1915 Congress recognized the military character of the Coast Guard by declaring it to be "part of the military forces of the United States," and in 1941 decided that it "shall be a military service and constitute a branch of the land and naval forces of the U. S. at all times. xxxx" On August 4, 1949, Public Law 207, 81st Congress decreed that "The Coast Guard as established January 28, 1915, shall be a military service and a branch of the armed forces of the United States at all times. The Coast Guard shall be a service of the Treasury Department, except when operating as a service in the Navy." (L)

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FIRST "COMMANDANT" - 1843

In 1844, John C. Spencer, President Tyler's third Secretary of the Treasury, in a report to the Speaker of the House of Representatives stated:

"Upon inquiry into the subject (condition of the Revenue Marine) I found that no efficient control could be exercised over the officers and men, either in respect to the performance of their duties, or the regulation of the expense of the service, for want of the necessary knowledge and experience. The clerks could not be expected to be sea-faring men; even if such could be found they would not be acquainted with the peculiar duties of the service. Finding that a captain could be spared from the duty of cruising, one was selected, with the sanction of the President, who had been long in the Revenue Marine, was well acquainted with all its details, and who possessed all the qualifications of a brueau officer (Captain Alex A. Frazer appointed Chief, Revenue Marine Bureau in 1843); and he was directed to repair to this city and take charge of the business xxxx. That officer and his assistant (2nd Lt. George Hayes) are fully and constantly employed in supervising the whole Revenue Marine Service; in conducting the voluminous correspondence which is indispensible with the different collectors and the commanders of the Revenue Cutters; in examining all estimates of expenditures before they are made, and all accounts preparatory to their being audited; in regulating the cruises of the vessels, and inspecting their journals, and in discharging a great variety of miscellaneous duties connected with the business order and system have been established. Economy in expenditures and efficiency in service have been greatly promoted. The officers and men feel that the service has been elevated, and a corresponding zeal in the discharge of their duty has been strikingly exhibited. And above all the Department now knows what is done and what is neglected; and what expenses are incurred, with the reasons for them; and its supervision is equally intelligent and satisfactory." (E)

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WATERPROOF CARTRIDGES - 1844

The use of Colt's waterproof cartridges were introduced into the service in 1844. The cost was found not to exceed that of the ordinary flannel cylinder, and they were perfectly impervious to moisture, even when immersed in water several days. No danger of premature explosion existed. The gun also would not foul from repeated charges. (E)

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FIRST ANNUAL REPORT REVENUE MARINE BUREAU - 1844

The first published and systematic report of the Revenue Marine Bureau was made on January 9, 1844. It reported 15 revenue schooners in the Revenue Marine varying in size from 60 to 170 tons and stationed at Eastport, Portland, Boston, Newport, New York, Delaware Bay, Baltimore, Norfolk, Charleston, Savannah, Key West, Mobile, New Orleans and Lake Erie. (E)

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149 VESSELS IN 1844

In 1844, the revenue boats attached to the different collection districts, were placed under the supervision of the Revenue Marine Bureau, numbering 149 in all and varying from two oared skiffs to half deck sail boats. (E)

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SENIORITY PROMOTIONS - 1844

In 1844 Secretary Spencer reported to the Speaker of the House that the President had established a rule of promotion similar to that in the Navy, by which "those who have devoted years of their lives in this branch of public service will reap the just reward of fidelity and integrity; and no lieutenant is promoted without a previous examination into his professional qualifications." (E)

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IRON VS. WOOD - 1844

In discussing the desirability of iron over wood for future cutters the 1844 annual report of the Revenue Marine Bureau stated:

"The first iron steamer built in England, the AARON MANBY, was launched in 1821, and, according to the most authentic accounts, from that time to 1830, although she had been aground repeatedly, with cargoes on board, the hull had required no repairs. xxxx It is impossible to assign any time for the duration of iron vessels employed in salt water as there has not been a sufficient length of time to determine the question; but we have the (facts) before us, that, in the same period wherein a timber vessel would have required an outlay in repairs equal to ther original cost, the hull of the iron

vessel has required no repairs. xxxx Facts show that many iron vessels have been stranded in positions where a timber built vessel must have been totally lost, and, after being got off, they were found to have only received indentations where the weight rested." (T)

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THE FIRST IRON STEAM CUTTERS - 1844

In 1844 the first two iron steamers were placed in commission in the Revenue Marine Service. They were the SPENCER and the LEGARE. In 1842 six steamers had been contracted for, four to be built on a horizontal submerged wheel plan initiated by a young Lieutenant named Hunter in the Navy and two with Ericsson's propeller. Hunter's scheme had been rejected by the Navy but he had claimed and obtained from the Revenue Marine Service a royalty of $4000 on each vessel. The four built on the submerged wheel plan were, according to a letter written by one of the older Captains in the servcie who was a Lieutenant in 1842, "deplorable and total failures." (These were the SPENCER, BIBB, DALLAS and McLANE). The propeller type (the JEFFERSON and LEGARE) were "a partial success." The LEGARE was of the propeller type, while the SPENCER had the submerged horizontal wheels. The chief engineer of the SPENCER stated that "the machinery on board the SPENCER, or part of it, is not in such situation as to render it fit for service." After a series of trial trips over a number of months the Hunter device on the SPENCER "could not be made to work with the slightest prospect of success." The submerged wheels were removed and two propellers invented by Captain Loper substituted. The BIBB, built in Pittsburg, had to be run ashore to keep from sinking shortly after departing on her maiden voyage. Both the DALLAS and McLANE were altered to side wheelers. When alterations were complete, the four Hunter models had cost $416,908.15 for all four. Congress thereupon passed an act forbidding the construction of other vessels for the service unless by special appropriation. President Tyler vetoed the bill but the Senate over-rode his veto on March 3, 1845. On the same day they re-enacted the law excepting "such as are now in course of building and equipment." (E)

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LIGHTHOUSES TO REVENUE MARINE BUREAU - 1845

On February 19, 1845, the Lighthouse Establishment was placed under the Revenue Marine Bureau and all collectors given the superintendence of lighthouses, lightboats, buoys, and beacons in their respective districts. (E)

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FIRST ENGINEERS - 1845

On March 3, 1845, Congress authorized the President to appoint six engineers and six assistant engineers for the Revenue Marine Service, one of each to be assigned to each of the six steamers then in the service. Each engineer was to receive the same pay as first lieutenants and each assistant the pay of third lieutenants in the Revenue Marine. (E)

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CAROLINA COASTS WITHOUT CUTTERS - 1845

In 1845, the whole coast of North Carolina, and a portion of South Carolina was entirely unguarded, except by a few smallrowboats, employed under the direction of the collectors. The revenue cutter formerly stationed there had been condemned and never replaced. A new cutter of 60 tons for inland navigation of the coast was recommended. (E)

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SEVEN CUTTERS FOR MEXICAN WAR - 1846

On May 19, 1846, a "strictly confidential" letter was written to Captain John A. Webster of the Revenue Marine Service at Newport by President Polk's Secretary of the Treasury Walker: "The Revenue Laws of the United States having been extended over the state of Texas, and war with the Republic of Mexico existing, it is deemed advisable to concentrate a number of Revenue vessels between the Rio Grande or Rio del Norte and the Mississippi Rivers, which at the same time shall attend to their legimimate duties, by keeping a vigilant eye over the interests of the Revenue, and be held in readiness to cooperate with the other branches of the public service, by employing the forces on board, as may be directed. With this view, the President has directed the Revenue Steamers McLANE, SPENCER and LEGARE, and schooners WOODBURY, EWING, FORWARD and VAN BUREN, be assigned to that service and placed under the direction of the Commanding General of the Army of Occupation for the purpose of conveying men, supplies, or intelligence, to and from such points as he may direct, and should necessity require, of aiding with the forces employed on board in the prosecution of the war." Captain Webster was designated to "control under the direction of the Commanding General xxxx the movements of the Revenue vessels." (E)

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MEXICAN WAR CUTTER OPERATIONS - 1846

In less than two weeks after an order had been issued to Captain Webster of the Revenue Marine to take control of the movements of seven cutters under the direction of the Commanding General of the Army of Occupation in the Mexican War, all seven vessels were ready for sea. The SPENCER burned out her boiler, however, and had to put into Charleston and return to Philadelphia. The LEGARE reached her destination, but eventually her boiler burned out also and she was ordered north. The LEGARE and EWING in August 1846, however, delivered 1000 rifles to General Taylor at Point Isabel in time to be used in the battles of Monterey and Buena Vista. The schooners WOODBURY and VAN BUREN were actively employed although both were decayed and in need of repairs. The McLANE ran aground at the mouth of the Tobasco River and had to be extricated by the Navy. The FORWARD took a brilliant part, - under Captain H. B. Nones -, in the capture of Prontera and Tobasco and the Captain, his officers and men were commended by Commodore M. C. Perry of the Navy for their "skill and gallantry." In December 1846 Captain Webster became extremely ill of fever contracted on the Coast of Mexico and was obliged to give up his command to Captain Foster and return home. In 1865, in his 79th year he was detached from duty as commanding officer of the cutter JACKSON and placed on special duty at full pay. This was the only method of pensioning old officers at that time. (E)

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MEXICAN WAR - 1846-1848

When the secretary of State John Quincy Adams agreed, in negotiating the purchase of Flordia from Spain on 1819, that the Sabine River, rather than the Rio Grande marked the western boundary of Louisiana, he probably never dreamed that he was raising an issue that would result in war with Mexico 27 years later. Opponents in Congress exclaimed:

> "We bought and paid for Texas and now you're giving it away."
> But the agreement stood.

Mexico, declaring its independence of Spain two years later, announced the Sabine River as its northern boundary and granted the right to colonize to Stephen F. Austin. Similar grants went to other Americans and by 1830 Texas was becoming more American than Mexican. Mexico aroused by this trend barred further immigration by Americans and forbade the importation of slaves. Then a revolution in Mexico led to a Texan declaration of independence in 1835. Santa Anna, the Mexican revolutionary general slaughtered 183 Texans in the Alamo at San Antonio six months later. Texans under General San Houston took Santa Anna by surprise within a month, killed half his army, captured him and forced him to agree to Texas independence.

After nine years of annexation debate, in Congress, during which Santa Anna and the Mexican Government that followed him, repudiated the treaty granting Texas independence, Congress passed the Annexation Bill in 1845. Mexico still claimed the Nueces River as the southern boundary of Texas. General Zachary Taylor established an Army of Occupation near Corpus Christi. As these troops started across the disputed territory in March of 1846, the New Orleans Collector of Customs ordered the revenue cutter WOODBURY to Aransas Pass.

The WOODBURY loaded Army supplies at Aransas Pass, contacted General Taylor at Point Isabel and discharged her cargo on the beach. Then she proceeded to the mouth of the Rio Grande and commenced a blockade of Matamoras. When the U. S. and Mexican armies clashed and Congress granted war powers to President Polk in May, they automatically included the cutters.

> "The Revenue Laws of the U. S. having been extended over the State of Texas," wrote Treasury Secretary Walker, "and war with the Republic of Mexico existing, it is deemed advisable to concentrate a number of Revenue vessels between the Rio Grande, or Rio del Norte, and the Mississippi River."

The steamers McLANE, SPENCER and LEGARE and the sailing cutters WOODBURY, ewing, FORWARD and VAN BUREN were ordered to keep "a vigilant eye over the Revenue" but to be "under the direction of the commanding General of the Army of Occupation for the purpose of conveying men, supplies or intelligence to and from such points as he may direct; and should necessity require, of aiding with the forces employed on board in prosecuting the war."

Captain John A. Webster, commanding the JACKSON at Newport, was to turn his command over to his First Lieutenant and become commander of the cutter fleet. He was to proceed to New Orleans, communicate with the Collector of

Customs at that place and receive instructions. For the first time a group of Revenue cutters was to operate as a unit under the immediate command of an officer of the customs. A rendezvous was arranged at the mouth of the Mississippi for all the cutters as they became ready.

> "Should you fall in with the Commodore of the naval forces employed in the Gulf of Mexico" Webster was told "you will report to him the readiness of the Revenue vessels to perform any service he may require - provided it does not interfere with the execution of any order you may have already received from the commanding officer of the Army, or his agents, and does not violate any of the special instructions here given you."

The MORRIS was ordered to Key West whose exposed position to private armed vessels fitted out to annoy our commerce might render important the presence there of an armed force afloat. She was to make short cruises in the vicinity of the port and be prepared to repel an attack. The WOLCOTT took on supplies at Mobile and sailed with a Navy purser carrying dispatches to Navy Commodore Conner, aboard the U. S. Brig LAWRENCE somewhere off the Mexican coast. General Taylor remained at Matamoras throughout the summer of 1846 and depended largely upon the cutters to bring him arms and ammunition from New Orleans and carry his reports back. The cutters made occasional cruises southward with instructions to capture any vessel landing cargo for the enemy. The FORWARD and McLANE together captured four vessels.

As General Taylor pushed on to Monterey and Saltilo, Commodore Conner decided on a sweep southwind along the coast and the FORWARD and McLANE joined the expedition. The MISSISSIPPI, under Navy Commodore Matthew Calbraith Perry attempted to carronade the defences of Alvardo, while the cutters and other small vessels crossed the bar at the river mouth. The MISSISSIPPI was unable to stand in close enough for her shells to take effect and when the McLANE ran aground on the bar, with three gunboats in tow, he ordered a withdrawal.

The cutters did better a little farther down the coast at Frontera and inland at Tobasco, 74 miles up the Tobasco River, through which munitions from Yucatan were believed reaching the Mexican Army. Crossing the bar of the Tobasco River at Frontera on 14 June, 1847, they passed unmolested up the river as the men at Fort Acceahappa left their guns. Commodore Perry ordered a detachment of Marines ashore at Tobasco and continued bombarding until nightfall. The next morning the Mexicans offered to negotiate terms and the expedition dropped down the river, leaving the FORWARD and McLANE at Frontera on blockade duty. Commodore Perry reported:

> "I am gratified to bear witness to the valuable services of the Revenue Schooner FORWARD, commanded by Captain H. B. Nones, and to the skill and gallantry of her officers and men."

The Mc LANE maintained successfully the blockade of Tobasco for several months, having been moored in the river near Frontera, and unable, from defects in the machinery, as well as the shoal water on the bar, to have excaped had an attack been made by a superior force.

The MORRIS at Key West was driven upon a bank during a hurricane on October 11, 1846, where the receding waters left her nearly dry and a total loss. (G)

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ASSESSING THE BLAME - 1846

On December 14, 1846, Captain Frazer, Chief of the Bureau of Revenue Marine wrote: "For the great outlay which has been the result of these ill advised experiments (i.e. the submerged horizontal wheel steamers BIBB, SPENCER, DALLAS and McLANE), the present administration (Geo. M. Bibb became Secretary of the Treasury under Tyler in 1844) is in nowise responsible, - nor is the revenue marine, upon which much of the odium of t ese wretched failures has unjustly fallen, in the slightest degree accountable for their projection or execution." One officer, it appears, was reponsible for recommending the first disastrous experiment with the Hunter Models. He had been detailed to accompany the steamer UNION on a cruise from Norfolk to Boston and he represented the speed, under canvass alone, as equal to that of "any pilot boat" and the steaming qualities "incomparable." "Under these assurances, and reposing confidence in the judgement and professional knowledge of those by whose advice the Honorable Secretary (John C. Spencer) was governed, the vessels were commenced in the summer of 1843." (E)

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STEAM VS. SAIL - 1846

"The amount which has thus been expended" Captain Fraser reported in 1846, referring to the $608, 158.55 expended on six ill-starred iron steamers in 1843-44 "would have provided, fully armed, equipped, manned and provisioned, no less than 26 brigs of 250 tons; a fleet which would have formed a cordon from one end of the coast to the other, and a class of vessels which could have kept the sea at all seasons of the year; have rendered efficient service in protecting the revenue, as well as in affording relief, and would have been maintained at an expense comparatively trifling." (E)

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PLEA FOR MEDICAL AID AND PENSIONS - 1846

In 1846, Captain Fraser, Chief of the Bureau of Revenue Marine, Treasury Department advised Congress:

> "On board of the revenue vessels no authority is given, under any circumstances, to employ medical aid, even when called upon to cooperate with the Navy. The officers and crew are exposed to the same casualties, without being provided with any medical assistance, and there are now living upon the cold charities of the world, several men who have lost limbs in the service by frost during the winter, or other casualties, in the execution of their duty, when beyond the reach of assistance from the shore. However, meritorious the cause which has deprived them of the means of gaining a livelihood, no pension is provided, nor any other refuge left them than the almshouse affords." (E)

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FIRST APPROPRIATIONS FOR LIFEBOAT STATIONS - 1847

Although the Congress had reached the verge of federal activity on the saving of life from shore as early as 1838, the first appropriation was not made until 1847, and this was, after the lapse of two years, turned over to the collector of customs at Boston to be used in acquiring boat houses and equipment on Cape Cod for the Massachusetts Humane Society. After a series of wrecks on the coasts of Long Island and New Jersey, totaling over three hundred in a period of nine years, an appropriation of $10,000 was made in 1848 for the purpose of providing "surf boats, rockets, carronades, and other apparatus for the better preservation of life and property from shipwrecks on the coast . . . between Sandy Hook and Little Egg Harbor." The funds were expended in cooperation with insurance underwriters, under the supervision of a Captain of the Revenue-Marine Service, and eight boathouses, each about 16 by 28 feet, were constructed. These were the first stations built with federal funds. One still stands at Spermaceti Cove, on Sandy Hook. (C)

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DISPOSITION OF FIRST IRON STEAMERS AFTER 1848

The BIBB was used for some years in the Coast Survey. The SPENCER was utilized for some years as a lightship at the entrance to Hampton Roads while the McLANE performed the same duty at Ship Island Shoal, Gulf of Mexico. The DALLAS which, with alterations had cost $83,952.23 was taken from Lake Erie to New York and sold for $3,000. (E)

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REVERSION TO SAIL - 1848

On August 12, 1848, appropriations were made for six new revenue schooners. The brig LAWRENCE built in 1848 had been sent around Cape Horn to the Pacific Coast. She went ashore on October 21, 1851, four miles below Point Lobas, while under command of Captain Douglas Ottinger. The steamer JEFFERSON and DALLAS had been brought out of the Great Lakes through the Welland Canal to the seaboard. The DALLAS was having new machinery installed and the POLK, a side wheeler, was being converted to a sailing vessel. The number of cruising cutters had been reduced to eight. The TANEY had been temporarily transferred to the Navy and was engaged in taking soundings in the Atlantic Ocean. It was proposed to build and equip the new vessels at the different Navy Yards to avoid all "fraud and imposition." The experience with the six iron steamers still rose to plague the service. (E)

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FIRST CUTTER TO CALIFORNIA - 1848

On November 15, 1846, Captain Alex V. Fraser, the first Chief of the Revenue Marine Bureau, who had so confidently recommended the use of iron steamers in January 1844 and who remained in office long enough to settle up the accounts of the lamentable failure, was detached and placed in command of the Brig LAWRENCE and ordered to proceed around Cape Horn to the

newly acquired territory of California, just taken over from Mexico. Captain Richard Evans assumed charge of the Revenue Marine Bureau and submitted his first report on January 16, 1849.

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FIRST U. S. APPROPRIATION FOR LIFESAVING - 1848

On August 3, 1848, William A, Newell, a Congressman from New Jersey, got up in the House of Representatives and delivered to that body a deeply stirring plea for some measure of government assistance for those in peril along our coasts. In a voice shaking with emotion he described in vivid, harrowing words the scenes of shipwreck and death he himself had witnessed along the Jersey coast. xxxx It was the winter storms of 1847 and a series of disasters involving heavy loss of life during the summer of 1848 that had aroused Representative Newell to his historic speech of August 3rd. Eleven days later on August 14, 1848, Congress acted and passed a measure providing equipment "for the better preservation of life and property from shipwrecks on the coast of New Jersey between Sandy Hook and Little Egg Harbor, ten thousand dollars; the same to be expended under the supervision of such officers as may be detached for this duty by the Secretary of the Treasury." As a result eight boathouses were erected and put in order. They were little more than rude shacks, 16 by 28 feet, scantily equipped. Captain Douglas Ottinger of the Revenue Marine Service had been assigned by the Treasury Department to select the sites and supervise the construction of the shelters. xxxx Unfortunately no provisions had been made for permanent or salaried keepers; as he completed each station, Captain Ottinger had to leave the key with the nearest responsible person whom he could entrust with this government property. He also left a printed card of instructions as to just how each piece of apparatus was to be used. xxxx During the period of 1849 to 1853, Congress made several more appropriations for lifeboats and shelters, but the unguarded boats soon suffered from misuse, neglect and decay. xxxx Then on April 16, 1854, another terrible calamity aroused public indignation to such a pitch that Congress was again forced to act. The immigrant ship, POWHATAN, bound for New York from Le Havre, crashed ashore in a terrific gale at Long Beach, New York .... Three hundred and eleven men, women and little children died in the surf while those ashore could do nothing except pull the dead bodies from the sea xxxx. A bill passed December 14, 1854, provided for additional stations along the dangerous Long Island and New Jersey coasts and for the appointment of keepers for each station. The keeper was expected to keep himself and family from starvation on the princely stipend of $200 per year. xxxx. The administration became lax and keepers do not appear to have been held to any sort of accountability for the property entrusted to their care xxxx. Things came to such a pass that, in 1871, an entire reorganization of the service was ordered by its chief, Sumner I. Kimball. This was carried out under the direction of Captain Faunce of HARRIET LANE fame. Real surfmen and fishermen familiar with the coasts were recruited to replace the politicians, but it was 1897 before the last evils of the spoils system were finally removed. xxxx." (F)

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NEW CUTTERS - 1849

The Gulf shore of Florida, Mississippi, Alabama, and Texas were without a single revenue cutter in January 1849. Two of the new cutters were intended for the Atlantic Coast and four for California and Oregon stations. A number of revenue cutter officers were employed in revenue boats as boarding officers at such points as Castine, Sackett's Harbor, Frenchman's Bay, Machias, Rochester, Wiscasset, South West Pass, Balize, Point La Hacha, Key West and Oswego. (E)

CUTTERS REVERT TO COLLECTORS OF CUSTOMS - 1849

In 1849 the office of Commissioner of Customs was created by law, the duties of the new office being fiscal rather than administrative. A change in administration took place the day following the approval of this act. President Taylor succeeded President Polk and William M. Meredith succeeded Robert J. Walker as Secretary of the Treasury. The control of the cutters reverted to the local collectors about this time. For 21 years after that or until Mr. Sumner I. Kimball was appointed Chief, Revenue Marine Division in 1871 when George S. Boutwell was Grant's Secretary of the Treasury, the service was administered by the collectors. The depths to which its efficiency must have fallen, is gathered from the fact that on March 2, 1855, an act of Congress directed that no person should be appointed Captain or Lieutenant "who does not adduce competent proof of proficiency in navigation and seamanship." This reenacted a similar law passed on March 3, 1845. (L)

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FIRST FEDERAL LIFEBOAT STATIONS - 1849

During 1849 the Congress provided additional funds for the establishment of fourteen boathouses along the New Jersey coast and on Long Island, the latter being under the direction of the Life Saving Benevolent Association of New York. The station built at Eaton's Neck may still be seen. More boats and equipment were provided to be used by the volunteers, but there was no accounting for the property furnished, nor responsibility of any kind after the boathouses were built and equipped by the government. In 1854 the appointment of keepers at $200 per year was authorized and more appropriations were made for the support of stations. Improvements were spasmodic and temporary, and, partially as a result of reports made by officers of the Revenue-Marine Service, the Congress in 1871 authorized the Secretary of the Treasury to employ crews of experienced surfmen at such stations and for such periods as he might deem proper. This was decidedly a step in the right direction, and the beginning of a governmentally supervised system in place of the loosely administered volunteer service. (C)

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FIRST IRON BUOYS - 1850

Iron buoys were first employed in about 1850, replacing wooden spars or staves made into barrels, and in that year provision was made for their systematic coloring and numbering. The bell buoy was first used in 1885

and the whistling buoy in 1876. Tall cans and nuns were introduced in 1900. The first lighted gas buoy was placed in position outside New York Harbor in 1881. Electricity, supplied by cables running from shore, was used in Gedney Channel, Lower New York Bay, from 1888 to 1903, but the system was impractical. Compressed acetylene was introduced in 1910, and is the illuminant most used in lighted buoys today. Later developments include the compressed gas bell buoys and the radio marker buoy, the last equipped with an automatic radio beacon transmitter of low power. (A)

FOURTEEN RESCUED FROM A RUSSIAN BRIG - 1850

During a wild March hurricane about 1850, John B. Downs the acting keeper of White Island Light, Isles of Shoals, New Hampshire, was with a friend in the great white tower, when a great snowstorm hit with furious intensity. The keeper, Captain Healey, had gone ashore for supplies. Before midnight the giant waves were surging right across the island. Around midnight there was a lull in the storm. Suddenly there came a knock on the tower door and when the keeper opened it, a giant negro, bleeding from a score of cuts, loomed in the doorway. "Brig ashore sir!" he cried. "Right near the lighthouse tower." The keeper listened to the man's story as he bound his wounds. The vessel was a Russian brig bound for Salem and loaded with hides and tallow and had gone ashore on the southwestern point of White Island. The negro had volunteered to lower himself over the bowsprit into the darkness to go for help, as the light, glimpsed through a lull in the storm, seemed right overhead. As he scrambled up the jagged barnacled rocks he was cut and bruised severely by onrushing waves but finally reached a ledge out of reach of the sea, where he saw the light from the keeper's quarters.

The three men started out in the storm and as they reached the rocky shore opposite the wreck, the brig's bow seemed suspended on a pinnacle of rock. It might break up at any minute. A stout line was secured to the doomed vessel and made fast, but there being no post or projecting rock on shore on which to fasten it, Keeper Downs decided to wrap it around his own body, and have this friend and the negro help hold it. Descending into a deep crevice and bracing himself, Downs signalled to have the thirteen Russian crew members come in on the line, one at a time. The first eleven were not injured and came ashore without mishap but the last two had been severely injured and had to be helped, being almost swept off the ledge when their strength failed. Finally all were safe in the lighthouse, but the storm continued for a week and the food rations had run very low before a new supply arrived from the mainland. (D)

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LIFE SAVING APPARATUS - 1850

Between the first lifesaving station, the crude mortar, and the life car, by use of which 201 persons were rescued from the AYRSHIRE, stranded on Squam Beach in 1850, to the equipment of the present, are years of striving and development. Among the most important inventions was the line-throwing gun devised by Lieutenant David A. Lyle, of the Ordnance Department of the Army which, with others, led to his being named a member of the first Board on Life Saving Appliances. Another useful device was the beach apparatus wagon, originated by Lieutenant McLellan and approved by the Board of Life Saving Appliances in 1893. (A)

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SUN LIT THE WICKS - 1850

Keepers of Cape Cod light around 1850 had to be careful to turn down their wicks in the morning, for when the sun rose, it would often set fire to the wicks by means of the reflectors. On one of the coldest days of the year, the sun actually set fire to the lamps, when the keeper forgot to turn his wicks down, and at noon the keeper glanced up at the tower to find all the lamps burning brightly. (D)

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BUOY COLOR SYSTEM - 1850

Buoys have a language, so that they can tell their purpose. A passenger on a vessel passing into a harbor or following an entrance channel will note that there are differences in the colors and shapes of buoys, and in the colors of their lights. On the right are red cone-shaped buoys, known as nuns, and on the left the buoys are black and cylindrical, called cans. It is of great value to the navigator to have this uniform meaning of the buoy characteristics, a system in use throughout United States and Canadian waters, and in most of the world. But this was not always the case. Before the law of 1850, prescribing the colors of buoys, there was no system in this country. An early report mentions the buoys in Salem Harbor as being colored black, white or red, and goes on, "they might as well be of any other color, so far as it is used in a distinctive way," and another report remarks that the buoys are not systematic, "as they paint them of whatever color the Custom House contains." (B)

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OWL'S HEAD (ME.) LIGHT KEEPER RESCUES TWO FROM ICY TOMB - 1850

During a terrible gale on December 22, 1850, a coasting schooner, anchored off Jameson's Point, broke her cables and drifted on to the ledges off Spruce Head, near Rockland, Maine. There were three persons on board, the mate, his bride-to-be and a deck hand. The schooner did not sink but was held in a rocky cradle her decks awash. The three people huddled in the shelter of the taffrail, while great waves broke over them, covering them with spray which soon froze into solid ice. To have ventured on to the rocks would have meant certain death from the mountainous waves smashing against them. The mate had the girl lie down next to the taffrail, then he lay down beside her and then covered them both with a heavy blanket. The deck hand crawled in beside the mate and all three were thus protected by the blanket. Soon however, the blanket was encased in ice. The deck hand had kept a small air hole in the ice and in the morning, when the tide was out escaped from the icy tomb. The other two were unconscious, but the deck hand clambered ashore and finally fell exhausted in the road where Keeper Masters of Owl Head Light found him shortly afterwards. After being revived he told the story and the keeper and other rescuers went in search of the schooner whose masts were soon visible above the snow drifts. The two lovers were chopped out of their icy coffin and taken to the keeper's home where cold water applications were applied and the bodies massaged. After several hours of such treatment they revived and after several weeks of rest were able to walk. They were married the following June. (D)

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MOST GREAT LIGHT STRUCTURES BUILT BETWEEN 1850 - 1880

A number of lighthouses were built by the Romans, and in the twelfth century the seafaring Italian republics revived the use of beacon towers. The total number in the world, however, was still small in 1716, when the first lighthouse in America was established at Boston. Several other lighthouses were built by Massachusetts and her sister colonies, and later under the federal government there was such active construction that in 1857 the Lighthouse Board expressed the view "That but few additional aids to navigation of any kind can be reasonably asked for in any part of the Atlantic, Gulf, Lakes, or Pacific Coast of the United States." This prediction, like so many others expressive of things-as-they-are, did not foresee many contingencies. Since then, on these coasts, the number of aids has increased tenfold. This much is true, however, that our coastal lighthouse system was fairly well completed in the last century. Structures which house the great lights of today were for the post part built from 70 to 100 years ago. (B)

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GUANO THE CRITERION - 1850

Automatic acetylene lights have been placed on Navassa Island, lying between Jamaica and Hispaniola on the route from New York, and on three coral reefs in the northwest Caribbean Sea, to mark the track from the Gulf of Mexico to Panama. The United States claims title to these uninhabited bits of earth through the terms of a curious law enacted in 1850, which provides that "whenever any citizen of the United States discovers a deposit of guano on an island .... such .... may at the discretion of the President, be considered as appertaining to the United States." (B)

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DEVELOPMENT OF THE FOG SIGNAL - 1852-1950

Celadon Daboll for many years specialized in the construction of fog signals. In 1852, a horsepowered fog signal was put into operation at Beavertail Light, Rhode Island. It was run by a pump operated by a treadmill on which a horse was kept walking during the period of operation. In 1857 a steam whistle was installed at the light and used for eleven years. Then in 1868 a fog signal operated by a hot air engine, a new invention of Daboll's, was installed. John Ericsson, who had designed the iron clad MONITOR of Civil War fame, had also developed the hot air engine. In 1881, the hot air engine was replaced with an improved steam engine for the fog signal. The Crosby automatic fog signal controller adopted in 1888 permitted the characteristic of the lighthouse fog signal to sound accurately. In 1900, Beavertail was fitted out with a new compressed air operated screen. Electric motors now drive the air compressors for the fog signal. (D)

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U. S. LIGHTHOUSE BOARD - 1852

The growing pains of the lighthouse service after 1845 were impressed on the Congress. There were investigations, attempts at examination by a

Board of Navy Commissioners into the necessity for facilities, and provisions for experimentation with equipment. The Atlantic Coast and the Lakes were divided into districts, and naval officers were assigned to each of them. More investigations and reports were made, and in 1851 there was created a planning board for the purpose of making a report which would serve as a guide for legislation. As a result of such a report, the Congress set up the Lighthouse Board in 1852. This body, composed of officers of the Army and the Navy and of civilian scientists, functioned until 1910. Among its naval members at one time or another were Dewey, Evans, and Schley. Meade, general of the Union forces at Gettysburg, performed lighthouse duties, as did Rosecrans, Beauregard, and Semmes, who later commanded the Confederate vessel ALABAMA. Among the eminent civilian scientists who served with the Lighthouse Board were Henry Morton, first president of Stevens Institute of Technology, and Joseph Henry of the Smithsonian Institution. The Lighthouse Board established twelve districts, provided for their administration and inspection, instituted improvements in equipment, and fostered experimentation with new devices, and to it belongs much of the credit for the excellence of our present day navigational aids. (A)

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STEAMBOAT ACT - 1852

The first significant marine inspection legislation was the act of August 30, 1852 (The "Steamboat Act"), which provided for the appointment by the President, with the advice and consent of the Senate, of nine supervising inspectors. These men, experts in the construction and operation of commercial craft, were paid by the government. They were to meet once a year for the purpose of consultation and the promulgation of regulations governing the administration of the applicable laws, assigned territory being covered by each of them. Local inspectors, acting under the supervising inspectors, were authorized to issue licenses to engineers and pilots of passenger vessels. Inspectors were now on salary, the amount depending on the number of vessels inspected in each district, the source of which was receipts from fees for inspections and licenses. (C)

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ABBIE BURGESS AND THE CHICKENS - 1856

It was during the month of January, 1856, that Captain Burgess left Matinicus Rock Light to go ashore after supplies. It was the year of the great gale that swept Minots ledge away,[1] and in which so many disasters on the high seas occurred. It was a subject that was talked about for years. Captain Burgess was unable to get back to the station but he did not worry about the lights not being lighted. During the terrible storm that raged through the night Abbie Burgess, a girl of seventeen sat quietly at the dining room table and with her pen and ink wrote to a friend a letter which fully described the storm.

"Dear . . . . , You have often expressed a desire to view the sea out upon the ocean when it was angry. Had you been here on 19 January, I surmise

1. The storm which carried away the temporary framework for the second Minot's Ledge Lighthouse was on January 19, 1857. ED.

you would have been satisfied. Father was away. Early in the day, as the tide rose, the sea made a complete breach over the rock, washing every movable thing away, and of the old dwelling not one stone was left upon another. The new dwelling was flooded, and the windows have to be secured to prevent the violence of the spray from breaking them in. As the tide came, the sea rose higher and higher, till the only endurable places were the light towers. If they stood we were saved, otherwise our fate was only too certain. But for some reason, I know not why, I had no misgivings, and went on with my work as usual. For four weeks owing to rough weather, no landing could be effected on the rock. During this time we were without the assistance of any male member of our family. Though at times greatly exhausted with my labors, not once did the lights fail. Under God I was able to perform all my accustomed duties as well as my fathers.

"You know the hens are our only companions. Becoming convinced, as the gale increased, that unless they were brought into the house they would be lost, I said to mother, 'I must try to save them.' She advised me not to attempt it. The thought, however, of parting with them without an effort was not to be endured, so seizing a basket, I ran out a few yards after the rollers had passed and the sea fell off a little, with the water knee deep, to the coop, and rescued all but one. It was the work of a moment, and I was back in the house with the door fastened, but I was none too quick, for at that instant my little sister, standing at the window, exclaimed, 'Oh look! look there! the worst sea is coming.' That wave destroyed the old dwelling and swept the rock. I cannot think you would enjoy remaining here any great length of time for the sea is never still and when agitated, its roar shuts out every other sound, even drowning our voices."

It was twenty-one days before the father returned and famine was almost staring them in the face. Their rations had been reduced to one cup of corn meal and an egg a day. During all the time her father was absent, the daughter pressed into service as she was, never faltered, and each night the beacon threw forth beams of light brighter than ever before. At the same time she cared for her invalid mother. When the sea had subsided and there was a favorable chance to land, the father returned to his ocean home. (K)

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FEW ADDITIONAL AIDS THOUGHT NEEDED - 1857

The construction of aids to navigation in the years immediately following establishment of the Lighthouse Service was so rapid that in 1857 the Lighthouse Board said "but few additional aids to navigation of any kind can be reasonable asked for in any part of the Atlantic, Gulf, Lakes, or Pacific Coast of the United States." Since then the number of aids in these localities has increased more than tenfold, and over 36,500 of them are maintained along an aggregate coastline of 40,000 miles, making the coast of the United States one of the best marked in the world. (A)

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FIRST STEAM LIGHTHOUSE TENDER - 1857

Much history is associated also with the vessels of the Lighthouse Service, both tenders and lightships; a number of the latter have rendered service for as long as eighty years. The well-known sidewheel tender HOLLY served fifty years before she was decommissioned in 1931. As the last of the sidewheel tenders, she was a familiar sight in Chesapeake Bay, and in her earlier days was sometime used by President Cleveland. The first steam tender was the SHUBRICK, built in 1857, and sent to the Pacific coast by way of the Straits of Magellan. The voyage took over five months - cord wood had to be cut in the straits to enable the SHUBRICK to reach Valparaiso. This tender carried guns to protect the vessel and light stations on the Pacific coast from the Indians. (She visited Sitka, Alaska in 1865, while it was still Russian territory). One lightship, No. 8, took part in Kane's polar expedition, under the name of the ARCTIC. A service flag for the lighthouse vessels was adopted in 1869. It is triangular in shape, and has a blue lighthouse on a white field, surrounded by a red border. It is displayed in addition to the national emblem. (B)

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A FUNERAL AND A WEDDING - 1860

There is a story that one of the keeper's of Egg Rock Light (Mass.) lost his wife early in the winter, when the island was surrounded by ice. Dressing her in her best finery, the keeper carried his dead wife out to the oil shed where he laid her reverently down and covered her body with a wooden protection. Within a day or two the body froze solidly and remained in that condition all that cold winter. When the first signs of spring indicated to the keeper that he could row to the mainland, he placed the body in the stern of the lighthouse boat and rowed ashore. He had to return to the island before night to light the light, so the funeral was speedily held.

After the burial he visited a home a short distance from his former residence ashore, and asked a childhood sweetheart, now forty years old, to marry him. He explained the necessity for haste. Somewhat flustered the lady consented; a trunk was rapidly packed; the preacher who had officiated at the fineral was called; and the two were married. The keeper took his new wife back withhim before nightfall in time to light the light and in the same boat he had brought the body of his dead wife to the mainland. As far as the story goes the two were perfectly happy on isolated Egg Rock for many years after. (D)

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THE CIVIL WAR - 1861-1865

"Tell Lieutenant Caldwell to arrest Captain Breshwood, assume command of the cutter and obey the order I gave through you. If Captain Breshwood after arrest, undertakes to interfere with the command of the cutter, tell Lieutenant Caldwell to consider him as a mutineer and treat himaccordingly. If anyone attempts to haul down the American flag, shoot him on the spot."

This order of General John A. Dix, President Buchanan's Secretary of the Treasury to a personal representative at New Orleans on January 29, 1861, sent to see that the cutter ROBERT McCLELLAND sailed for the North, was never received. Captain Breshwood surrendered to McCLELLAND to the State of Louisiana when it seceded from the Union shortly after. Five vessels of the Revenue Marine Service were seized or turned over to the Southern States.

The war split the loyalties of the service and many officers and men felt compelled to resign. Captain James J. Morrison, aboard the LEWIS CASS, stationed at Mobile, cast his lot with the confederacy and turned his ship over to the state authorities. Third Lieutenant Charles F. Shoemaker, later to become Commandant, determined to remain loyal to the Union. Making his way, as best he could, with his brother officers and the entire crew, he finally reached the North. The State of Texas took possession of the HENRY DODGE only two days before President Lincoln in his inaugural address on March 4, 1861, declared "the power confided to me will be used to hold, occupy and possess the property and places belonging to the Government, and to collect the duties and imports."

A few days later, the HARRIET LANE, newest revenue cutter, and a side wheeler, was transferred to the Navy. On April 12th she lay off the bar at the entrance to Charleston harbor. The steamer NASHVILLE, also lying off the bar, prepared to run in. Captain Faunce of the HARRIET LANE ordered her to remain outside and ordered a shot thrown across her bows to signify that he meant business. The shot had the "desired effect," and it is also claimed to be the first shot fired in the Civil War. For the bombardment of Fort Sumter began at four-thirty that afternoon. The confederate batteries forced Major Robert Anderson to surrender two days later, after a terrific bombardment, while the HARRIET LANE and others in the Navy relief squadron stood outside, unable to help him.

Secretary of the Treasury, Salmon P. Chase issued the following warning as he closed the ports of the seceding states:

"You will bear in mind that all persons or parties in armed insurrection against the Union, however such persons or parties may be organized or manned, are engaged in levying war against the United States; and that all persons furnishing to such insurgents arms, munition of war, provisions or other supplies, are giving aid and comfort and so are guilty of treason. xxxx. Use your utmost diligence" he urged the Customs Collectors and Revenue Captains "to prevent the prohibited shipments and to detect and bring to punishment all who are in any way engaged in furnishing to such insurgents any of the articles above described."

There were only 28 effective cutters in the service at the outbreak of the war, four of which were on the Pacific Coast and six on the Great Lakes. Five of those on the Lakes were brought to the Atlantic Coast. Anything resembling a cutter was requisitioned. Eight vessels were taken over from coast survey. Some remained in the cutter service, while others, unfit for war service, returned to hydrographic work. Two seagoing steamers, the CUYAHOGA and the MIAMI, the one a former Mexican man-of-war captured in

the war with Mexico, and the other a 225-ton yacht, built on the Clyde, were put into service. Mr. E. A. Stevens of Hoboken, built a steamer, named it the STEVENS and presented it to the Government. Twenty year old James Gordon Bennett, Jr., was commissioned a first lieutenant to serve aboard his 160 ton yacht which became the Revenue Cutter HENRIETTA. As the war progressed the Treasury Department built six new screw-steamers, each bearing six guns. The ships were speedy and were useful in chasing down privateers. During the conflict 46 revenue cutters some old and ready for the scrap heap, some converted merchantmen, carried on.

The HARRIET LANE with three transports carrying 800 troops and accompanied by two powerful steam frigates and four other Navy vessels stood out of Hampton Roads on August 26, 1861, and began landing operations against Fort Clark and Fort Hatteras ten days later. With some 300 troops ashore, the weather changed into a violent blow. The cutter soon had a rescue job on her hands. Heaving her 32-pounders over the side, she fought the rushing seas and gathered up landing barges and boats, while the larger vessels stood away to safety. When daylight brought calm the squadron steamed back and began firing on the forts passing and repassing them on an elliptical course, so that scarcely a shell fell on board, as the shore batteries constantly shifted their range, while the union gun crews readily found and held the range of the stationary forts. The men from the badly battered Fort Clark had to withdraw to Fort Hatteras. Next morning, despite reinforcements, the forts surrendered and the confederacy lost one of its chief blockade-running bases. It was the first union victory of the war. Soon after this, the HARRIET LANE was transferred permanently to the Navy, acting as Porter's flagship until captured at Galveston. General Magruder then ordered her to sea under the Confederate flag.

The cutter NAUGUTUCK was a boat of peculiar construction "on account of her submerging qualities and little draft of water, as in case of obstructions or torpedoes, she could, by pumping out, evade them and give warning of the danger to the rest of the fleet." The cutter tested the MERRIMAC's iron sides in company with the MONITOR and shared in the bombardment of Sewall's Point which opened the James River to the Union Fleet. Then, in company with the MONITOR, the NAUGUTUCK led an expedition up the river, with orders to reduce the enemy's works along the way, spike their guns, blow up their magazines and get to Richmond and shell the city into surrender. Eight miles below Richmond, at Drury's Bluff, the cutter found the channel blocked by two barricades: one built of spikes driven into the river bed, and the other formed by steamboats and sailing vessels, loaded with stones until their keels rested on the bottom. A heavy battery planted on the bluff, supported with rifle pits, manned by sharpshooters, looked down on the river and belched into action when the flotilla appeared. The NAUGATUCK's rifled Parrot gun began to answer with its hundred pound shells. After that the expedition began dropping downstream, confirming Commodore Rodgers opinion that troops would have to dislodge the confederate shore defenses before another attempt to break through the barricade.

The MIAMI was President Lincoln's personal transport which carried him up and down the Potomac and Chesapeake for a first hand view of the enemy. A little knownbut spectacular incident in one of these trips came in May 1862. President Lincoln and the Secretaries of War and Treasury boarded the MIAMI on the evening of the 5th. Arriving off Fortress Monroe,

the difficulty of capturing Norfolk was discussed. After an unsuccessful daylight attempt to effect a landing had failed on May 9th the party aboard the MIAMI decided that night to determine whether a landing was feasible. The Captain of the cutter ran it in close enough for Lincoln and his party actually to walk on Confederate held soil and reconnoiter. Their findings caused Lincoln and Stanton to order a full fledged attack on the following day. On May 10th the reorganized forces of the Union army stormed ashore through thinly held enemy lines to enter the deserted city of Norfolk.

In June 1863, Lieut. Charles W. Reed, commanding the Confederate Raider CLARENCE, appeared off the Virginia Capes, burned three vessels,, captured and bonded two others, then set fire to his own ship, after transferring her armament and stores to the TACONY, a third capture. Lincoln directed Treasury Secretary Chase to cooperate with the Navy in clamping down on the "rebel depredations on American commerce and transportation and in capturing rebels engaged therein." The Secretary ordered Captain John McGowan of the cutter CUYAHOGA to "obtain as exact a description of the TACONY as possible and proceed forthwith in search of her."

"As the rebels may change to another vessel" he cautioned "or may have other vessels engaged in like depredations, you will visit every one you overhaul and satisfy yourself as to her true character, not allowing yourself to be deceived by any device such as change of vessel, rig, paint or flag. Respect neutral ships and property, but capture whatever is rebel, however disguised. Conceal the warlike character of your own ship as much as may be necessary. If your crew is not full, call for volunteers from other revenue vessels for this cruise."

The Confederate Read proved as foxy as Secretary Chase surmised. For he switched from the TACONY to the ARCHER, one of his later captures, and then after destroying the TACONY continued, north. Evidently Read felt full confidence as he bore up the coast of Maine. He decided on a foray ashore and picked Portland as the spot. The Confederates disguised the ARCHER as a fisherman, took her safely past the forts guarding Portland harbor, then strolled ashore in small groups, with instructions to meet in the town and destroy two gunboats under construction and set fire to the city wharves. For some reason the fire refused to take hold and Read gave up the raid as a bad job - until he heard of the death from a heart attack a few hours earlier of Captain Clarke, the commander of the revenue cutter CALEB CUSHING, stationed at Portland.

About one o'clock next morning shortly after the moon had set, the watch aboard the CALEB CUSHING caught the sound of boats moving through the harbor. He went into the cabin and roused Lieutenant Davenport, the temporary commander, then came back on deck to give a yell of warning at the sight of almost forty men pouring over the side with drawn revolvers.

The invaders made short work of the watch with irons, rushed below and fettered the rest of the crew asleep in their hammocks, hove up the cutter's anchor, made sail on her, and then finding the wind too light, put out a pair of boats and towed her out of the harbor.

Word of the CUSHING's disappearance spread swiftly. At first it was thought that Lieutenant Davenport had turned rebel and taken advantages of

Captain Clarke's death to run off with the cutter. The Collector rounded up a flotilla of three steamers, - the tug CASCO, the side-wheeler FOREST CITY and the screw-driven CHESAPEAKE, which appeared with the decks barricaded with fifty bales of cotton. They got underway and the FOREST CITY overhauled the CUSHING about ten miles offshore. Four rounds from the CUSHING's 32-pounder sent the side-wheeler sheering off to signal for a hurried conference with the other two steamers. The CHESAPEAKE was chosen for the chase because of her cotton-bale barricade and screw propeller. Read and his men, however, began tacking the CUSHING and firing shrapnel whenever the steamer stood for them. But as the chase went on, the rebels found themselves boxed by the three pursuers, and Read decided the jig was up. Telling Lieutenant Davenport to take his men off in one of the boats, he ordered his own crew into two others and then set fire to the cutter fore and aft, blowing her sky high toward the middle of the afternoon. (G)

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PRESIDENT LINCOLN AT WILLOUGHBY POINT - 1862

EXTRACTS FROM THE LOG OF THE REVENUE CUTTER MIAMI:

NAVY YARD, WASHINGTON, D. C. MAY 5, 1862

President Lincoln, Secretary Chase, Secretary Stanton and General Wool came on board. Got under way and proceeded down the river.

FORTRESS MONROE, May 7, 1862

General Wool and staff came on board and the President and party accompanied by the Secretary of Treasury went on shore.

MAY 9, 1862 - 10:00 A.M.

Sent both boats on shore at Lynnhaven Bay rebel shore to reconnoiter below Willoughby Spit xxx Saw number of people with flag of truce flying, when our officers, A. G. Cary in charge of cutter, sent W. E. Holloway in charge of gig with armed boat crews landed to meet them.

11:30 A.M.

Hove up and started for Fortress Monroe. After landing the parties at the wharf proceeded into the stream and let go anchor.

5:00 P.M.

The President and Secretary Chase came off and gave us orders to immediately up anchor and follow the boat they were in to the rebel coast. On arriving lowered boats with officers and armed men to proceed in shore to reconnoiter. On the approach they discovered some men on horseback supposed to be cavalry and returned to the vessel hove up anchor and proceeded to Fortress Monroe, where Secretary, Gen. Wool and party left at 7 P.M. Received orders to return to Lynnhaven Bay and cover with our guns the landing of our troops on their arrival.

LIFE SAVING SERVICE - 1874

By 1874 lifesaving stations had been extended to many New England points, the southern part of the Atlantic coast, the Great Lakes, and the Pacific coast. Lifesaving medals were then authorized, personnel was reorganized, beach patrols and signals were introduced, the technique of using the breeches buoy was developed, and provision was made for regular inspection and for the reconditioning of equipment. At the same time masters of American ships were required to notify the collectors of customs at their home districts of the nature and probable cause of casualties involving loss of life, serious personal injury, or substantial loss of property. (C)

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A SHIPWRECKED BABY - 1875

During a wild gale in March 1875, the Keeper of Hendrick's Head Light discovered a vessel ashore on a ledge half a mile off shore. A heavy snowstorm had apparently blotted out the light. The seas were pounding the hapless craft and those on board had taken to the rigging where icy water had apparently already froze them to the ratlines. Unable to launch a dory in the wild sea, the keeper went along the rocky ledges seeking some way to help those aboard. He built a bonfire to let them know they had been seen and went to the shore again to search for wreckage. Suddenly he noticed a large bundle coming ashore. Grabbing a boat hook and line, the keeper fastened the line about his waist while his wife held tight to the other end as he waded into the raging surf. He managed to hook the bundle as it was hurled on the sand by a huge wave. The bundle was really two feather beds bound together with ropes. Cutting them apart the pair discovered a box and in the box a baby girl, very much alive and crying at the top of her voice. In a few moments the child was warm and cozy in the keeper's dwelling. In the box were two blankets, a locket and a message from the doomed mother, commending her child to God. The keeper and his wife, who were childless, adopted the baby girl soon afterwards. (D)

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FIRST SCHOOL SHIP - 1877

Attempts were made to standardize procurement and promotions in the Revenue Cutter Service, but nothing of lasting value was accomplished until 1876, at about the time the Revenue-Marine Division was established in the Treasury, when the Congress also provided for the instruction of cadets. For a while (1877-78) the students divided their time between studies ashore at New Bedford and cruises in the schooner DOBBIN. In 1878 the bark CHASE was put into service as a schoolship for twelve cadets. In 1890 the Revenue Cutter Service again experimented with appointments of Annapolis graduates, but this was abandoned soon thereafter. The CHASE was again used, and after having served for thirty years, first at New Bedford and then in conjunction with classes ashore at Arundel Cove, Maryland, she was succeeded in 1907 by the ITASCA, a steamer rigged as a brig. In 1910, the corps of cadets,

LIFE SAVING SERVICE - 1874

By 1874 lifesaving stations had been extended to many New England points, the southern part of the Atlantic coast, the Great Lakes, and the Pacific coast. Lifesaving medals were then authorized, personnel was reorganized, beach patrols and signals were introduced, the technique of using the breeches buoy was developed, and provision was made for regular inspection and for the reconditioning of equipment. At the same time masters of American ships were required to notify the collectors of customs at their home districts of the nature and probable cause of casualties involving loss of life, serious personal injury, or substantial loss of property. (C)

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A SHIPWRECKED BABY - 1875

During a wild gale in March 1875, the Keeper of Hendrick's Head Light discovered a vessel ashore on a ledge half a mile off shore. A heavy snowstorm had apparently blotted out the light. The seas were pounding the hapless craft and those on board had taken to the rigging where icy water had apparently already froze them to the ratlines. Unable to launch a dory in the wild sea, the keeper went along the rocky ledges seeking some way to help those aboard. He built a bonfire to let them know they had been seen and went to the shore again to search for wreckage. Suddenly he noticed a large bundle coming ashore. Grabbing a boat hook and line, the keeper fastened the line about his waist while his wife held tight to the other end as he waded into the raging surf. He managed to hook the bundle as it was hurled on the sand by a huge wave. The bundle was really two feather beds bound together with ropes. Cutting them apart the pair discovered a box and in the box a baby girl, very much alive and crying at the top of her voice. In a few moments the child was warm and cozy in the keeper's dwelling. In the box were two blankets, a locket and a message from the doomed mother, commending her child to God. The keeper and his wife, who were childless, adopted the baby girl soon afterwards. (D)

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FIRST SCHOOL SHIP - 1877

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sixty in all, was transferred to Fort Trumbull at New London, in which city the Academy has since remained, new buildings having been constructed in 1932. (L)

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WRECK OF THE CALDONIA - 1878

Captain Charles Drisko was keeper at Libby Islands Light Station when the schooner CALDONIA of Windsor, Nova Scotia, in charge of Captain Davidson, struck on the west end of Big Libby Island. The CALDONIA left Yarmouth, N. S. on the morning of December 2, 1878. The vessel was making good time standing up the coast when the clouds began to darken the sky and a storm broke from the sou'east. It was midnight and a gale of wind was blowing. Captain Davidson had two passengers on board that were coming to the States. When the skipper found the vessel had more of a sea than she was able to weather, he changed his course and headed for Machias Bay in hopes to gain smoother water. This he tried to do before the storm had gained such wild violence. The wind was severe on the small craft and with a heavy sea following the vessel, the squalls came and went but Captain Davidson and his crew never had a chance.

The vessel waded and wallowed so in the gigantic seas that it was just chance that the captain could run a course. As he was rounding the end of Big Libby Island the vessel pitched into the hollow of a big sea and when she righted herself she was in on the breakers.

Two passengers who were in the after cabin at one time, escaped being washed overboard, but the Captain and his crew were hurled into the air by the great comber that in its race of fury to strike the shore, took all that was not lashed down with it.

It was peaceful the next day around Libby Island and the waters had calmed. The devil in hell had got all his work in the day before and had disappeared as quickly as he had come. But he had completed the task that he had set out to do, and had done it well, for at daybreak on the sun-kissed sands of Big Libby Island there lay the bodies of the Captain, Steward and one seaman. The vessel was hard and fast on the bar with the two passengers clinging to the main-top rigging. Boats gone, everything swept from her deck was the way the volunteer lifesaving crew from Starboard found things. After much difficulty they rescued the two passengers from the wreck. (K)

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LIFE SAVING SERVICE A SEPARATE TREASURY BUREAU - 1878

In 1878 the Lifesaving Service was established as a separate bureau in the Treasury Department, with a general superintendent of its own. As a scion of the Revenue-Marine Service, the Life-Saving Service worked closely with its parent until the two were again united in 1915. Officers of the former served as supervisors and inspectors, and Sumner I. Kimball who left the Revenue-Marine Division to become head of the Life-Saving

Service on its formal establishment, remained its guiding genius, having served continuously until the act of January 28, 1915, consolidated the two services, and the organizational connection of the Revenue Cutter Service with the saving of life along the coasts and on inland waters, established in 1871 for a brief period, was again restored. (C)

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"TO THE LOWEST BIDDER" - 1880

During a period of Government economy about 1880, the Ned Point Light at the entrance to Mattapoisett Harbor, Mass., was offered for sale, being advertised in the local papers as going to the "lowest bidder." Captain James Stowell of Mattapoisett promptly posted his offer of one cent. The Government, in its embarrassment, sent him 8 pages of information as to why his bid was not accepted. Incidentally the lighthouse was never sold but is now an unattended light which is displayed from April 15 to October 15 each year. (D)

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BIRD SCREEN ON LIGHTHOUSE - 1880

A screen was erected at Mayo's Beach around the light about 1880, so that the birds which were attracted by the glare and had been killing themselves by the score would not damage the lantern itself. Many panes of plate glass had been broken by the terrific impact with which birds crashed into the light, several of them even penetrating to the interior of the lantern room itself. The light was finally extinguished for good as being unnecessary. (D)

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A BEWITCHED ISLAND - 1883

There were some good stories told about outer Boothbay Harbor before the erection of Ram Island Light Station in 1882, and the mariners claimed they saw ghosts and all kind of witches. "It is a dark old hole," said one of the fishermen, on trying to make into Boothbay Harbor.

During a night of stygian darkness, the wind blowing a gale, a sailor on an approaching vessel trying to make Boothbay Harbor saw a vision on Ram Island. There stood a woman all in white holding a lighted torch in her hand and waving it above her head. The tiller was swung hard down so as to come about just in the nick of time to keep her off the Rocks.

A hand-line fisherman running home one evening under a smashing southerly breeze lost his bearings in a dense fog and would have put his craft high and dry on the ledges had not he seen flames from what he called a burning ship on Ram Island. He later visited the island and looked all around for the fragments of the burned vessel but found none. Not even a might of charred wood could be picked up and he was at a loss to know how the signal was issued.

An old island resident, who is now passed the three-score and ten mark, tells of how he was taking a new sloop from one of the ship-building plants at Friendship to Portland. Somehow he got in too near shore as night was coming on and he would have surely crashed on the jagged rocks had he not all of a sudden been warned of the terrible pounding of giant seas. It seemed to be smooth enough out where he was but all of a sudden a terrible sea made up and such a noise attracted his attention quickly enough to warn him. (K)

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THEY NEVER REACHED FLORIDA - 1884

On the afternoon of January 10, 1884, when Horace N. Pease was Keeper of Gay Head Light on Martha's Vineyard Island, Mass., the popular coast-wise steamer CITY OF COLUMBUS sailed from Boston for New York and the South, many of those aboard planning to spend the colder winter months in Florida. The vessel never reached Florida. At 3:45 A.M. next day she piled up on the terrible Devil's Bridge ledge which runs off the shore from Gay Head, just under the lighthouse. One hundred persons drowned within twenty minutes. Sighting the wreck, Keeper Pease gathered a crew of Indians, of whom there were quite a few still living on Martha's Vineyard at that time, to go out to the vessel. The first attempt to launch a lifeboat in the raging surf resulted in failure. The lifeboat capsized but all the crew members reached shore safely. The next attempt was successful, however, and reaching the wreck the lifeboat crew shouted across to the survivors huddled on the icy deck of the steamer, telling them to leap into the sea. Because of the swell the boat could not safely come any closer to the wrecked steamer. One by one the terrified passengers jumped into the ocean and were quickly pulled aboard the lifeboat. As the overcrowded lifeboat headed for shore it capsized in the surf just off the beach, but all were saved. Another lifeboat from Squibnocket now brought several more survivors ashore. By this time the Revenue Cutter DEXTER had arrived and her lifeboats rescued seventeen more survivors. Two men were still seen clinging to the rigging, however, and Lt. Rhodes, R.C.S., volunteered to go to their rescue. He leaped into the water but was struck by floating wreckage and forced to return to the cutter. Later he rowed a small boat to the wreck and actually boarded her. Climbing the ice covered shrouds he reached the men, but found them both frozen to death. Laboriously he cut them down and brought the bodies back to the DEXTER. The wreck was then left alone in the sea, her icy rigging glistening in the cold January sun far from the warm southern climes, she had set out for only a few hours earlier. (D)

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CAPE ELIZABETH LIGHT KEEPER RESCUES TWO - 1885

Keeper Marcus Hanna of Cape Elizabeth Light had just retired on January 28, 1885, after working the Cape Elizabeth fog signal all during a stormy snowy night. His assistant had relieved him, but it was the keeper's wife, while extinguishing the lighthouse lamp at 9 A.M., who first noticed the masts of a vessel looming a quarter of a mile off shore. Keeper Hanna dressed and rushed out amidst the snowdrifts to the fog signal station.

The schooner AUSTRALIA, with Captain J. W. Lewis and a crew of two men Irving Pierce and William Kellar, had sailed from Boothbay Harbor, bound for Boston the preceding afternoon, but when the storm hit them off Halfway Rock Light at 11 P.M., they had decided to run for Portland. Later the Captain had accepted Pierce's advice to stand off instead. When the mainsail blew to pieces he had planned to jog off and on under reefed foresail until morning. With a temperature of four above zero the schooner had iced heavily and the crew had jettisoned the deckload to keep her afloat. At eight o'clock Cape Elizabeth Light had been sighted and they had hoisted the peak of the mainsail in an attempt to weather the Cape, but the wind and sea had grounded them on to a ledge near the fog signal station. Captain Lewis was washed overboard and lost but the two crewmen took to the rigging.

Here they clung half frozen by icy spray and soon unable to move, as the vessel seemed doomed to break up. Keeper Hanna, obtaining a good line with a heavy iron weight, made his way with his assistant to the shore, where the vessel was perched at a 45 degree angle, being swept by angry seas from the stern. Reaching the ice covered rocks the keeper, knee deep in foam, finally, after at least twenty attempts to reach the vessel with the line, had to cease temporarily. The assistant went for help. Then a towering wave struck the schooner, lifting her bodily from the ledge on which she rested and smashed her against the rocks nearer the fog signal station, over on her beam ends her whole port side stove in. Hanna threw the line once more and it landed aboard the schooner but the men, unable to free themselves from the frozen shrouds could not reach it and it slid off into the sea. In a final attempt Seaman Pierce was able to break away and reach the line, wrapping it, with great effort, about his waist. There was no time to lose, so Hanna signalled him to jump into the sea and finally hauled him singlehanded over the rocky ledge. Pierce was totally blind from exposure and his jaws frozen together but he was otherwise unhurt. Another toss by Hanna and the line reached Kellar through the floating wreckage of the now fast disintegrating schooner. As he signalled the seaman to jump into the ocean, Hanna's strength was failing fast, but his assistant now fortuitously appeared with two neighbors and the four men soon had the helpless sailor out of the surf. The frozen clothing was cut from the seamen's bodies and cold water rubbed on their limbs, while stimulants were forced between their frozen jaws. Two days later they had recovered sufficiently to be taken to Portland. (D)

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CUTTER BEAR - 1886-1926

The story of the Coast Guard in Alaska, is, to a very considerable extent, the story of the BEAR, a 200-foot steam barkentine which was purchased by the Navy on 1884, already aged 10 years, to go to the relief of a party under Lieutenant Greely which had been isolated at Camp Conger. Thereafter this vessel was assigned to the Revenue Cutter Service, and entered the Pacific via the Straits of Magellan, succeeding the CORWIN in 1886. She served over forty years in the North, her name having become synonymous with the government, and made many rescues and expeditions, among the most famous having been a search in the winter of 1897 for lost

whalers, from which the cutter returned with men from five ships after a difficult trip in the course of which a small party traveled sixteen hundred miles by sled, drove four hundred reindeer overland for food, restored the shipwrecked men to health, and preserved order among five hundred natives and three hundred sailors at Point Barrow for about four months until the BEAR could come through. Her commanding officers were made United States commissioners, and others on board were made deputy marshals. She has carried Stefansson, Amundsen, and almost every other well-known Arctic Explorer. After having been honorably retired in 1926, to give way to the NORTHLAND, the BEAR was recalled to serve with Byrd in the Antarctic, and later resumed active wartime duty in World War II as a Navy vessel in Greenland waters. (L)

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BERING SEA PATROL - 1886

The CORWIN had steamed south by August, 1886, to guard the salmon fishers, which, with full holds, were heading back to San Francisco. There they would lay up for the winter or sail any run in the world on charter. The RUSH was waiting to protect the seal herds as they passed through the Aleutians and convoy them out to sea. The BEAR patrolled the waters around the Seal Islands. The sealing schooners gave her a wide berth, scattering as soon as her topmasts appeared over the horizon. In thick weather she was sometimes able to approach more closely, but if unable to run for it, the sealmen called in their boats, quickly washed their bloody decks, jettisoned their cargoes and transformed their ship into an innocent fisherman. She made no captures, but gave the sealing fleet little opportunity to carry on the hunt. (J)

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PITY THE POOR SAILOR - 1886

The runners from the "shanghai" boarding houses plied the bars along the Barbary Coast in San Francisco in 1886. They promised any sailor oceans of liquor, bevies of beautiful girls, a fine kit of sea clothes and a good ship out when his time ashore was up. If persuaded to become a "guest" at the boarding house, the sailor was promptly drugged, beaten into unconsciousness or kept helplessly drunk; his outfit was stolen and replaced with the cheapest clothes obtainable; and he was lugged on board a departing vessel, usually within 24 hours after his arrival. The boarding house owner, or crimp, checked him in with the outgoing skipper, signed his name to the shipping articles and obtained two months advance wages to pay for the man's "lodging" and his "new outfit." Once at sea the victim had no alternative but to "ride his dead horse" until the two months were up and to increase his debt by buying serviceable clothes from the skipper's slop chest at exhorbitant prices. The practice was only partially abated by the 1888 amendment to the law which required that seamen on vessels in the coastwise, and certain nearby American, trades be signed on before shipping commissioners appointed by the U. S. Commissioner of Navigation. (J) (L)

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A CRYPTIC MESSAGE - 1887

In 1887, while the BEAR lay at anchor with the whaling fleet in Port Clarence, the whaler YOUNG PHOENIX sailed through the entrance and threw her sails aback as her anchor splashed toward the bottom. A boat hurriedly left her side and hurried toward the BEAR. Her master ran up the gangway and handed Captain Healy a piece of wood on which was carved the following symbols:

"J.B.V. BK. NAP. Tobacco give;
S.W. C. NAV. L. 10 Help come."

While the YOUNG PHEONIX had been becalmed off Cape Bering, an Eskimo had paddled out in a kayak and tossed the piece of wood, which had been passed from native to native along the coast onto her deck.

Captain Healy and the master of the whaler thoughtfully studied it. They knew that the bark NAPOLEON had been wrecked on the Siberian coast late in the preceding year. Fourteen of her crew of thirty six men had taken to the boats and were picked up by other whalers. Others were believed to have gotten safely ashore through the surf, but inquiry by whalemen among the Eskimos brought forth the report that all had subsequently died from exposure and starvation. The two skippers interpreted the symbols as follows:

J. B. Vincent of Edgartown, Mass., known to other whalemen as one of the NAPOLEON's boat steerers, had promised that tobacco would be given to the bearer of the message; he was located ten miles south of Cape Navarin and was in need of help.

In a very few minutes the BEAR was under way. She steamed 400 miles at full speed and two days later hove to off the flat desolate shore of Cape Navarin. Two ragged men, clinging to each other for support, barely able to walk, staggered out of a hut on the beach. A boat put through the surf. Vincent and his companion were taken on board, cared for and, later, given transportation to San Francisco. (J)

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KING ISLAND TRAGEDY - 1890

In 1890, soon after the ice opened, the BEAR reached King Island, northwest of Nome, in the Bering Sea. While still some distance from the landing place, her men saw that it was crowded with strangely quiet Eskimos. Kayaks and oomiaks were putting out from shore. As the Eskimos clambered over her rail their bony hands and punched faces graphically portrayed their hunger. They touched the men of the BEAR with gentle fingers, as if anxious to make sure that they were really there, thanked them for coming and then bolted for the galley, begging piteously for food.

In painful, heart-broken words, the chief informed Captain Healy that 200 of his people had died of starvation during the winter; only 100 men and women were still alive on King Island. The walrus, depended upon to provide

them with food, had failed to appear during the preceding fall. Winter storms made passage to the mainland impossible. The survivors had first eaten their dogs and then subsisted for months on seaweed. Before the BEAR steamed on to Barrow xxxx food supplies from her storerooms were ferried ashore, platforms were built, in accordance with Eskimo custom, for the burial of the dead, and the community was nursed back to health. xxxx Upon her return south Captain Healy, who had been deeply moved by the King Island tragedy, suggested to Sheldon Jackson, Commissioner for Education in Alsaka, that the BEAR transport reindeer from Siberia, where they had long been domesticated, to form the nuclei of herds which would eventually supply the Eskimos with skins for clothing, pack and sled animals for transportation and meat for food. Before she sailed for the north the following spring, Jackson and members of an exploring expedition led by Israel Russel reported on board. Jackson had authority from Congress to purchase ten Siberian deer. (J)

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BEAR'S SKIPPER REPRESENTED "KING OF KINGS" - 1890

Not a few of the Eskimos regarded the BEAR as having a charmed life and considered her skipper the direct representative of the King of Kings. Revenue headquarters had taken a more legal viewpoint and arranged for him to be made a U. S. Commissioner for each cruise, in order that he might try minor cases, and for one of her officers to be appointed Deputy U. S. Marshal, that he might legally take custody of those accused of more serious crimes. (J)

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A BOON FOR BOON ISLAND - 1890

Keeper Williams tells a good story of how they dined at Boon Island one Thanksgiving Day in the latter part of the nineteenth century. The holiday was approaching, and as nobody had been ashore for several weeks they had got down very close to nothing in the hearty line. He was standing just inside of the light tower on the evening before Thanksgiving, and wondering what he and the boys were going to have the next day for the repast. Suddenly without any warning he heard a terrific blow struck against the parapet deck. Anxious to find out just what had happened he went outside and there lying on the deck were four pair of black duck dead as a door nail. Thinking that it took more than that to make such a thump, he went around the base of the tower and among the rocks he found four more. They had been attracted by the bright beams of the light and so blinded that they could not see where they were going. The birds were in unusual fine condition and he and the boys had some Thanksgiving dinner, for which they were only to glad to give thanks to the Creator for remembering them at such a time. Those on shore all the time were wondering what the keepers on Boon Island were having for dinner that day and the news did not get circulated until a few days afterward when the lighthouse tender MYRTLE made a call and the story was told and relayed to the keepers' families. (K)

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A CONNUBIAL SIGNAL - 1890

A pair of pants and a petticoat, hoisted above an oomiak putting out from one of the villages, had often caused the BEAR to heave-to until a giggling bride and groom came on board to have a legal marriage, formerly unknown among the natives, performed upon her quarterdeck. Usually, however, her skipper felt that this was hardly a job for wandering sailormen and merely transported the lovesick pair to the nearest missionary. (J)

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FIRST REINDEER FOR ALASKA - 1891

The BEAR sailed along the Siberian Coast in 1891 and landed officers, who after several days of search located the deer herds grazing on the tundra. Rifles and ammunition were traded for the ten reindeer. They were driven to the coast; seamen rubbed their soft noses and patted them reassuringly as they urged them into the BEAR's boats. Alongside the ship, canvas slings were passed under their bellies; the winches hoisted them aboard. At Teller, on the shore of Port Clarence, where it had been decided to establish the first Alaskan reindeer Station, a section of the rail was let down: the deer jumped over the side and swam ashore. The BEAR's crew built a house for a white man named Bruce, who was employed as Superintendent of the Station and constructed a corral from drift wood and rib bones of whales. They were aided by natives who had agreed to serve as apprentices until they had earned a few deer of their own, and a Siberman herder, who had been hired to teach the Eskimos to care for the deer. (J)

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A THREATENED SEAL WAR - 1892

In 1892, before sailing north, the BEAR received secret orders which informed her that Bering Sea was to be the scene of the greatest activity since the Civil War. It had proved impossible for the few cutters of the Bering Sea Patrol to guard the many sealing schooners. Each summer the rookery beaches were littered with the bodies of starved pups; the herds were dwindling at an alarming rate; a number of scientists had been ordered to visit the Seal Islands to investigate the quite obvious cause. Pending their report, the U. S. had decided to ignore England's protests and to serve effective notice that the killing of mother seals would no longer be tolerated. The Bering Sea cutters and a number of naval ships were directed to report to Captain Robley D. "(Fighting Bob)" Evans of the USS YORKTOWN, who would assign them to guard the Aleutian passes, the Seal Island and surrounding waters.

The BEAR joined the YORKTOWN at Unalaska. Two British cruisers under Admiral Hotham were in port, with orders from their Admiralty to resist with force the seizure of Canadian sealing schooners at any point outside the three-mile limit. Seamen from the opposing ships spat on their hands, glared at each across the short spaces of water and exchanged glib jibes when they passed on the streets of the town.

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For days the newspapers of the world and trans-atlantic cables seethed with exciting phrases. War seemed unavoidable. But at the last minute Great Britain agreed that seizures should not be resisted but should subsequently be adjudicated by an International Court. (J)

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"ESKIMO" MEANS "FISHEATER"

The word "Eskimo" means fisheater and was applied as a term of derision by the Algonquin Indians in speaking of the natives of Southern Labrador. In Alaska the natives call themselves "Innuit." (L)

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A CUTTYHUNK RESCUE - 1892

On March 11, 1892, a fearful gale came out of the sea to beat against the shores of Cuttyhunk Island. The keeper of Cuttyhunk Light, Captain A. G. Eisener was first apprised of a wreck when he noticed thousand of laths coming ashore. A short lull in the storm enabled him to discern the outlines of a vessel less than two cable's lengthsoff shore. The masts had been carried away and the rigging was in a hopeless tangel of confusion on the deck and over the side. There were four men clinging to the windlass bitts. Calling his wife and daughter he summoned two others who were on the island and the five of them launched the lifeboat of the Massachusetts Humane Society. Keeper Eisener kept her headed into the giant combers and after an hour of hard rowing reached the wreck. The ship was the British ROB AND HARRY. Two of the crew crawled out on the bowsprit and dropped into the plunging lifeboat, but just then a giant wave crashed into the lifeboat filling it with laths and water and sweeping all but two of its oars overboard. Then the line snapped and the lifeboat drifted helplessly away. Fifteen minutes later the lifeboat hit the rocky beach and everyone managed to escape alive, although the lifeboat was badly stove in at several places. The U. S. Life Saving crew had now arrived but their beach apparatus was deemed useless in any attempt to rescue the two men still aboard. The lifeboat was, therefore, repaired and finally launched. Reaching the wreck on the second trip Eisener found one of the survivors alive but the other was dead from exposure. The Massachusetts Humane Society later awarded Eisener a silver medal and $20 for his heroic rescue of the three men. (D)

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LIGHTKEEPERS UNDER CIVIL SERVICE - 1896

"My task was much easier" says George R. Putnam, former Commissioner of Lighthouses in Sentinels of the Coasts "because the lightkeepers and other employees in the Service were already included in the classified civil service under an order issued in 1896 by President Cleveland, who did so much to extend the use of the merit system in government personnel. It has not always been thus. In old papers at the office I ran across books of blank forms, three to the page, check book style, with blanks for

the name of the keeper addressed and the date, and informing him to this effect: 'You are superseded as keeper of ---- light station on ---- 18-, by ---.' Just this and nothing more, except the signature of the Superintendent of Lighthouses. For many years the Collectors of Customs acted as superintendents of the lights, and they evidently applied to the lightkeepers the same system of political appointment and removal to which they were accustomed in the Customs. A published report on the lighthouses as far back as 1863 says, 'Another, and by no means the lesser evil, is the appointment or dismissal of keepers on the grounds of political faith or heresy.' In 1873 an official report states that, 'efficient and faithful lightkeepers have in many cases been changed by Collectors of Customs for no other reason than to give place to some political favorite.'" (B)

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MAJOR ADVANCES IN AIDS TO NAVIGATION SINCE 1897

Virtually all the major advances in lights and fog signals - the electric lamp, the incandescent oil-vapor light, the Fresnel lens focusing the beam in the horizon of the mariner, the fast-revolving light making it possible still further to gather the rays into powerful beams, and the fog bells, followed by the whistle, siren, and diaphone-all have been developed within a little more than a century. Only since 1897 has so necessary an aid been employed as the lighted buoy, boon to the navigator who must bring his vessel into port at night through treacherous shoals and narrow channels. And only in recent years has the wireless wave, in the form of the radiobeacon, been converted to the use of the mariner blinded by storm and fog. (B)

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"FROZEN TO THE THWARTS" - 1897

"But speaking of wrecks," said Captain Williams of Boon Island Light, "while I was on Boon Island I believe the most exciting time I ever had was the rescue of a crew when the schooner GULDHUNTER went ashore. It was the coldest morning I had ever seen at such an early date in December, 1897.

"The thermometer registered four below zero; it was a thick vapor, and blowing a gale of wind from the northwest. The schooner struck on Boon Island Ledge about three miles from the light station. The crew succeeded in getting into their yawl boat and after a six hour row reached the light station at 1:30 in the morning. We were aroused by the barking of the dog. This was the first notification that there was people around the island. We got out our lanterns and climbed down over the icy rocks and made out the little boat just outside the breakers. The castaways were instructed to follow the lights around the rocks to the lee of the island, and then, still guided by the glimmer of the lanterns, watched their chance to run in on the top of a sea. The three keepers, covered with flying spray, grasped the boat rails and the dog, at the same time, took the painter in his teeth and ran up the rocks. The little craft was hauled beyond the reach of the next sea.

"The crew was frozen to the thwarts and almost helpless. The keepers and their wives had a desperate task for the next few hours to resuscitate the almost lifeless men. One of the sufferers was a negro boy fourteen years old. It was only a few years ago that I met this same boy and shook hands with him. The memory of that terrible night was still fresh in his mind and we had a most interesting conversation about the long ago." (K)

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THE SEAL PATROL - 1897-1941

A popular misconception, not borne out by the facts, is that Coast Guard cutters "ride herd" on thousands of seals as they migrate annually from the south to their breeding grounds on the Pribilof Islands in the Bering Sea. According to the Coast Guard's "Report of Oceanographic Cruise - CGC CHELAN - Bering Sea and Bering Strait" issued in 1934, seals travel in small bands "never exceeding five or six and generally twos and threes." The cutters obviously could not escort hundreds of thousands of such small bands. From 1894 on the Revenue Cutter Service landed small parties on several of the Pribilofs each season for a two months' stay to prevent raids on the seal rookeries. It was not until 1897 that the cutters were authorized by law to search for and seize any American vessel "suspected of having violated or having an intention to violate the act of December 29, 1897" prohibiting the killing of fur seals in the waters of the North Pacific Ocean. (30 Stat. L. 226).

The Act of August 24, 1912, (30 Stat. L. 499, 501) gave effect to the convention of July 7, 1911, between United States, Great Britain, Japan and Russia, prohibiting the taking of fur seals and sea otters in the North Pacific Ocean and Bering Sea, north of 30° north latitude, except under certain conditions, mainly for food and clothing by the aborigines living along the coasts of North America. Since 1910 the killing of seals on the Pribilof Islands has been carried on by the U. S. Government through the Bureau of Fisheries. Between 1910 and 1938 the herd under such protection, had increased from 132,279 to 1,872,438 and $2,324,501.64 had been paid into the U. S. Treasury during the 28 years from the sale of skins; after money due Great Britain and Japan under the terms of the seal convention, had been paid. Japan abrogated the convention effect October, 1941, and, since the war, Japanese have not been permitted to leave Japan except under close supervision of the occupation authorities. Pelagic sealers of other nations have not caused any trouble and are not likely to in the foreseeable future. The Convention is still binding on United States, Great Britain, and Russia. (L) (F)

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THE BEAR POLICES THE GOLD RUSH - 1897

Upon return to St. Michael, Alaska in August 1897, the Revenue Cutter BEAR's men learned that the Yukon gold fever, ardently ballyhooed by Pacific coast railroad and steamship companies, was sweeping the world. The docking of the EXCELSIOR at San Francisco had excited little comment, but Seattle had greeted the PORTLAND with screaming headlines, announcing her arrival

with "a ton of gold." Several ships were at anchor at St. Michaels, and despite the lateness of the season, twelve more were en route from Seattle and San Francisco. Three hundred people, including many rough characters, were encamped on the beach, muttering threats about what they would do if the steamship agents failed to live up to their promises to take them up the Yukon before the winter set in. In a few days, as ship after ship arrived, their number had grown to more than fifteen hundred. xxxx The gold seekers wanted only one thing: to beat the rest of the rush to the Klondike. xxxx Rackets invented on the spur of the moment by the steamboat men caused much ill feeling among the tenderfeet. Tickets to Dawson were sold, and the purchaser soon learned that a finely printed clause required him to assist in building the boat on which he was to take passage. Bunks on some of the river steamers consisted of floor space marked off into rectangular areas and assigned to three people, each of whom was permitted eight hours sleep out of 24. xxxx The prospectors got fighting drunk at the bar on board the ships, roamed the tent lined streets of the town, passed time with the ladies of leisure who had been among the first to arrive and did exactly as they pleased. In response to warned requests of St. Michaels' more permanent residents, Captain Tuttle of the BEAR, took charge of the town. The men of the BEAR patrolled the streets; her officers settled disputes about town lots and steamship tickets, inspected the badly found, overcrowded passenger vessels, and endeavored to make them seaworthy, persuaded many tenderfeet to return to the States rather than attempt to winter in Alaska, and permitted the river steamers to leave for Dawson when ready. xxxx Finally a detachment of Infantry under Colonel Randall arrived, and the old Russian Fort at St. Michael became a post of the U. S. Army. St. Michael's worries were over and, for the moment, so were those of the BEAR. She visited the nearby islands and headed south. (J)

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THE RATS THOUGHT BETTER OF IT - 1898

As the ice broke up off Point Barrow in August 1898, and the whalers, whose crews had been rescued by the overland expedition from the BEAR, were freed from their long imprisonment, two were found to be leaking badly. Under the menace of shifting floes, the BEAR's crew made hurried repairs. While her men were at work, the pack suddenly moved in, forcing her against the grounded shore ice. A pointed floe jabbed her amidships so violently that her engine bed plates were raised four inches, her stern was lifted eighteen inches out of the water, and it seemed certain that she must be crushed. Several rats, those black prophets of disaster, scurried up from her holds and leaped over the side onto the white ice. They scurried back on board again as her timbers withstood the strain and her crew worked hastily with the ice chisels, removing the immediate pressure around rudder and engine rooms, breaking the floes into sludge to form a cushion or "bed." (J)

* * * * *

"WE'LL DROWN HIM"

The Maine Sea Coast Mission, with headquarters at Bar Harbor, has for many years done a geeat deal of good work among the islands and light stations of the Maine coast.

An indispensible aid to this work is the beautiful mission boat SUNBEAM. This boat was designed by Albert Condon of Thomaston and was built in the yard of the late Jonah Morse of Damariscotta. She is eighty feet long, with sixteen-foot beam, and draws approximately eight feet of water. She is driven by a 120 h.p. full Diesel crude oil motor. She is constructed of very heavy timbers and is particularly able in every way to stand the rough weather of winter that is characteristic of the Maine coast.

It seems that one of the mission workers had been visiting a certain island for some time, helping the natives to take better care of themselves. He had shown them better ways of making clothes, how to weave baskets, and, in general, how to improve their living conditions.

Finally, he thoughthe had become well enough acquainted with them to try to instruct them a little about the Bible, a book about which few of these fisher folk had ever heard. So one night he announced a meeting.

The folks came, the men all in their sou'westers, just as they had left their day's work in the dories. The mission worker told them about God and about the devil. He tried to explain as carefully and emphatically as possible the difference.

He had scarcely finished when he had proof that the seed had fallen on good ground. The meeting was full of excitement and enthusiasm, and finally one of the fishermen jumped to his feet and shouted, "I'll tell you what we'll do with that feller the devil. We'll take him right over to Dunham's Point and we'll drown him, goddam him!" (K)

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THE SPANISH AMERICAN WAR - 1898

"To the Congress of the United States:

"On the 11th of May, 1898, there occurred a conflict in the Bay of Cardenas, Cuba, in which the naval torpedo boat WINSLOW was disabled, her commander wounded, and one of her officers and a part of her crew killed by the enemy's fire.

"In the face of a most galling fire from the enemy's guns, the revenue cutter HUDSON, commanded by First Lieut. Frank H. Newcomb, United States Revenue-Cutter Service, rescued the disabled WINSLOW, her wounded commander, and remaining crew. The commander of the HUDSON kept his vessel in the very hottest fire of the action, although in constant danger of going ashore on account of the shallow water, until he finally got a line made fast to the WINSLOW and towed that vessel out of range of the enemy's guns, a deed of special gallantry.

"I recommend that, in recognition of the signal act of heroism of First Lieut. Frank H. Newcomb, United States Revenue-Cutter Service, above set forth, the thanks of Congress be extended to him and to his officers and men of the HUDSON; and that a gold medal of honor be presented to

Lieut. Newcomb, a silver medal of honor to each of his officers, and a bronze medal of honor to each member of his crew who served with him at Cardenas.

xxxxx

Executive Mansion June 27, 1898 William McKinley"

The HUDSON was one of 13 revenue cutters that cooperated with the Navy in the war with Spain. Of these, 8 cutters, the MANNING, MORRILL, HAMILTON, WINDOM, WOODBURY, HUDSON, CALUMET, and McLANE, were in the North Atlantic Squadron under Rear Admiral W. T. Sampson, USN. One cutter, the McCULLOCH, was with the Asiatic Squadron under Admiral George Dewey, USN; and four cutters the RUSH, GRANT, CORWIN, and PERRY cooperated with the Navy on the Pacific coast. Altogether these cutters carried 61 guns, 98 officers and 562 enlisted men. Seven other cutters, the DALLAS, DEXTER, WINONA, SMITH, GALVESTON, GUTHRIE, and PENROSE, carrying in all 10 guns, 33 officers and 163 men, served with the Army, engaged in patrolling and guarding mine fields in various harbors, from Boston to New Orleans.

Lieut. Newcomb reported, in part, on the Cardenas incident as follows:

" xxxx we were ordered to proceed with the WINSLOW and sound out the channel between Romero and the largest of the Blanco Cays and to sweep it with our small boats for torpedoes xxxx when off the eastern end of Romero Cay, while running at full speed, the HUDSON grounded and stopped with only 7 feet of water under her xxxx finally the HUDSON backed off into deeper water. We then sounded our way down the channel about a mile, when we met the WILMINGTON coming in.

"All three vessels then proceeded into the bay, the WILMINGTON in the center, with the WINSLOW on her port bow and the HUDSON on the starboard.

"About 1 P. M., when nearly abreast of Corogal Point, the HUDSON was ordered by the WILMINGTON to 'go out and look for small craft,' xxxx Finally at 1:35 p.m., not having seen vessels of any kind whatever on that side of the bay, we steamed at full speed toward the WILMINGTON and WINSLOW now nearing Cardenas. At 1:45 p.m. they had arrived off the city and were steaming to the eastward along the water front, probably 1½ miles offshore. Suddenly the WINSLOW dashed in toward the wharves and when about 1,800 yards distant, the smoke of a gun fired from the center of the city front was observed. Both vessels immediately returned the fire; more guns followed from the shore, and when we arrived at the scene about ten minutes later a general engagement was in progress. The HUDSON steamed in between a bark and a full rigged brig lying at anchor, and taking a position about 1800 yards from the shore, off the western end of the city, opened fire with her two 6-pounder Driggs-Schroeder guns upon the enemy's batteries, which could only be located by the smoke from the guns. xxxx The HUDSON ran in at full speed until about 150 yards inshore of the WINSLOW and a short distance to the eastward, when the engine was stopped and firing resumed with the two 6-pounders. xxxx

"After having been in action a few minutes it was noticed that the WINSLOW was moving about in a very strange and erratic manner, and it was

found quite difficult at times to avoid a collision with her. She was darting back and forth in line with the city front. xxxx It was afterwards learned that one of her boilers and the steering engine had been struck and disabled, and that her commander was trying to point either end of her offshore in order to withdraw.

"The enemy's wheels were falling and bursting all over and around the two vessels, and why the HUDSON was not damaged by them is beyond comprehension. I saw one shell, that passed close over the top of our pilot house, strike the WINSLOW, but fortunately it failed to burst. Another shell, apparently a large one, passed close to us, and striking the water alongside the WILMINGTON, half a mile outside, threw a column of spray nearly as high as her bridge. The use of smokeless powder in some of the enemy's guns made it impossible to locate them xxxx. We had been firing steadily for about twenty minutes, most of the time lying inshore of the WINSLOW xxxx when it was reported to me that she was probably disabled. I immediately offered assistance to her commanding officer, which he declined by a negative shake of the head. Ten or fifteen minutes later, when we were to windward and outside of the WINSLOW, he reported his vessel as totally disabled, and requested to be towed out of range of the enemy's guns. This was the first definite information received on board the HUDSON of the WINSLOW's condition. There was quite a fresh breeze blowing obliquely on shore from the eastward and the WINSLOW was making so much leeway in consequence, and constantly shoaling the water, that I found it very difficult to bring the HUDSON in position to throw a line to her. Our propeller was constantly stirring up the bottom, and steerageway was invariably lost as soon as speed slackened. It was upward of thirty minutes before we succeeded in getting hold of the WINSLOW's towline and started ahead with her. xxxx

"We were within 100 feet of the WINSLOW when a shell exploded, killing Ensign Bagley and three men, and the sad casualty was distinctly visible to most of our officers and crew. The WILMINGTON fired the last guns in the engagement, apparently silencing the enemy's batteries xxxx. The WILMINGTON was nearly a mile distant steaming out to windward. The HUDSON following slowly with the WINSLOW. The latter vessel's steering gear being disabled, she was yawing about wildly, and we had not proceeded more than a quarter of a mile when the towline parted. It was a matter of only a few minutes to get out another towline, and then we went ahead again. xxxx We arrived alongside the MACHIAS at dark, and at 9:30 p.m. dropping the torpedo boat, started for Key West with dispatches, and the dead and wounded from the WINSLOW, arriving there about 7:30 on the following morning."

In the same message to Congress President McKinley said:

"It will be remembered that Congress, by appropriate action, recognized the several commanders of ships of war for their services in the battle of Manila, May 1, 1898.

"The commander of the revenue cutter HUGH McCULLOCH, present and in active cooperation with the fleet under Commodore Dewey on that occasion (by Executive Order under the provisions of Section 2757, Revised Statutes), is the only commander of a national ship to whom promotion or advancement was not and could not be given, because he already held the highest rank known to the Revenue-Cutter Service.

"I now recommend that, in recognition of the efficient and meritorious services of Captain Daniel B. Hodgsdon, United States Revenue-Cutter Service, who commanded the HUGH McCULLOCH at the battle of Manila (that officer being now in the sixty third year of his age, and having served continuously on active duty for thirty-seven years), be placed upon the permanent waiting orders or retired list of the Revenue-Cutter Service, on the full duty pay of his grade."

The McCULLOCH was on her way to her station at San Francisco, by way of Suez and the Far East, when on April 8, 1898, at Singapore, she was ordered to report to Commodore Dewey, then at Hongkong. Reporting to Dewey on the 17th the vessel at once went under naval regime, was painted a leaden gray and on the 27th, the entire fleet weighed anchor and proceeded to sea.

At 5:30 P.M. on April 30th the fleet stopped off Subig Bay and at 6:20 P.M. started ahead at a 6 knot speed, the McCULLOCH having assumed a position astern of the USS BOSTON. Entering the Boca Grande, the OLYMPIA took the lead and the rest of the squadron followed in single column, the McCULLOCH being third from the last. At midnight the van of the column rounded Corregidor Island and headed up the bay, without any sign being made from shore of the presence of an enemy. At 12:15 A.M. May 1st the McCULLOCH's smokestack caught fire and sent up a pillar of flame. Immediately after, a shot was heard from the Spanish battery on El Fraile Rock, followed by a second, which passed whistling and tumbling over the vessel. The BOSTON answered with a 6 inch gun and the McCULLOCH fired three projectiles from her 6 pounder at 4500 yards. A third shot came from the enemy's battery, and was replied to by an 8-inch shell fired from the BOSTON, after which firing ceased. In the action which followed off Cavite on May 1st, the McCULLOCH was assigned the duty of protecting the storeships NANSHAN and ZAFIRO from the incursion of any of the enemy's gunboats. On the morning of May 5th she was ordered to proceed to Hongkong with dispatches, the cable from Manila to that port having been cut.

Accompanied by the U. S. steamers BOSTON and CONCORD, the cutter made an uneventful voyage, and the first authorative news of the victory at the battle of Cavite was cabled home. Returning to Manila Bay the cutter left on the 13th for a second trip to Hongkong with dispatches, anchoring in Chinese waters to avoid neutrality regulations of English authorities. Here she took on Mr. Aguinaldo head of the insurgent movement in the Philippines, and thirteen of his leading supporters and reached Cavite on the 19th.

From May 25th until August 16th, when information was received that hostilities had ceased, the McCULLOUCH was largely employed in boarding duty, being anchored near the OLYMPIA in Manila Bay and intercepting all vessels entering the harbor in order to preserve the integrity of the blockade established by our fleet. On June 6 her officers boarded the German steamer DARM STADT, bringing relief crews for German men-of-war in port, and requested her captain first to report to Admiral Dewey, which he did. She made frequent excursions outside the bay to count merchantmen anchored there that were filled with refugees.

On June 29th the McCULLOCH intercepted a small Spanish gunboat, the LEYTE, observed to be leaving one of the rivers in the northwestern portion

of the bay. As the cutter approached, it was discovered that the Spaniard flew a flag of truce. She had on board about 150 refugees, Spanish officers, soldiers and women and had been prevented from escaping from the bay by the watchfulness of our fleet. Now oppressed by the approach of the insurgents and worn out by hunger and privation, her captain desired to surrender to Admiral Dewey.

On the morning of August 13th the entire fleet weighed anchor and stood to northward and eastward to assume positions previously assigned for the attack on Manila. The surrender of the city followed after the firing of a few rounds from four of the Navy vessels, directed against Fort Malate, without a shot being discharged in answer. Our army had meantime marched in by way of Paranaque and Malate. The McCULLOCH sent four boats to assist in landing troops from the transport KWONCHOI.

After reestablishing the light on Corregidor Island, which had been discontinued by the Spanish authorities at the commencement of hostilities, the McCULLOCH returned to Manila, awaiting developments on the part of insurgent forces on shore, it being Admiral Dewey's intention should trouble come with them, to employ the McCULLOCH with the light draft ships of the fleet in an attack on their various towns, strongholds and vessels.

The cutter WINDOM proceeded to Cienfuegos on May 10, 1898, from Key West and found three Navy vessels there blockading the port. On the 11th the MARBLEHEAD and NASHVILLE steamed close inshore and, after shelling the vicinity where the ocean telegraph cables were landed, sent in six boats to grapple and cut the cables. The report of the WINDOM continues:

"After the work was completed, and before the boats could get out of range, the enemy from concealment behind a ridge opened fire on the boats, killing 2 and wounding 8 of the crews. During this time MARBLEHEAD and NASHVILLE kept up a brisk fire, and soon the enemy was driven from their position, but took refuge in the lighthouse and a small fort beside it, and again opened fire on boats and ships. At this time the WINDOM was called into action; took position between and inside of MARBLEHEAD and NASHVILLE, and about 1,200 yards from the lighthouse and fort, opened fire on the lighthouse and fort and soon both were destroyed. When the work of destruction was done, signal of "Well done" was made from MARBLEHEAD to WINDOM, and soon after signal to cease firing. xxxx Eighty five shells were fired from WINDOM's battery in the action. The gunnery was most excellent almost every shot striking lighthouse or fort from which the enemy was firing. xxxx Certainly many must have been killed or wounded in the destruction of the lighthouse and fort, or what was supposed to be a fort. After the action was over the wounded were placed on board the WINDOM and made as comfortable as possible xxxx and we left as soon as possible under full speed for Key West."

On June 26th the cutter MANNING, which had been engaged in blockading the ports of Matanzos and Havana, was ordered to take station at Daiquiri and guard the Army base of supplies at that point from attack. On July 5th, Spanish troops were seen approaching around the south side of the hill

west of the camp. The MANNING opened fire on those observed, and continued firing at intervals. Later a reconnaissance around the hill revealed no Spaniards, as they had probably fled to the mountains. There being no army surgeon at Daiquiri, the surgeon from the MANNING, Dr. Mitchell, visited camp twice each day. He treated 200 patients and used up nearly all his store of quinine. During this duty a landing party of seaman-infantry was organized and was held in readiness for shore duty whenever occasion for the service should arise. The army guard force consisted of 100 men. At one time fever reduced the number of men on shore available for duty to 15. But for the presence of the MANNING a considerably larger force from the army would doubtless have been necessary for the protection of Daiquiri. All the supplies of the army of invasion, or the major portion of them, were in store at this point, and an attack was actually made when the small army guard was decimated by sickness. (L)

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THE STORK STRUCK - 1898

Keeper Malone raised a family of twelve children at Isle Royal Lighthouse, on a lonely rock in the northern part of Lake Superior. This Malone had helped build the lighthouse, and applied for the position of keeper. But he was a bachelor, and the Inspector told him that he wanted a married man for keeper. Malone promptly went to the mainland and got married. A new Inspector was detailed to the District about every two years, and the Malones adopted a custom of naming a child after each Inspector, but the plan broke down when the exigencies of the Spanish War (1898) caused three different Inspectors to be detailed in one year. (B)

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SIBERIAN REINDEER FOR ALASKA - 1901

The purchasing of Siberian reindeer for Alaska had begun in 1891, when 16 were bought as an experiment. By 1901, 1,320 reindeer had been brought from Siberia and the reindeer population of Alaska had grown to 4,164. These were distributed among a number of reindeer stations in Alaska, some of which were at missions conducted by the Bureau of Education of the U. S. Department of the Interior. Since 1894 Congress had appropriated a total of $133,000 for the purpose.

In 1901, the Bureau of Education learned that a breed of reindeer in the neighborhood of the Okhotsk Sea was larger in stature than those they had been importing from northern Siberia and, in order to improve their herds, decided to obtain a supply of reindeer from this region.

First Lieutenant E. P. Berthelf of the U. S. Revenue-Cutter Service (later the Coast Guard) had been one of the three members of the expedition sent by the Government during the winter of 1897-98 to drive a herd of reindeer to Point Barrow for the relief of over 300 shipwrecked whalers believed to be starving there. The success of that expedition led to his choice as a suitable person to send to the Okhotsk Sea to procure, if possible, a number of the Tunguse deer of that section. He was accompanied by a Mr. Smith, an interpreter.

Furnished with necessary credentials from the State Department to the Russian authorities, Lieutenant Bertholf left Washington on January 11, 1901, and proceeded to St. Petersburg to obtain official sanction for his undertaking.

On February 24th with ample commendations from the Imperial Russian Ministry of the Interior to the Governor's General of Irkutsk and Eastern Siberia, he left St. Petersburg and proceeded to Irkutak on Lake Baikal via the newly built Trans-Siberian Railway. From this point he travelled by sledge down the Lena River to Yakutsk and thence across country by sledge to Okhotsk. From this point he proceeded along the coast toward Ola, a small village on the west shore of the Okhotsk Sea, inhabited by half-breed Russian Tunguse. The following are quotations from Lieutenant Bertholf's report on his expedition:

"The order the governor-general had sent along the line caused the people to be on the lookout for us and, very often, when some station happened to be at a place where the river banks were very high and steep, the keeper would be at the foot of the hill with fresh horses waiting for us. In this way, travelling night and day, we made as high as 164 miles in 24 hours.

"We slept in the pavoska (sledge), taking turn about, so that there would always be one of us awake to pay for the horses at the stations or in case anything happened.

"We pulled into Yakutsk shortly after noon on March 28, 1901, having been 15 days in making the trip from Irkutsk.

"After striking the Lena River at Verkolinsk, the villages became fewer and beyond Vitim we passed scarcely any, save those at the post station. We saw plenty of life, however, all along the route, and it was rare, indeed, that we did not meet between stations some caravan or traveler, or a peasant hauling a load between the villages. Some of these caravans were very long, and we once counted 30 sleds in the train.

"While we were awaiting completion of the sleds, a merchant arrived at Yakutsk from Okhotsk. He informed me that most of the larger herds of Tunguse deer, which are reported to be the most superior breed of all the Siberian reindeer, were in the vicinity of Ola, a town on the coast of the Okhotsk Sea; that not 75 miles from Ola lived two rich Tunguse deermen who owned some 10,000 deer between them; that the Tunguse of this section understood and used money. I was reasonably sure of getting to Ola before the winter roads became impassable.

"The distance from Yakutsk by the post road is 750 miles and is divided into three sections: the horse posts for the first 300 miles with stations averaging 23 miles apart; the reindeer post for the next 380 miles, with stations averaging 50 miles apart and the dog posts for the last 70 miles, with the stations 35 miles apart.

"On April 9th we came to Chernolyskyar, station 13, where we changed our horses for reindeer, each horse being replaced by

two deer. The station deer, from constant use, are quiet and docile allowing themselves to be patted, and standing quite still while the driver adjusts the harness on the reins. They are harnessed in pairs by a very simple arrangement, a plain loop of rawhide about two inches wide that goes over the off-shoulder between the fore legs. These loops are made fast to the ends of a single piece of raw hide that goes over the bent sapling on the front end of the sled runners, allowing it free motion. This makes both deer pull together, for if one gets ahead, the others hind legs hit against the sled and he is spurred on. The deer are controlled by a single rein running between the pair, secured by a short line from the halter of each. A strain on this line pulls the deer's heads toward each other, thus throwing the weight of the sled from the trace to the rein, and, they are forced to stop.

"About noon April 11, a wind and snow storm set in which increased to a regular blizzard, soon driving the snow so that one could scarcely see the sled ahead. The road soon became drifted over and in places obliterated and often our deer lost the road entirely and floundered about in the deep unpacked snow.

"The storm continued throughout the night and in the morning our baggage sleds were completely covered and had to be dug out. We did not get started until 9 o'clock. The snow was very deep and soft and a man had to keep ahead on snowshoes, feeling down through the snow with a stick to find the old hard roadbed. At 1 o'clock the deer gave out and had to be turned loose. At 4 o'clock we made another start but at 7 the deer again gave out and we had to camp, having made only 10 miles during the day.

"The storm continued during the day and night of the 12th and still showed no signs of cessation on the morning of the 13th when we made only 2 or 3 miles. The head driver told me there were some Tunguse deer men living near by and he though he could find their camp and obtain fresh deer, ours being now of very little use. About 8 next morning we heard a shout and saw our drivers returning with 9 very large deer. These Tunguse deer were big fellows, much larger than the station deer, and they stuck to their work steadily. By 2 P.M. we had gone some 12 miles. We reached station 17 about dusk on the 14th having been 3 days making the 50 miles from station 16.

"There being some Tunguse deer in the hills not far away, messengers were sent for them during the night and next morning we set out for station 18. About noon we obtained fresh deer and reached station 18 about 10 that night. The Tunguse deer are certainly magnificent animals, for they can carry a full grown man several miles through very deep snow. The Tunguse who own reindeer do not remain long in one place, for they are of necessity wanderers, being obliged to shift camp frequently to keep their deer on good feeding ground.

"We had now gotten over the worst of the road for some sleds had been over the trail between stations 18 and 19 three days before,

so we had only three day's snowfall to contend with, and as a result we covered the fifty miles to station 19 by the time darkness set in.

"We had now crossed the divide and were travelling down the eastern slope, but we had six day's snowfall to go through and did not get to station 20 until late next night. We changed deer and kept on all night reaching station 21 early on the morning of the 19th. At this station we changed from deer to dogs.

"The Siberian dogs are very much smaller than the Alaskan dogs, from fourteen to twenty being put in one team, but they are far better trained and travel much better than the latter. They can make 70 miles a day over a fair road and keep it up for several days. These dogs are very savage and will obey no one but their master who feeds them. Leaving station 21 on the morning of the 19th we pulled into Okhotsk about 9 o'clock the following morning, April 20, though we made made a long detour to avoid an overflow on the Okhotsk River. We were driven to the house of the chief of the district, who welcomed us heartily and insisted we should be his guests during our stay in Okhotsk.

"We replenished our larder, and having obtained, from the chief, letters to the various minor officials along the route, left Okhotsk at 5 P.M. on Arril 22, with two pavoskas and two open sleds.

"Between Okhotsk and Inskyar the distance in only 70 miles. We did not reach Inskyar until 8 o'clock next morning.

"We left Isnkyar at 5 P.M. on April 23rd for the next village Towoosk, 270 miles distant, with ten "povarines" along the road. We reached Towoosk at 4 P. M. on the 27th in the midst of a thick snowstorm.

"The lower portion of the river Kavar had begun to overflow and break up and many times we were obliged to make long detours to avoid water on the ice.

"We reached Ola at 6 A.M. on the 29th.

"On the evening of April 30 the two deer men arrived at Ola. I had been led to expect an unwillingness on their part to dispose of a large number of deer, but as I had brought letters from the Okhotsk nachalnik to the Cossach and starosta (village head man) at Ola, I hoped much from their assistance. The deer men were immediately taken charge of by the Cossack and starosta and it was some two hours before the latter appeared and announced that the two deer men were willing to deal with me.

"This was something new in reindeer natters, and being the first time anyone had tried to buy a large number of deer at one time it had required a considerable amount of talk to finally get the Tunguse to agree to sell.

"Five hundred were the most they could sell, though they owned between them some 10,000. We soon settled on a price of 10 rubles per head (about $5) for 450 females and 50 males, all between the ages of 1 and 4 years, and delivered in good condition at a corral to be built near Ola. They wanted to deliver the deer to me within thirty days. This was very unsatisfactory, as I would have to assume charge of the deer and have them cared for at my risk, and of course shoulder whatever loss might occur between this time and July 30, the earliest date at which I could hope to get a ship to Ola ready to take the deer to Alaska.

"It soon appeared that they wanted me to take the deer within thirty days because during the spring and summer, deer weakened by their new and rapidly growing horns, suffer terribly from the deer fly and the mosquitoes, some of the animals being killed outright, while many others, becoming maddened by the pest, run away and are devoured by wolves and bears, and the deer men were sharp enough to want me to shoulder such loss.

"They readily agreed, however, thatthis loss would not amount to 10 per cent, so I offered to pay 11 rubbles per head, delivered on the arrival of my ship. This attraction proved sufficiently strong and they agreed.

"I turned my attention to the next question, - moss. The moss, which was to be fed the deer on the voyage to Alaska, had to be gathered on the hills some 2 or 3 miles back from the coast. First there was the question of price and the matter of bags in which to put the moss. Fortunately, the Cossack had some 600 empty bags in his warehouse, which he kindly loaned to me.

"When I wanted some 2000 bags of moss gathered and delivered, the matter called for a meeting. It took some time to decide they were willing. They wanted 50 kopecks (about 25 cents) per bag because the moss had to be carried to the corral on their backs after it had been gathered. They finally agreed to 20 kopecks. Next day some 15 men were sent for moss, only to come back in the evening saying the moss was far back in the country and the work was too hard. Another meeting was held and next day a new set of men, boys, and women were sent out in another direction. The Cossack confided to me that the Ola town Tunguse were the laziest he had seen in his forty years' experience along this coast, and I was quite ready to believe him. Five days later the second party returned having gathered some 300 bags of moss. They announced they would not gather any more moss because the work was too hard for them.

"The ground now being thawed to a considerable depth, the corral was built. It took two days to complete it, and when finished it consisted of two corrals, with two long fences diverging from the larger one. The larger one was to be used to corral the deer, and the smaller one to hold a few at a time to be hobbled and carried to the boats. It was now June 17th.

"On July 3rd I took passage on a steamer to Vladivostok, leaving at Ola my interpreter Mr. Smith, to keep track of the deer and to watch the moss piles that they did not catch fire.

"We reached Vladivostok on the evening of July 16th. The following day I looked around for a steamer but this being the busy season the only vessel open for charter was the Russian steamer PROGRESS. I though her suitable for the limited number of deer I had been able to obtain. I therefore closed with the owner for a charter of three months or less at $5,000 a month, the coal, of course, being extra.

"We left Vladivostok on the evening of August 5th and arrived at Ola on August 12th in a dense fog.

"The next day we loaded most of the moss from the pile near the corral before the deer arrived at the pen. They were very wild and it took some time to corral them. We began to embark them immediately and by dark 86 had been taken on board. We had two large boats which could take 20 or 25 at a load, and it required, on an average, half an hour to load each boat and half an hour to unload each at the ship.

"On the 19th we finished loading, taking on 21, making 428 (359 females and 69 males) in all. I had engaged two old Tunguse deer men to go on the ship to Alaska to feed and care for the deer and these two men had been kept in the corral to examine each deer before it was put into the boat. None but those in prime condition were accepted.

"I completed my transactions with the deer men by presenting each with a .44 Winchester rifle and a set of reloading tools, which I had promised them at the time of the contract.

"It was not until 4 P.M. on August 20 that the PROGRESS left port.

"We had been favored with good weather from Vladivostok to Ola, but now our bad luck began, for after leaving the latter place we had rough weather nearly all the way north. The vessel was, of course, light and with a heavy sea running, rolled considerably. This frightened the deer and made them restless. They could not lie down until worn out, and then the smaller ones were often trampled upon and injured by the larger ones. I watched the deer very closely, together with my two Tunguse, and found that some of them would stand up and walk around until their hind legs gave way, spreading out sidewise under them. In doing this they must have injured themselves in some way, for they never seemed to regain full control of their hind legs, and every deer thus affected eventually died. The first morning after leaving Ola, 14 deer were found dead and thrown overboard.

"We expected smooth weather when we rounded the southern end of Kamchatka and entered the Bering Sea. After passing through the Kurile Strait heading northward we had two days of good weather and the deer grew more quiet, appeared to pick up, and the daily death list decreased to 5, whereas we had previously thrown overboard as high as 25 in one day. After two days of good weather, the wind came out strong from the northeast, and soon kicked up a nasty sea, causing the vessel to roll badly. By the time we had passed Cape Navarin, we had a bad northwest sea. Our course lay between Indian Point and St. Lawrence Island, but we headed up more to the sea, and pushed the PROGRESS all she would go, so as to get across the Anadyr Gulf and under the land. This made the ship a little easier but even then it was hard on the deer. When we reached Indian Point, the wind was north and light, and as the sea appeared smooth we started for Port Clarence. In a couple of hours we struck rough water again, so we put back and anchored under Indian Point. We remained at anchor until the afternoon, when, as the sea had gone down perceptibly we started again, heading just inside Cape Prince of Wales so as to keep the sea on the bow. Early the following morning we ran under Cape Prince of Wales and thus had smooth water to Port Clarence, where we anchored off the Teller Reindeer Station on August 29th. The last few days had been very hard on the deer and when we reached Port Clarence 174 in all had succumbed, and but 254 of the original 428 were landed." (L)

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SEVENTEEN RESCUED - 1902

The rocky ledge of Mount Desert Rock Light in years past has seen some bad shipwrecks and it is a very interesting tale the old keeper tells of the wreck of the ocean tug ASTRAL.

"It was on December 9th, 1902, at 5 o'clock in the morning that the second assistant keeper whose morning watch it was, called me saying 'I think I heard a steamboat whistle blow a blast of seven whistles as if in distress.'

"I jumped out of bed and dressed as quickly as possible. The vapor was flying so high and densely that one could see hardly ten feet ahead. It was inky dark and blowing one of the worst gales I had seen since being in the service.

"The thermometer never had dropped so low during the thirteen years I had been on the Rock. The assistant had noticed that the sound of the whistle came from the northeast and so we went in that direction. It was then high tide but we could, after a fashion, make out that there was some kind of a steamer ashore on the northeast point; but as the big seas were running so mountain high it would have meant suicide for any of us to try to get out where she was.

"The seas were running through between the main rock and the outer points. I could see that no boat could live to get to the outer point and

across the expanse of rough water. We called and called trying to get an answer. Not hearing or seeing anything, we stayed where we were until we nearly froze to death. We could not stand the terrific cold air and simply had to get back to the station. We were chilled to the bones and could hardly speak when we got into the house.

"My wife had plenty of boiling water and a big pot of coffee ready to serve instantly. As soon as we got thawed out so we could handle our fingers we began getting down ropes and life preservers as near the wreck as we could. We were compelled to wait until the tide went down and then we got across to the outer point. We could then see that it was a large ocean tug with a barge in tow. The terrific blows that the sea was pounding on the craft would turn her almost completely over. Between the seas I was able to get a line to them and one by one we succeeded in rescuing seventeen men.

"There were eighteen in the crew but one was frozen to death before we could get him ashore. They were all more or less frozen, and badly at that. The second engineer of the tug had to be carried to the house, his limbs being useless. He was in terrible condition but after some careful nursing he lived and was taken care of at the Rock until taken back to his home in New York. His health was not good and he finally had to be put in a hospital where he stayed a year.

"Well, after we got them all to the house we treated their frostbites and got them a hot breakfast. That night we dosed them with quinine pills and hot lemonade for fear they might come on with bad colds, and pneumonia might set in. We had never had any experience with frostbites before but we made them as comfortable as possible.

"My wife and I got the government medicine chest down but through the excitement did not consult the doctor's book which is furnished the station in case of sickness. We treated them for burns and afterward found that we had handled the case just right.

"These men remained with us for a period of six days or more and were then taken away." (K)

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LIGHTHOUSES UNDER COMMERCE - 1903

Attempts were made in 1862 and in the period from 1862 to 1865 to transfer the lighthouse establishment to the Navy Department. These failed. When, however, the Department of Commerce and Labor was created in 1903, the Lighthouse Service was placed within it, remaining with the Department of Commerce after the Department of Labor split off to be headed by a separate cabinet officer. In 1910 the Lighthouse Board was superseded by the Bureau of Lighthouses. The districts were rearranged and work was consolidated, with major changes in organization although functions and activities of the establishment were not altered to any major extent. The service operated in the Department of Commerce until the Treasury, through the Coast Guard, again took up lighthouse work in 1939 by virtue of the President's Reorganization Plan II. (A)

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FIRST AIRPLANE FLIGHT MADE WITH COAST GUARDSMEN ASSISTING - 1903

"We had arranged with the members of the Kill Devil Life-Saving Station, which was located a little over a mile from our camp" wrote Mr. Orville Wright in an article "How We Made the First Flight," "to inform them when we were ready to make the first trial of the machine. We were soon joined by J. T. Daniels, Robert Westcott, Thomas Beacham, W. S. Dough, and Uncle Benny O'Neal of the station, who helped us to get from the machine to the hill, (Big Kill Devil Hill) a quarter of a mile away.

"During the night of December 16, 1903, a strong cold wind blew from the north. When we arose on the morning of the 17th, the puddles of water which had been standing about the camp since the recent rains, were covered with ice. The wind had a velocity of 10 or 12 meters per second (22 to 27 miles per hour). We thought it would die down before long and so remained indoors the early part of the morning. But when 10:00 o'clock arrived and the wind was as brisk as ever, we decided we had better get the machine out and attempt a flight. We hung out the signal for the men of the life saving stations xxxx. By the time all was ready, J. T. Daniels, W. S. Dough and A. D. Etheridge, members of the Kill Devil Life-Saving Station, W. C. Brinkley of Manteo, and Johnny Moore, a boy from Nags Head had arrived. xxxx. One of the life-saving men snapped the camera for us, taking a picture just as the machine had reached the end of the track and had risen to a height of about 2 feet. This flight lasted only 12 seconds, but nevertheless, it was the first in the history of the world in which a machine carrying a man had raised itself by its own power in the air in full flight, had sailed forward without reduction in speed and had finally landed at a point as high as that from which it started. While we were standing about discussing this last flight, a sudden strong gust of wind struck the machine and began to turn it over. Everybody made a rush for it. Wilbur, who was at one end, seized it in front. Mr. Daniels and I, who were behind, tried to stop it by holding to the rear uprights. All our efforts were in vain. The machine rolled over and over. Daniels, who had retained his grip, was carried along with it and was thrown about, head over heels, inside the machine. Fortunately, he was not seriously injured, though badly bruised in falling about against the motor, chain guides, etc."

In a statement made 32 years later on March 12, 1935, Mr. J. T. Daniels, then a member of the Nags Head Coast Guard Station, said that all he knew about the machine was that, in 1902, the Wrights were using a glider, which they used until 1903, when they made the machine and put the power in it.

"And" he continued "Orville Wright made the first flight in the plane with the power in it, between ten and eleven o'clock, the 17th of December, 1903, and he went some 100 feet. Then we carried it back, on the hill and put it on the track and Mr. Wilbur Wright got in the machine and went about one half mile out across the beach towards the ocean. Then we carried the machine back to the camp and set it down and the wind breezed up and blew it over and just smashed it to pieces with me hanging on to it. xxx The way they decided who was to make the first flight was as they were talking, Wilbur and Orville walked aside and flipped a coin and Orville won the toss, and he made the first flight."

Mr. A. D. Etheridge who was also at the Nags Head Coast Guard Station on March 12, 1935, gave a few more details on the preparation for the flight in 1903 when he was stationed at Kill Devil Life-Saving Station:

"We assisted in every way and I hauled the lumber for the camp. We really helped around there hauling timber and carrying mail out to them each day. xxxx It would come from Kitty Hawk by patrol every night. xxxx. In pretty weather we would be out there while they were gliding, watching them. Then after they began to assemble the machine in the house, they would let us in and we began to become interested in carrying the mail just to look on and see what they were doing. They did not mind us at all because they knew where we were from and knew us. We inquired what day they expected to fly. Finally they told us the day. xxxx Finally, on this day, the 17th of December, Daniels, Dough and myself, were out there helping to get the machine out of the camp out on the track. They started the motor, testing it out for quite a while. xxxx. Finally, they got to talking about getting together about flying and got it ready to turn loose. Finally, they decided to try the flight and then they went on just about the way you have been told by Daniels. xxxx. They talked matters over - how delighted they were in what they had done in their flights and were expecting to try it out again right then, but this little gust of wind came and just blew it, - the machine, - over and they gave up right then and packed up and went home. They said they were very well satisfied with what they had done. xxxx. At that time they assembled everything they wanted to take away. They said they were going to take the engine back with them xxxx and the wings of the plane they left with me xxxx later I got a letter from a man in Philadelphia telling that Wilbur had written and told him that I had the old plane and that he wanted to buy it if I would dispose of it xxxx so I wrote him a letter that I would sell it to him for $25.00 xxxx. He sent me a check for it, and it is right here I lost a fortune if I had kept it."

Mr. A. W. Drinkwater who was stationed at Nags Head as section assistant in charge of Coast Guard telephone lines in 1935, had been a repair man with the U. S. Weather Bureau in 1903. On December 17th of that year while stationed at a wreck station of the U. S. Submarine MOCCASIN, which was stranded near Currituck Beach Light, the operator at Kitty Hawk asked him to relay a message to Norfolk because his wire was heavy and he was unable to work Norfolk from Kitty Hawk.

The message was to Miss Katherine Wright, Dayton, Ohio, and read as follows:

"FLIGHT SUCCESSFUL. DON'T TELL ANYBODY ANYTHING. HOLD FOR CHRISTMAS,

(Signed)

ORVILLE" (L)

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GENERAL SLOCUM DISASTER - 1904

In 1903 the Steamboat Inspection Service (whose title was not specifically authorized by law) was transferred, with the Lighthouse Service, to the Department of Commerce and Labor. In the same year the supervising

inspectors met in special session to modernize the service in keeping with developments in marine transportation. The burning of the excursion steamer GENERAL SLOCUM in the East River, New York on June 15, 1904, with the loss of 957 lives resulted in an investigation which placed the blame in large measure on the Steamboat Inspection Service. Legislation followed, and the Board of Supervising Inspectors received authority to formulate measures for the prevention and extinguishment of fire and to prescribe lifesaving equipment. (C)

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THE FIRST "SOS" - 1909

The "SENECA" was cruising for a derelict, and about 300 miles southwestward of Nantucket Shoals Light Vessel when, at about 2:30 p.m., Saturday January 23, 1909, a portion of a Department wireless telegram indicating that some vessel near the light vessel above mentioned was in need of assistance. (Jack Binns, the radio operator of the REPUBLIC had sent out the first radio "SOS" in history). Being unable to get the message repeated promptly, the "SENECA" stood toward the place indicated at full speed. At 5:10 p.m. the Department's wireless message was received; it was to the effect that the Steamship "REPUBLIC" was in a sinking condition 40 miles southwest of Nantuck/Shoals Light Vessel and directing the "SENECA" to proceed immediately to her assistance. A few minutes later a message was received from the New York Maritime Exchange stating that the steamships "REPUBLIC" and "FLORIDA" had collided, that the passengers were safe, and that assistance had been sent to the "REPUBLIC." Fog was encountered as the "SENECA" approached the reported position of the disabled steamer and some time was lost in consequence. Arrived alongside the steamer at 5:20 p.m. Sunday, the 24th. U.S.R.C. GRESHAM was towing her and the SS "FURNESSIA" was astern to steer her. The crew of the "REPUBLIC," except her master and second officer, had been transferred to "GRESHAM" late in the afternoon, as the weather was threatening, and the wind and sea were rising. Ran 12-inch hawser to "GRESHAM" and began to tow at 6:12 p.m. The ship was reported as settling rapidly, and it was thought she would not float much longer. At a few minutes after 8 o'clock a blue light flared up on the "REPUBLIC:" this was a signal-prearranged - that the ship was sinking. The "GRESHAM"s"lifeboat was immediately sent for Captain Sealby of the sinking craft and his second officer, lines were let go and hauled in, and a sounding was taken showing that we were in 40 fathoms of water. The weather was foggy, rainy, and squally, with a fresh easterly breeze, and the sea was choppy, but the lifeboat returned to the "GRESHAM" in safety, having rescued from the water the two officers, their ship having gone to the bottom. The "FURNESSIA" broke adrift from the "REPUBLIC" about an hour before the latter sank. The "GRESHAM" and "SENECA" proceeded in company toward western entrance to Vineyard Sound for smooth water. Between 7 o'clock and 8 o'clock the next morning, Monday, off Vineyard Sound Lt. Vessel, in a thick fog, the ships hove to and the shipwrecked mariners were transferred to the "SENECA" for transportation to New York, the "GRESHAM" returning to her station. The "SENECA" anchored off Tompkinsville about 10 o'clock the same evening, but Captain Sealby and his men remained on board until 9:15 o'clock the following morning, when they were transferred to the "MANHATTAN" and, by that vessel, landed at the piers of the White Star Line, the "REPUBLIC" belonging to that company. (L)

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RADIO SAVES CREW OF NANTUCKET LIGHTSHIP - 1905

Radio was installed experimentally on NANTUCKET Lightship in August, 1901, this being its pioneer use for lighthouse purposes in this country. Within a few years this radio equipment was the means of saving the lives of the crew of this vessel. During a severe gale, on December 10, 1905, Lightship No. 58 on Nantucket station, sprang a leak. There was then in use no SOS or other distress call but the radio operator kept spelling out the word "help" in both the international and the American Morse codes. No reply was received from any ship, but the naval radio station at Newport got the message which reported that the fires were out and assistance urgently needed. The lighthouse tender AZALEA braved a severe gale to go to the rescue. After several hours a hawser was gotten aboard and the tender took the lightship in tow and started for New Bedford. After being towed five and a half hours, the master of No. 58 signalled that she must be abandoned at once, and the crew of thirteen men were taken aboard the AZALEA only ten minutes before the lightship foundered and sank out of sight. (B)

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LIGHTING THE PANAMA CANAL APPROACHES - 1911

The building of the Panama Canal raised new lighting problems, connected both with the canal itself and its approaches. Congress did not direct definitely how this lighting should be done. George R. Putnam, Chief of Lighthouse Bureau, went to the Isthmus in 1911 on an inspection trip, to talk the matter over with the Canal authorities. The construction of the waterway was then in active progress. He conferred with General Goethals, there and later in Washington, and a clear-cut understanding was reached that the lighting of the Canal proper was a problem best included in its construction and operation, but that the off-shore aids on islands and on the routes to the Canal would be provided by the Lighthouse Service. This plan has worked smoothly, with full cooperation from the Canal authoritees. (B)

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INTERNATIONAL ICE PATROL - 1912

The sinking of the "unsinkable" White Star liner TITANIC on her maiden voyage on April 14-15, 1912, with a loss of more than 1,500 of her passengers and crew, stands as the greatest of all peacetime marine disasters. But she was far from the first to meet death by ice in the North Atlantic. In May, 1833, the LADY OF THE LAKE, bound from England for Quebec, struck a berg with a loss of 215 lives. The American ship WILLIAM BROWNE returning from England to Philadelphia in May 1841, met the same fate and carried down seventy with her. Between March 1882 and April 1890, fourteen vessels were lost and about forty seriously damaged by ice, including a number of transatlantic steamers. There were undoubtedly other berg victims. The NARONIC, an earlier White Star vessel, and also on her maiden voyage, sailed from Liverpool in February, 1893 and vanished. In March 1854, the CITY OF GLASGOW, still another Liverpool vessel, disappeared on her way to Philadelphia. But it took a disaster such as the TITANIC to shock the maritime nations of the world into action.

The blue spark of the TITANIC's wireless, crackling its desperate CQD, was barely silent on that April night in 1912 when the United States Navy Department had the scout cruisers BIRMINGHAM and CHESTER underway. They sailed with orders to maintain a search in the vicinity of the Grand Banks during the remainder of the ice season and warn all shipping of the bergs they sighted.

In 1913 when the ice came south again, there were no Navy ships available for the duty. And so the Treasury Department sent the cutters SENECA and MIAMI to guard the transatlantic routes, while Great Britain dispatched the trawler SCOTIA for observation work off Newfoundland.

On January 20, 1914, in London, the International Conference on the Safety of Life at Sea provided for an ice patrol, ice observation and derelict destruction service on the United States - European lanes. Belgium, Canada, Denmark, France, Germany, Great Britain, Italy, Netherlands, Norway, Sweden, and the United States agreed to share the expense in proportion to the amount of their tonnage plying the protected waters. The United States, with its revenue cutters in mind, said it would undertake the job.

There has not been an ice season since, except during the years of the U. S. participation in World Wars I and II, without a pair of cutters standing the guard.

In 1929, the International Convention on the Safety of Life at Sea reaffirmed the 1914 Convention's general provisions for an Ice Patrol and three additional governments, - Japan, Spain and USSR, - entered the pact. Definite percentages, ranging from 1 per cent for the three new adherents to 40 per cent for Great Britain (and Northern Ireland), with the U. S. sharing 16 per cent and Germany 10 per cent, were agreed upon in sharing the expense.

The North Atlantic bergs have their source in Greenland, coming from that island's mile-thick ice-cap which covers an area that is almost 2 3/4 as large as the State of Texas. A little at a time, this Greenland ice creeps toward the east and west coasts, where it pinches into the valleys at the heads of the fjords. The pinching process, with all the weight of the cap behind it, and with the pressure from the valley sides, packs the ice into glacial masses that keep moving forward. The nose of one of these masses pushing down a fjord eventually dips into the sea, shoves ahead for a hundred to sometimes 700 feet. As the nose of the mass begins floating with the lift of the water, the strain from the lift becomes more than the ice can stand. A weak spot suddenly gives way with a violent cracking and roar, and an iceberg calves from the glacier in a thunderous splash of foam.

Bergs calved on the east coast of Greenland are few in number and rarely reach the regions regularly crossed by North Atlantic shipping. On the west coast, however, bergs calve by the thousands every year and drift into Baffin Bay and Davis Strait after a comparatively short period. Then they heave around in currents and begin their southward passage of 1,000 miles or so to the Grand Banks.

This journey may require a few months or two or three years, depending upon the point along the coast where the berg calves from the ice-cap

and depending upon the winds, weather and strength of the currents. Small bergs usually break up with the battering of the seas. Others drift to the North American continent and ground in shoal water. Generally bergs begin to appear on the Grand Banks in March, when the Labrador current approaches the height of its volume and force, rushing down from the north in full flood to clash with the Gulf Stream up from the Tropics.

Off the Grand Banks is an area known as "the Triangle." Equalateral in shape, with sides about 175 nautical miles long the Triangle contains more than 13,000 miles of sea. Its base extends between 47° 00' W and 50° 00' W along 41° 30' N. Its apex touches at 44° 48' N, 48° 00' W.

Years of Ice Patrol experience show this to be the most critical ice zone. Unfortunately it lies athwart the shortest sea routes between the United States and Europe. These are Tracks A, B, and C, travelled by passenger vessels, under international agreement to prevent collisions between eastbound and westbound traffic. Track C, the farthest north, is used during ice free periods. Track B, to the south, touches Triangle's lower part and is usually the route during the ice season. But when the bergs are thick, the cutter on patrol shifts traffic even farther south, down to Track A.

Patrol cutters do not attempt to tow bergs away from the steamship lanes or destroy them by mining or gunfire. There is only one thing to do about icebergs: warn ships by radio, of the ice berg's position, and let nature take its course with the ice. The berg's southward drift carries it across the meeting place of the Icy Labrador current and the tropical Gulf stream. Averages based on hundreds of Ice Patrol observations show that even the largest will dissolve within a week or ten days after the warmth of the Gulf Stream begins its attack.

Rivulets spring from the melting ice and gush down over the sides. Crevices appear and drive deep into the hulk until a growler, weighing a ton or more, cracks loose and roars into the sea with a tremendous splash. The berg pitches, rolls and turns completely over. Then after it regains its equillibrium, the process of melting, cracking and calving growlers begins again.

There is a normal expectancy of 377 bergs drifting south of the 48° parallel between January and September of any year. The number rose to 1322 in the year 1929 and fell to 13 in 1931. Four times since the inauguration of the patrol it had been unnecessary to keep the watch because no bergs reached the transatlantic lanes.

The cutter on Ice Patrol is chiefly concerned with locating bergs in the critical Triangle area and acting as a clearing house of berg information. Day or night she responds to the request of any vessel for specific data on ice, weather, safe courses or any other assistance within her power. Regularly, at four hour intervals throughout the day, she broadcasts the position of all bergs, field ice, storm areas, derelicts and other obstructions to navigation of which she is aware. At the same time she requests vessels receiving the broadcasts to report every four hours all ice sighted and when between latitudes 40 and 48 north and longitudes 43 and 54 west. Also sea water temperature, barometer, weather, visibility, course and speed. As many as 500 answers are received daily

from ships travelling between North America and Europe. From the information received reports are collated for four-hour transmission. Once every 24 hours a compilation is radioed direct to the Hydrographic Office at Washington for distribution among shipping circles. In addition meteorological reports are sent to the U. S. Weather Bureau daily. (G)

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THE MOUNT KITMAI ERUPTION - 1912

The skipper of the MANNING, which had been coaling in Kodiak harbor at the time, reported that on June 6, 1912, the glacial top of Mount Kitmai, located on the Alaskan Peninsula nearby, had blown off with a roar which shook the countryside for miles, followed by the greatest eruption from the central furnace of the earth known in modern history. Kitmai, with a crater 3700 feet deep, is the newest and third largest of the world's active volcanoes. Its slopes are rugged and wild; as legend has it, the nearby Valley of Ten Thousand Smokes is inhabited by a race of giants, so large and hard that they use grizzly bears for lap dogs. The eruption had continued for three days. Its dust darkened the sky over the Sahara Desert, 12,000 miles away. More than five cubic miles of ejecta were spewed from Kitmai's gaping mouth, covering the North Pacific for miles. Sulphurous fumes had poisoned hundreds of bear and caribou and millions of birds, burying them under a blanket of ashes 20 feet thick, and had contaminated the nearby sea, driving the fish upon which the natives depended for food to distant waters. The MANNING's decks had soon been covered by ashes, but her men housed-in the after-part of the ship with boards and canvas and gave shelter to the four hundred inhabitants of the surrounding area. xxx When the eruption died down the officers and men of the MANNING rationed food and turned to on the job of digging out and restoring streets and homes. Immediately after her arrival, the BEAR, soon joined by other cutters of the Bering Sea Patrol, landed provisions and sent her crew ashore to aid the men of the MANNING. When the work was done, the BEAR again headed north, while the MANNING transported the inhabitants of several native villages, which had been completely buried, to a new site on Ivanoff Bay, where game and fish were plentiful. (J)

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GENTLEMEN PREFER THEM - 1913

While the BEAR was anchored off Nome during the summer of 1913, a wild southerly gale made up the Bering Sea. She sought her customary shelter in the lee of Sledge Island as the storm kept the inhabitants of Nome indoors for days. After the gale had subsided she again anchored in Nome Roads. Upon reaching the boat landing, her men saw that waves had washed out the graveyard of 1900 and strewed the frozen corpses around the town. One old sourdough reported that he had discovered an open coffin in front of his door, containing the perfectly preserved body of a blonde dance-hall siren of the boom days. He had gazed at it for a moment, then smiled reminiscently and remarked: "By gum, Goldie. You still look good." (J)

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EASTLAND DISASTER - 1915

On the creation of the Department of Labor in 1913 the Steamboat Inspection Service became a bureau of the Department of Commerce. This change, like that in 1903, was accompanied by disasters, the loss of the EASTLAND in 1915 having led to a recommendation that a board of naval architects in the Department of Commerce pass on all merchant vessels of over 100 gross tons before their construction. In that year there was enacted the Seamen's Act, which embodied most of the recommendations regarding lifesaving equipment made at an international conference on safety of life at sea held at London in 1913-1914 after the sinking of the TITANIC, even though the results of this conference were not ratified by the Senate. (A)

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TILLAMOOK ROCK - 1915

It is hard to believe a request that was made in 1915 the year of the Panama-Pacific Exposition by the head keeper of Tillamook. As a reward for excellent service, lightkeepers with good records were being detailed in turn for duty in San Francisco, to care for the Service exhibit. After a week in the city on this detail, this keeper from Tillamook asked to be sent back to the Rock! And on his retirement some years later, after twenty-five years' duty on Tillamook, he inquired if he could be allowed to continue to live on Tillamook Rock for the rest of his life! He explained that he could not be happy away from the Rock, because he kept worrying constantly about the light. (B)

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BOSTON LIGHT ANNIVERSARY - 1916

Our lighthouses are rich in history, beginning with the building of the first light in North America, at Boston in 1716. On its two-hundredth anniversary, a bronze tablet was dedicated in this tower by Secretary Redfield, in the presence of representatives of Massachusetts and of Boston. (B)

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LIGHTSHIP TO THE RESCUE - 1916

Lightships have repeatedly furnished refuge for those shipwrecked or in distress. A notable instance occurred when the German submarine raider U-53 visited the American coasts in 1916, before we entered the World War. This submarine made its lair in the vicinity of NANTUCKET Lightship, where, until the alarm spread, vessels were constantly passing. The submarine sank a number of unarmed merchant ships, the crews of which took refuge on the lightship, where they were given such succor as was possible. At one time there were one hundred and fifteen shipwrecked men aboard and nineteen ships's boats were trailing astern. As bad weather ensued shortly, and the locality is forty-one miles from the nearest land, it is probable that many of these seamen would have lost their lives had it not been for the haven provided by the lightship. All of these crews were safely landed later. (B)

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LIGHTSHIP AS A HAVEN - 1916

BLUNTS REEF Lightship marks the outer limit of the rocks off Cape Mendocino, a wild and desolate part of the coast of California. In the year, 1916 at one-thirty on the morning of June 15, the lookout reported a boat hailing the lightship. On coming alongside, the officer stated that the steamship BEAR had stranded between the Cape and False Cape Rock. In all, nine lifeboats came alongside, and one hundred and fifty-five people from the BEAR, including many women, were taken aboard BLUNTS REEF Lightship, and given hot coffee and warm bedding, and the boats were passed astern. Other lifeboats arrived later, and eventually all these people were transferred to land by the steamer GRACE DOLLAR. This all happened during dense fog, which had lasted for two days, with the station fog signal sounding regularly. Now a radiobeacon has been placed on BLUNTS REEF Lightship, and the likelihood of such a disaster had been much lessened. (B)

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LIGHTSHIP COLLISION - 1916

As lightships are moored near to the steamer lanes, they have in former times been especially subject to collisions when their stations are in close waters. FIRE ISLAND Lightship, in the approaches to New York, was struck by the steamer PHILADELPHIA, in 1916. The side of the lightship was stove in to a point four feet below the water line. The crew showed great presence of mind. By emptying tanks, they were able to list the vessel so as to bring most of the damage above the water line, making it possible for the lightship to be towed in to New York without sinking. (B)

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CHANGING CONDITIONS IN LIFE SAVING - 1917

Replacement of wooden vessels by steel ships indicated that wrecks would take place farther offshore than formerly, and that more time would be available for rescue. So also, use of the breeches buoy was expected to show a decline. Generally, therefore, these facts have been reflected in the location of newer stations, and these have for the most part been built on inlets in order to take advantage of the latest equipment. Consequently more motor lifeboats and picket boats and fewer pulling boats are being used at the present time. There is a lookout tower at every station, if not atop the building, then nearby. There is also a 75-foot signal tower for displaying the colors and making signals. All stations are part of the chain of coastal communications, and so are able speedily to report disasters and to summon assistance. Complements of stations are fairly small. In 1917 the personnel consisted of eight or nine surfmen and a boatswain or chief boatswain's mate in charge. Later on the number was increased to sixteen or more, usually, though not always, under command of a warrant officer. During wartime, of course, all complements are based on the character of the duty to be performed. (C)

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WORLD WAR I - 1917-18

When it became apparent, early in 1917, that the policies of the German government would soon align the United States with Great Britain, France and Italy, a war plan, known as "Plan One" had been worked out between Coast Guard and Naval officers. The 1915 law had created "the Coast Guard, which shall constitute a part of the military forces of the United States and which shall operate under the Treasury Department in time of peace and operate as a part of the Navy xxxx in time of war or when the President shall so direct." "Plan One" went into complete operation within six hours after President Wilson approved the Declaration of War on April 6, 1917. It gave the Navy the full-time services of the entire Coast Guard personnel and equipment consisting of 223 commissioned officers, 4,500 warrant officers and enlisted men; 47 vessels; and 279 shore stations, all on a war footing. Twenty-four of the Navy's combatant ships in European waters went to the command of Coast Guard officers. The American Patrol Detachment in the Caribbean had five of its fighting ships with Coast Guard skippers. Five officers commanded training camps. Aviation duty took six others, one commanding an air station in France, and another one at home. In the Naval Districts 23 combatant ships had Coast Guard command. Out of the 130 Coast Guard line officers, there were 63 who eventually received command duty. Others served in various capacities in Naval Districts and at training camps, and aboard transports, cruisers, cutters and patrol vessels. During August and September 1917 the cutters OSSIPEE, SENECA, YAMACRAW, ALGONQUIN, MANNING and TAMPA arrived at Gibraltar and remained under Coast Guard command as Squadron 2 of Division 6 of the Atlantic Fleet patrol forces.

On September 26, 1918, the TAMPA, having been on convoy duty between Gibraltar and England, for more than a year, saw her latest convoy to safety in the Bristol Channel and proceeded, in accordance with orders, toward Milford Haven, Wales. At 8:45 that night, some of the ships she had dropped heard an explosion astern. That blast marked the TAMPA's end, and the end of the 115 officers and men, of whom 111 were Coast Guard personnel. A few pieces of wreckage and two unidentifiable bodies were all that was found when a searching force of U. S. destroyers and British patrol craft reached the scene.

With the exception of the collier CYCLOPS, whose disappearance in the Caribbean, may or may not have resulted from enemy action, the TAMPA's loss was the greatest single naval loss sustained by the U. S. during World War I. The British Admiralty addressed the following letter to Admiral Sims:

"Their Lordships desire me to express their deep regret at the loss of the USS TAMPA. Her record since she has been employed in European waters as an ocean escort to convoys has been remarkable. She has acted in the capacity of ocean escort to no less than 16 convoys from Gibraltar comprising 350 vessels, with a loss of only two ships through enemy action. The commander of the convoys have recognized the ability with which the TAMPA carried out the duties of ocean escort. Appreciation of the good work done by the USS TAMPA may be some consolation to those bereft and Their Lordships would be glad if this could be conveyed to those concerned."

Ten days before this, men from the cutter SENECA engaged in an exploit which caused the British Admiralty to again express its admiration: "Seldom in the annals of the sea" it announced "had there been exhibited such self-abnegation, such cool courage and such unfailing diligence in the face of almost unsurmountable difficulties xxxx America is to be congratulated."

The British collier WELLINGTON, one of a convoy being escorted by the SENECA to Gibraltar, was hit by a torpedo, her forefoot being blown away and her number one hold flooded. Her crew abandoned ship, despite her master's assurance that she would stay afloat. Lieut. F. W. Brown of the SENECA, which picked up the collier's boats, received permission to take a party of volunteers aboard the collier and work her into Prest. With 18 men from the cutter, he dropped into the same boat that had brought the first survivors to the SENECA and shoved off. They were soon joined by 14 of the WELLINGTON's crew, including two mates and her master, who refused the offer of command and was assigned as first officer. After some repairs, enough steam was raised to get underway at seven knots toward the French coast. The men were never off duty, some doing work they had never done before in order to keep up steam, and all standing continuous watches.

Time and again, throughout the afternoon word came to the bridge: "Water's rising in Number Two hold,Sir." And time and again, Lieut. Brown ordered her stopped, so that he pumps could work under a full head of steam and lower the sloshing flood. As night fell, the wind and sea rose and the WELLINGTON began to get cranky, refusing to hold on her course and persisting in coming head up to the sea. Again and again, the man at the wheel worked desperately to maneuver her stern into the sea. But every hard-fought attempt failed. She was badly off, down by the head, with her steerageway lost and rolling heavily as the wind freshened into a gale. There was nothing available to rig a sea anchor, for she was fitted with steel towers instead of spars. There was no way to reach her forecastle and let go the anchors and chain cables to lighten her by the head, for the seas were crashing in over the bow and boiling up through the forward hatch. Lieut. Brown decided to get the only remaining life boat off and detailed seven of the collier's men and one of the SENECA's as the crew. Once the boat hit the water however, one of the men, fearing the heavy seas would crash them into the ship's side, cut the line and they drifted off. Stranded, the men left behind heard that the U. S. destroyer WARRINGTON was coming at full speed. They built three small rafts out of whatever they could find and started sending up rockets at 15 minute intervals. About 2:30 A.M. answering rockets from the approaching destroyer were seen. The the WELLINGTON began to list rapidly and the order came"Abandon Ship!" Left on deck Lieut. Brown flicked his hand flashlight on and off toward the destroyer, telling her that he had sent his men over the side, and asking her to work in close and pick them up from the water. Finally the collier keeled over and the officer crawled out on the taffrail signalling desperately "My men are in the water." A sudden explosion of her boiler heaved the WELLINGTON part way out of the sea. Then she fell heavily and started her long sliding plunge to the bottom. The WARRINGTON was fortunately now close at hand, maneuvering through the wreckage and men, trailing heaving lines, floating down lighted life rafts, sending some of her crew into the water with lines made fast to their waists. Calling repeatedly from the water "I had eighteen men" Lieut. Brown caught one of the heaving lines and came aboard the destroyer. Then he lost consciousness. When they counted the survivors, eleven of the SENECA's men were lost and five of the WELLINGTON's 14 volunteers.

Approaching Gibraltar in the spring of 1916, with one of her convoys from Milford Haven, the cutter SENECA fell in with the danger-zone escort, which included HMS COWSLIP. In the early morning darkness, as they slowly steamed toward the Rock, a loud explosion thundered across the sea, reaching the ears of the men on the SENECA's bridge. Distress signals broke out from the COWSLIP and the cutter immediately turned toward her.

"Stay away, Submarine in sight. Port Quarter," the sinking Britisher repeatedly signalled as she watched the dim shape of the SENECA swing in her direction.

Convoy practice simply required the cutter to hunt out the submarine and leave the COWSLIP's men to their fate, rather than risk her own destruction. Yet during the course of her circling on the search, the SENECA lowered a boat, stopped dead in the water three times and brought off the COWSLIP's eighty one survivors.

The 199 Coast Guard stations along the Atlantic and Gulf coasts kept a never ending seaward lookout to aid the crews of vessels under attack and maintained a constant alert shore patrol to repel landings from enemy craft. At Chicamacomico, North Carolina, Keeper John A. Midgett of Station No. 179 heard a call from the lookout in the station tower late in the afternoon of August 16, 1918. A tanker was proceeding along the coast, about seven miles offshore, the man on watch said, and he had seen a geyser of water shoot into the air at the after part of the vessel. A cloud of smoke and a series of heavy explosions immediately followed. There could be no doubt of a German sub at work. Midgett and his men hurriedly started the engine of their power surfboat and got underway. Dense clouds of black smoke rolled skyward, evidence that the tanker's cargo was leaking and afire on the sea.

Five miles from the beach, the Coast Guardsmen met a lifeboat with the tanker's captain and six of her men. She was a Britisher, - the MIRLO - the officer reported, and told of being torpedoed. Two other boats, with the remainder of her crew, had managed to get off, he said, but one of them, with sixteen men, capsized close to the fire. Midgett told the Englishman to head for the beach, but not to try a landing through the surf. "Anchor offshore and wait until we come back," he directed. The powerboat then continued toward the wreck. "On arrival" says the Coast Guard account of the rescue "the sea was found to be covered with burning oil and burning gas for many hundreds of yards, with two great masses of flames one hundred yards apart. In between the two great flames, when the smoke would clear away a little, a lifeboat could be seen, bottom up, with six men clinging to it." The rescue party went between the walls of flame and smoke, cautiously dodging the pieces of wreckage that would have readily stove their boat, lifted the six men on board, and hastily turned toward clear water. "The six survivors" the account continues "all that were left of the sixteen men who had tried to launch the first boat to leave the ship, told their rescuers something of their harrowing experience in the water. It appears that all hands found places to cling to their boat and were able to maintain their positions until the vessel blew up. After that they were compelled to submerge as the blazing wall of water swept over them. Their efforts to protect themselves from the two elements, - fire and water, - quickly told upon their strength. When they could no longer

keep up the struggle, there was no alternative but to let go and drift away to the merciful unconsciousness of death by drowning. Thus, one by one, they dropped off until only six of the original sixteen remained. After some search the Coast Guardsmen found another boat from the steamer containing 20 men which they took in tow and then proceeded toward the beach. xxxx Keeper Midget found the first boat from the steamer safely anchored and waiting for him. With splendid seamanship the keeper succeeded in safely landing all the men from the MIRLO who were in the boats, 36 in all."

In July, 1918, a German U-boat surfaced within sight of East Orleans, Mass., and began shelling the tug PERTH AMBOY and her tow of four barges. Though unarmed, the keeper and crew of station No. 40, at East Orleans, launched a boat without delay and pulled to the tug's assistance. The German, either thinking he had accomplished his mission or suspecting the lifeboat to be something more than a defenseless rescue craft, suddenly ceased firing and plunged out to sea.

The Diamond Shoal Lightship located off Cape Hatteras, N. C., and serving as a focal point for a large volume of north and southbound coastwise traffic, was sunk by a German submarine on August 6, 1918. An enemy submarine had attacked an unidentified merchant vessel about 1½ miles NNE from the lightship at 2:50 P.M., firing about 40 shots at it and setting it on fire. The lightship then sent out a wireless message warning other ships of the presence of a submarine. The submarine next opened fire on the lightship. This was at 3:25 when six shots were fired from a distance of about two miles. Two shots passed between the smokestack and the mainmast, two shots struck on the port side filling the spar deck with water, one shot struck on the port bow, and one shot passed just over the ship and under the wireless antenna. At 3:30 all hands were ordered into the starboard boat, which was launched and pulled away from the ship. The submarine ceased firing on the lightship and went alongside the merchant vessel which had been set on fire and sent her to the bottom. The submarine then proceeded northward in chase of another merchant vessel, firing 14 shots at this vessel, none of which appeared to take effect. This chase was given up and the submarine returned to the lightship and fired seven more shots into it. At the time the last shots were fired the lightships boat was about five or six miles away. Aboard the lightship at the time of the first attack were twelve men including the mate (in charge) engineer, cook, three firemen, four seamen and two radio operators, the latter Navy personnel. All escaped without injury. While the lightship was sunk, reports indicated that the wireless message she had sent out resulted in about 25 other vessels taking refuge in Lookout Bight and escaping possible attack. (G)

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FIRST TRANSATLANTIC FLIGHT - 1919

"With the stress of the war behind us" said Secretary of the Navy Daniels on March 15, 1919, "our problem is to advance the science of air navigation, to explore every avenue of possible development, to build better, faster, safer aircraft from year to year as we build better ships for the Navy. Already we are working toward the first transatlantic flight. That event is now almost in sight."

Two weeks later, three Navy-Curtis planes NC-1, NC-3, and NC-4 underwent load carrying tests at Far Rockaway, Long Island. One left the water with a 26,000 pound gross load, 4,000 lbs. above the supposed limit. This meant that the planes could and probably would, carry enough gasoline to cross from Newfoundland to the Irish coast without alighting for fuel. New and secret radio apparatus had been developed, with a receiving range of 400 miles and an SOS sending range of 350 miles. The NC ships could sent or receive from the water, for the usual antenna that trailed its wires as much as 300 feet behind a plane, had been replaced with an aerial stretched between the skid fins. Wearing helmets with receivers attached to them the commanding officer, the pilots and the radio operator each had a transmitter that shut out the roar of the motors. The flyers could talk by wireless telephone, if necessary. Part of this new equipment was the "wireless compass or direction finder" which had proved entirely satisfactory. The seaplanes were equipped with four high compression Liberty engines. Their wingspan measured 126 feet. Their crews consisted of five men, the commanding officer who served as navigator, two pilots, a radioman and an engineer.

Instead of flying direct to the Irish coast, these planes would make several hops, from Newfoundland to the Azores, then to the Continent, then to the British Isles. Twenty one U. S. destroyers were to stand watch at 60-mile intervals between Newfoundland and the Azores. The race to be the first across the Atlantic by air had now narrowed to the U. S. and England. Early in 1919, word had arrived of the British dirigible R-34 being readied with a series of trial flights. Others in the British Isles were experimenting with heavier-than-air machines.

On the morning of May 17, 1919, the news was flashed that all three of the U. S. Navy planes were 300 miles out in the first four hours of a trans oceanic flight. The next day's news was dismaying. The NC-1 had been forced down at sea and had sunk, though her crew had been rescued. The NC-3 was missing. But the NC-4, with Lieut. Comdr. A. C. Reade, was safely down on the Azores. She had made the 1,200 miles from Newfoundland in 15 hours and 5 minutes. The NC-3 and her crew were located two days later, adrift at sea. Only the NC-4 had remained to complete the epic flight. Two weeks later she finished the flight from the Azores to Plymouth. She had made the entire 3,925 miles across the ocean in 57½ flying hours. A generous share of the credit went to First Lieut. Elmer F. Stone, who served as one of her pilots, - the only Coast Guardsman in the flight. (G)

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MANY OLD LIGHTHOUSES ARE PRESERVED

Not only the assaults of nature but the irresistible march of progress account for the passing of some of the fine old lighthouses. Even though their importance to shipping may have much diminished, these towers have gathered about them such a store of history and romance as to make them features of consequence in the community, and if they are demolished it becomes a matter of wide regret. Fortunately the old towers can often be preserved, as has been done in the case of Barnegat by the State of New Jersey, and of the first Cape Henry tower by a Virginia patriotic organization, and of Cape Florida Lighthouse by a private purchaser. Shinnecock Light on the south side of Long Island was discontinued, and replaced by a more effective and economical system of lighted buoys and an automatic light on the beach. (B)

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LIGHTHOUSES PROVE PROFITABLE INVESTMENTS TO UNITED STATES

Many of the lighthouse reservations which were no longer needed have been transferred with the approval of Congress, and converted to good use as State or local parks. These sites, selected before the growth of communities, are often suitable for such uses. Others are sold when the lights are discontinued, and some have proved profitable investments for the United States. Thus when the Sands Point Light on the north shore of Long Island, was moved to a structure in the water at the end of the reef, and made automatic, the old buildings and site were offered for sale, and brought one hundred thousand dollars; a century before, this land had cost the United States five hundred and twelve dollars. On the other hand, lighthouses can sometimes be bought at bargain prices. The red brick tower and keeper's dwelling near the mouth of the St. John's River, Florida, with the reservation, sold recently after wide advertising for two thousand and fifty dollars, the upkeep cost making it unwise to hold it. (B)

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A FROZEN FOG SIGNAL

In December some years ago, a severe winter storm was experienced at Passage Island, Lake Superior, for three days, with temperatures below zero. The pipe supplying circulating water froze repeatedly and in order to keep the fog signal operating, the keepers carried ice and cold water almost continuously to cool the cylinders, stopping only for coffee, with little other food. Except for brief intervals the fog signal was kept going. The keeper sent out a broadcast concerning the trouble with the signal; this was picked up by an amateur in Indianapolis, who promptly telegraphed it to the Superintendent in Detroit. Receiving the information in this roundabout way the Superintendent was enabled to broadcast to mariners notice as to the unreliability of the fog signal at Passage Island. (B)

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MOST POWERFUL LIGHT

The tall lighthouse tower has fixed itself in human imagination, but the value of the signal is not always proportional to the height of the structure itself. The most powerful light in the American system once shone from a low structure atop the Atlantic Highlands as Navesink, New Jersey. Its penetrating beam used to measure nine million candlepower. The largest lens in the Service, at Makapuu Light Station in the Hawaiian Islands, is mounted in a low tower. But the tower stands on a headland over six hundred feet above the sea. (B)

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LIGHTHOUSE DESIGN

Fortunately wood construction was, it is believed, never used for any large lighthouse tower. In some parts of the country, where lumber

was an abundant building material, many smaller towers were built of wood, and the family dwellings at most of the stations are of this material. In the last half century more modern building materials have been introduced. Massive masonry structures would be of prohibitive cost in these days, and there are often other advantages in using iron or steel or concrete. These materials have necessarily affected architectural design, and are resulting in lighthouse towers of quite different appearance. Some modernistic tendencies appear in recent structures, as in the design for Grays Reef Lighthouse, in Lake Michigan. (B)

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A FEW FISH STORIES

There were encounters with large fish in erecting the numerous beacons in Florida waters. In placing the underwater struts for one of these structures, a five hundred pound jewfish lay asleep near one of the piles, and would not move away until the diver gave it a kick. In building a light in Key West Harbor a black grouper played around and through the legs of the diver and pulled at his trousers. When the iron tower for East Triangle Light was being erected, an engineer went down in a diving helmet; as he started to ascend he was startled by a large jewfish on the opposite side of the ladder, who tried to nibble the toe of his shoe, which projected through the ladder. The barracuda is known as a fierce and dangerous fish. When erecting small iron structures in southern Florida waters, there are almost always one to a dozen barracuda around the site, large and small. When the diver walks toward them, they slowly move away, and apparently pay slight attention to him. The diver is always careful, however, not to take down with him any bright tool, or to have loose white or red strings about him, which might attract the fish. While work was in progress on East Triangle Light, a barracuda struck at a bright wrench which the diver was using to tighten a nut under water. (B)

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MAILS ACROSS THE STRAIT - 1919

Upon touching the Big and Little Diomede Islands in 1919, the BEAR's skipper found that the coming of prohibition to the United States had created complications. The larger of these two rocky islets is Russian, the smaller is American, though the largest village in any particular year was usually found on that island where whaling was good. Having had a successful whaling season, the Diomede Eskimos were celebrating with football, wrestling and other games, entertaining visitors from the Siberian village and lubricating international affairs with a plentiful supply of dried-fruit hooch. The hooch, of course, had been made only on Big Diomede, as such practice was strictly forbidden on the smaller island. (J)

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A FOG HORN SAVED PRESIDENT WILSON - 1919

When the GEORGE WASHINGTON, which brought President Wilson back from Paris Peace Conference in 1919, was heading into Boston Harbor she almost

went ashore on the rocks of Thacher's Island. Third Assistant Keeper Babcock, who was keeping the fog signal going, suddenly saw the outline of the great steamer loom out of the mist. At the last minute the Captain must have heard the Thacher's Island fog horn, for he reversed engines and backed the steamer out of danger. (D)

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RUM RUNNING - 1920-1933

The Revenue Marine, parent organization of the Coast Guard, had been brought into existence in 1790 as a law enforcement arm of the young Republic. This important fact was lost sight of by may of our citizens, whose sympathies were openly with the rum-runners during the era of prohibition. The Coast Guard, as a military organization had no choice but to perform its duty which was to suppress all smuggling of contraband, regardless of its nature.

The early days of prohibition had found the Coast Guard seriously handicapped by lack of vessels, particularly fast ones. By 1924 "Rum Rows" not only graced New York's doorsteps, but fleets of all sorts of rum-running craft from broken down fishermen to freighters of considerable tonnage, hovered off the coasts of the United States more or less permanently.

On March 20, 1929, the I'M ALONE, of Canadian registry, was anchored off the coast of New Orleans with 2000 cases of liquor aboard. When the cutter WALCOTT came into sight the I'M ALONE moved seaward. The WALCOTT asked the Canadian to heave to so that she could be boarded and examined. The I'M ALONE refused. The WALCOTT fired several shells from her single three pounder across the Canadian's bow. Then the WALCOTT's gun jammed and she called for assistance. The cutters DEXTER and DALLAS responded. That evening the I'M ALONE hove to and an unarmed officer of the WALCOTT was allowed to come aboard but the Canadian's skipper refused to permit any search. The officer returned to his cutter and the pursuit continued. Next day the DEXTER and DALLAS joined in the pursuit. The DEXTER ordered the Canadian to "Heave to or I shall fire at you." The skipper of the I'M ALONE refused on the ground that he was then on the high seas 14 or 15 miles from land or well beyond the legal limit of 12 miles. The I'M ALONE was sunk in Lat. 25° 4' N. Long. 90° 45'W by gunfire from the cutters interrupted by recurring demands to "Heave to." All but one member of the crew was rescued. The commander of the WALCOTT insisted that the I'M ALONE was but 10.8 miles from the coast by his calculations. The Canadian Government sent a strongly worded protest to Washington and the controversy dragged through years of legal and diplomatic bickering, being finally settled by arbitration.

In another celebrated case, the CG Patrol Boat 249 overhauled a motorboat off the Florida coast. The two men aboard had 20 cases of whisky. In an altercation that followed, a young Coast Guard machinist's mate Victor Lamby was shot and eventually died. Another Coast Guardsman CBM Sydney Sanderlin and Robert K. Webster of the U. S. Secret Service were killed in a melee that ensued. One of the two rum-runners turned State's evidence and was sentenced to a year and a day in prison. The other was hanged at the Coast Guard Base at Fort Lauderdale, Florida, after the Supreme Court refused to review the case.

Having taken aboard no less than half a million dollars worth of liquor at St. Pierre Island, the HOLLWOOD ran down the coast to a point off New York where her crew proceeded to camouflage her to look like a well known American coaster the TEXAS RANGER. As such she steamed up the Narrows and was reported as the latter vessel by marine observers. A careful Coast Guard officer, however, detected the fraud. He consulted a shipping news bulletin which reported the TEXAS RANGER actually in the Gulf of Mexico that day. The pseudo TEXAS RANGER was overtaken near Haverstraw, her captain and crew attempting to escape in a ship's boat. Search revealed the $500,000 of choice liquors, the Coast Guard's largest single catch.

When the profit was taken from liquor running by the repeal of prohibition (December 5, 1933) the smuggling of narcotics, aliens and other contraband still called for the Coast Guard's services. Several small boats in the Gulf of Mexico continued to run guns to central American countries and returned with German narcotics before World War II. 80% to 90% of the narcotics smuggled into the United States by 1937, it was estimated, were brought in from the Orient. The dropping of narcotics in waterproof sealed containers by incoming vessels became so widespread that Coast Guard patrol boats were assigned to meet these ships far out at sea and trail them right in to their docks. When enterprising and well financed smuggling rings took to the air, Coast Guard aviation was ready to meet them. (F)

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FIRST RADIO FOG SIGNALS - 1921

Radio fog signals were initially installed at Ambrose Lightship, Fire Island Lightship, and Sea Girt Light Station in 1921, utilizing spark transmitters. One year later the first station on the Pacific Coast was established on the San Francisco Lightship, and the first on the Lakes was set up on the Port Huron Lightship in 1925. (A)

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FIRST RADIO BEACONS - 1921

Until radio bearings came in, the most distant signal that could be used was a light, limited both by the power of the beam and by the curvature of the earth to a range of about twenty-five miles. In fog the limit of availability was a sound signal, and the certain usefulness for all stations was restricted ordinarily to a few miles. It is only since 1921 that the first successful radiobeacons were placed in service on AMBROSE Lightship and two other stations in the approaches to New York, now these signals are broadcast daily and hourly from some hundred and twenty lighthouses and lightships, at strategic points along all our coasts. The great audience listening to the broadcast programs each day, does not realize this other continuous and extensive use of the air, for there is a sufficient separation of frequencies to avoid interference. This is fortunate, as otherwise there might be many an inquiry as to the monotonous repetition for hours at a time of a single letter, such as the dash dash dot radio signal of DIAMOND SHOAL Lightship. In the earlier years the

sending and receiving apparatus was not so selective, and a wireless official at Vancouver in those days found it necessary to explain that the combinations of dots and dashes being heard were not mysterious messages from Mars, but only the signals from the newly installed American radiobeacons. (B)

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RADIO BEACONS HAVE ADDED WIDE RANGE OF AID SINCE 1921

The radiobeacons have added some 1,500,000 square miles of water to the area served by the United States aids to navigation. In fact their signals may carry far beyond this area. While off Nova Scotia, for example, the BREMEN once took bearings on the radiobeacon at Colon, Panama, more than two thousand miles away. There was in 1937, however, no apparent need in navigation for bearings at distances of more than a few hundred miles, and the power of the signals is purposely restricted to avoid interference. (B)

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RADIO BEACONS' NON INTERFERENCE - 1921

The radio beacon signals were operated on the offshore lightships, and from selected lighthouses, by the regular crews and keepers, who watched these new devices with zeal. In principle they were quite simple, merely a broadcast of a short signal, distinctive for each station. One of the important problems at first was to prevent the radiobeacons interfering with each other. For this purpose a most careful system of separation by alternating the sending minutes, and by small feequency differences, has been perfected. A narrow band was reserved by international agreement exclusively for these marine radiobeacons. To make use of the radio signals, the ship must carry a direction-finder or radio-compass, an instrument also simple in principle, and nearly all the larger vessels are now so equipped. (B)

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RADIO DIRECTION FINDERS - 1921

Radiobeacon systems have been extended throughout the world, since 1921 and radio direction-finders have been placed on more and more ships, even on fishing craft. (B)

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RADIO BEACON VX. FOG SIGNALS

The radio beacon has a practical advantage over other fog signals, in that it does not make a generally audible noise - it does not disturb people's slumbers or nerves. (B)

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DIRECTION FINDER BEARINGS ON OTHER VESSELS

A vessel equipped with a radio direction-finder can take a bearing on another ship sending radio signals, and thus determine its direction at sea by the same method it would use with a radio beacon on shore. (B)

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WRECK OF THE ALASKA - 1921

The tragic loss of forty-two lives, through lack of means for taking radio bearings, occurred in the wreck of the ALASKA, which sank the very year that radio beacons came into use. One August day in 1921, the WAKENA, in a dense fog off Cape Mendocino, California, picked up an SOS call from the ALASKA. Having no device for telling from which direction came the call for help, the WAKENA cruised for ten hours before she could find the sinking ALASKA. "Strongest in my mind," said the radio operator saved from the doomed ALASKA, "remains the picture of the WAKENA twelve or thirteen miles from us at 9:15 P.M., and after that trying unsuccessfully all night to locate us, while many unfortunate human beings were clinging to floating wreckage and succumbing slowly to exposure." (B)

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LIGHTSHIP COLLISION - 1924

A collision with the FIRE ISLAND Lightship occurred on March 30, 1924, in a dense fog. Of this the assistant engineer gives the following account: "About 2:45 P. M. I heard three ships. I went on deck looking for them and they continued blowing. I then heard a sudden rush of water coming straight towards us. I looked up and saw the steamer heading for us amidships. I then rang the alarm bell. Somehow or other the steamer sheered off, and when I stopped ringing the alarm bell she struck the light vessel on the port quarter." Again the crew showed great skill; they got slings overside and patched up the rent in the ship's hull with planks and tarpaulins; the pumps were then able to keep pace with the inrushing water, and FIRE ISLAND Lightship was again saved from sinking. She started for New York under her own stream, and later the tender BRUCE took her in tow. (B)

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LIGHTSHIP COLLISION - 1925

In November, 1925, HEDGE FENCE Lightship was struck by a foreign freighter and within fifteen minutes sank on her station in ten fathoms of water. This was one of the most inexplicable of casualties, as the weather was clear, and the signal lights were burning brightly. It appears that the pilot in charge of the freighter gave the helmsman a course to steer, and left the bridge temporarily. Apparently the helmsman felt impelled to obey his orders literally, even if a lightship happened to be in the way. It was a costly display of discipline, as the owner had to raise and repair HEDGE FENCE. (B)

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"WHERE IS MY WANDERING BUOY, TONIGHT?"

A strange story is that of the Frying Pan Shoal buoy 2A FP, which a few years ago broke from its moorings off the North Carolina coast and set out for the open sea. It was a considerable buoy, forty feet long, weighing twelve tons, with light and whistle, and was worth eight thousand

dollars. This runaway buoy drifted over into the Gulf Stream and sailed away for Europe. It was sighted and reported some ten times, and its vagrancy was broadcast, but attempts to recover it were unsuccessful. A French steamer saw it approaching the Irish Coast and lighthouse authorities there were notified. Finally after a year and a month at sea and a voyage of about four thousand miles, 2A FP (the FP stands for Frying Pan) was washed ashore off Skibbereen, County Cork.

This adventure of a buoy was the subject of a poem in the Saturday Evening Post, of which these are a few lines:

Now when, and why, and how came he
To slip his moorings and put to sea
With an impudent whistle and lazy roll?
Fool, to be bound when he might be free!
Was it a choice to be pondered o'er . . . .

Weeks and months did he roll at will, . . .

For they found him all spent on the Irish strand
And they seized him and put him in chains once more; . . .

Whose dull life palled, and who longed to be free,
And defied the world and went off to sea. (B)

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WHISTLING WHILE IT WORKED

The whistle buoy marking the station of NANTUCKET SHOALS Lightship, broke loose and drifted for nineteen months, covering a distance of at least thirty-three hundred miles, circling between Bermuda and the Atlantic coast, and sounding its whistle all the time. (B)

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"PORCUPINE BUOYS"

In areas below the Narrows where tows of barges pass out to sea, it became necessary to protect the lighted buoys from the tow lines by putting teeth or cutting-knives into the buoys' upper structure. Strong was the language of the irate tug captains when they discovered the purpose of this contraption. One of them, through his wheel-house window, hailed a passing lighthouse tender: "I see you're putting in another of those -- -- porcupine buoys. Well, you've got us - we'll give you a wide berth." (B)

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PRECARIOUS LANDING

Landing at Tillamook Light is often attended with difficulty even under favorable conditions, the tender's boat must approach the Rock cautiously, and persons and goods must be hoisted out of it in a cage

or sling, and swung around onto the landing stage, by the derrick. This operation requires rapid work and accurate coordination between the boat's crew and the station crew. In spite of skillful handling, the cage and the boat sometimes fail to connect. Keeper Hill, going on leave, missed the boat, and sank some twenty feet under the surface. The matter of fact attitude habitually shown towards such incidents, is indicated by Hill's remark that he "seemed a long time coming up," and the Captain's report which hastened to regret that, "the mail bag was washed out of the cage and lost," before getting around to the fact that "Mr. Hill was taken aboard and his clothes dried." (B)

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LIGHTSHIPS COSTLY AIDS

Anchored in deep water, a lightship is highly valued by the navigator because it is near the steamer route, and usually he may pass it on either side. These are by far the most costly aids to navigation, and their use must be limited to positions where the value of the service justifies the expense. (B)

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USE OF RADIO BEARINGS IN RESCUE - 1926

The radio bearing permits the rescuing vessel to go directly to the vessel in trouble, often saving much time in the arrival of succor, especially when the foundering ship is in error in the position, ascertained from dead reckoning, which it may have broadcast with its SOS call. The rescue of the crew of the British freighter ANTINOE by the United States ship PRESIDENT ROOSEVELT in mid-Atlantic in January 1926, is a notable example of this use of radio bearings. Captain George Fried, then master of the ROOSEVELT, immediately changed his course on receiving the SOS, and radio bearings on the ANTINOE were taken every fifteen minutes. He found that the ANTINOE's position, as given, was some fifty miles in error; but steering by the radio bearings, he reached the vessel in about six hours. After three and a half days of heroic struggle, the twenty-five men of the sinking ANTINOE were rescued. (B)

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LIGHTED SEA BUOYS

The outside lightships of the Atlantic and the Pacific coasts are our outmost sentries. In recent years there have also been placed off these shores, to mark points only less important than those of the lightships, a considerable number of lighted sea buoys. The constantly increasing effectiveness of all these floating aids accounts for the passing in usefulness of some of the earlier lighthouses on the low sandy coasts. The incoming transatlantic steamers now pay little heed to the once important stately lighthouses which are located back of the shore. On the other hand on the Great Lakes, lighthouse structures built on the reefs have in most cases displaced the lightships, and in other localities lighted buoys have taken their places. As a result there are in all

now one quarter less lightships than there were a quarter of a century ago, and shipping is just as well, or better served, at much less expense. (B)

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OUTSIDE LIGHTSHIPS INDISPENSIBLE

The outside lightships marking the tracks to the large ports, or guarding the limits of dangerous shoals, are to shipping the most valuable of all aids; their cost and risk are fully warranted, and there is no prospect that they can be dispensed with or replaced. (B)

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RADIO AIDS

Radio has gone far towards solving what, until a few years back, was the most urgent of remaining navigational problems. Only the radio signal penetrates the fog and rain which may blot out a light, however brilliant; it alone is unaffected by the roar of the storm which drowns the sound of the most powerful signal. (B)

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A KEEPER'S WIFE MAY AFFECT HIS RATING

If the number of women actually in the service is, of necessity, decreasing, the worth of women to it is not lessened one bit. "I know of no other branch of the government," I was told by one of the Superintendents "in which the wife plays such an important part." Every lighthouse keeper gets a rating. This rating is based on a number of things - his own skill - his faithfulness to duty. These are the most important. But there are other items, also. For one thing - the spotless order and cleanliness of a lighthouse is traditional in this service. While the government does not expect the keeper's wife to spend her time cleaning the machinery, polishing the brass pipes - that's the man's job - still, the general spic and span-ness of the house - and that's her province - has a lot to do with her husband's official rating. (B)

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"PLEASE! NO SHARKS!"

A woman applicant for a lightkeeper's position in California was quite particular about the position she would take: "I don't want it in southern California where it is hot, or where it is fierce storms or bitter cold, but where it is livable with some advantages; a well paying lighthouse where I could let my youngest girl go to school, where there are certain refinements and nice families for her to know as a growing girl. I will want the position the rest of my life as I can't afford to move from place to place, and I get attached to things. I also write stories occasionally for the magazines and papers and would like this kind of life, as quiet is necessary

to succeed at that. If you had a bit of grass where we could have a garden, some chickens and a cow I feel we would give you the most help; hope there are lobsters and good fishing, but please, no sharks!" (B)

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LIGHTHOUSES ATTRACT BIRDS - 1927

The attraction of the powerful coast lights for migrating birds has often been mentioned. Thus Captain Sherman of the Maine District, relates this occurrence in 1927: "I have to report that on February 1st, it was noticed that a large flock of sea ducks and drakes was in the vicinity of the Saddleback Ledge Lighthouse and that during the evening five were killed by striking against lantern railing and glass, and on February 2nd, seventy-six of these birds were killed or stunned by striking tower, and two panes of lantern glass were broken out, and at one time there were ten of these large birds in tower or lantern; the keepers at the station were making temporary repairs to glass until morning. Thirty seven of these birds had recovered sufficiently so that in the morning, they were let go by the keepers, forty-four of same having died, or were killed by the impact." (B)

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AN ICE STORM HITS STANNARD ROCK - 1929

A severe ice storm swept over the Stannard Rock Light Station in November, 1929. This lighthouse marks a dangerous reef in Lake Superior, and stands in eleven feet of water. It is twenty-four miles from the nearest land, being the most distant from land of any light station of this country. This November storm continued for several days, with temperatures of ten degrees below zero in that locality. The head keeper of Stannard Rock in his official report, thus describes this ice storm: "The condition of the weather during the latter part of November at Stannard Rock Lighthouse was the worst that I have ever experienced in my thirty years or more on the Great Lakes. It started in with light snow squalls from southwest on the 22nd but gradually shifted to north on the 26th and blowing very fresh. On the 27th and 28th it blew a gale from the northwest, and snow squalls on and off and very cold. On the 29th it blew a gale from west and the worst gale that I have ever known at the station. The spray went over the dome every minute and plate glass outside of lantern became one solid mass of ice. I tied the vapor light down with wire, but as the mantles were thrown off faster than I could put them on I decided to change and I put in the old wick burner lamp and this also had to be tied down.

"We had to use the steam hose night and day during those days to thaw out trumpets and all outside piping, and to be ready to sound signal if it should be needed. Our aerial wire went down three times from the weight of ice. We repaired same twice, but when it came down again on December 1 we had no more wire to repair with.

"The keepers of this station think they have a lot of ice to contend with in the spring on opening of navigation, but then they have ice only

on top of pier. This fall everything was iced up from top of tower down to water edge. Ice overhung on pier from six to eight feet all around. When the tender AMARANTH came to take keepers off on the evening of December 4, and threw her searchlight on the station, it was a wonderful sight and not very often seen." (B)

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A DOG SAVES A VESSEL - 1930

A springer spaniel named Spot was the pet of Keeper Augustus B. Hamor of Owl's Head Light, Maine, in 1930. According to a story told to E. R. Snow (Famous New England Lighthouses) by the keeper's wife, Spot's whole interest in life seemed centered in the lighthouse, the fog bell and the shipping which passed the Owl's Head promontory. He was always watching for boats to pass the light and as soon as they would get near enough to the cliff, Spot would run over to the bell rope and give it a few quick tugs with his teeth, until the bell pealed over Penobscot Bay. Then as the passing craft answered with whistle or bell the dog would dash to the water's edge and bark at the passing vessel.

One terribly stormy night, when the snow laden wind was cutting in across the island, concern was being felt because the Manticus mail boat was several hours overdue. The Captain's wife had called the light station "My husband speaks so often of your dog Spot" she had said "Do you think he might be able to hear the boat's whistle?" Keeper Hamor let the dog out into the storm but he returned shortly with a dejected air. He was about to doze off in a dry corner when suddenly he raised up on his haunches, his ears alerted and every muscle tense with expectation. He must have heard the mail boat whistle above the howling storm though the others couldn't. He barked to be let out and the Keeper and his wife watched him scramble through the great drifts on his way to the light-house bell. But the snow had drifted several feet high around the signal and he could not reach the cord. Making his way to the edge of the cliff, where the wind was sweeping the snow clear, he began barking furiously. Keeper Hamor had followed the dog into the storm. Soon, he, too, coul hear the whistle of the mail boat and realized that if the dog's bark could be heard by the Captain, he would be able to get his bearings in spite of the storm. Soon, after a period of violent barking, there came the answer out of the storm, three distant blasts of the mail boat's whistle, signifying that the Captain had heard the barking and was charting a safe course to Rockland. Two hours later a grateful captain's wife called up the Hamor's to express her thanks to Spot. (D)

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HIS TROUBLES ALL LITTLE ONES

A lightkeeper at Great Duck Island on the coast of Maine had seventeen children, and all were well reared, mostly at this one station. (B)

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ONE THING AFTER ANOTHER

A first requisite in the district lighthouse officer is the ability to meet emergencies. Lighthouse work is full of them. A hurricane comes up the coast, and lightships and buoys are dragged from their stations, or their moorings are parted and they drift away. In a severe winter, a field of ice moving before a gale carries buoys and structures with it; shores are cut away; floods undermine the channel lights; all manner of unexpected accidents occur, both on land and afloat. The signals for shipping must be in place, and working; when anything goes wrong it must be made right at once. All this requires unending vigilance and instant resourcefulness. This is why these men must be selected by a winnowing process of trial and observation. (B)

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AMBROSE LIGHTSHIP MOVES POSITION - 1931

In 1931 AMBROSE CHANNEL Lightship was moved about one mile southeasterly from the position it had occupied for twenty-two years. Although a comparatively short voyage for a ship, the peculiar prominence of AMBROSE in the world of marine affairs, gained for this event some publicity, as shown by the following editorial in a New York daily: "The AMBROSE CHANNEL Lightship is to be moved a mile and one-eighth to the southeast of her present position - an event so extraordinary in the life of any lightship as to earn for her a transitory prominence in the news. It is the whole business of a lightship to stay in one place; she is the careful and conscious embodiment of tenacity. A lightship is almost a symbol of loneliness and isolation, and yet the invisible links that bind her to the world's shipping are so strongly interwoven that she cannot shift her moorings for a few hundreds of feet without its being felt many thousand miles away. A peculiar interest has clung about these lonely and important vessels ever since the first lightship was anchored in The Nore. Every passenger in or out of a great port knows them and the tall white lettering on their rounded topsides; they are the landfalls or the departures for millions of hopes and memories; it is the business of the Statue of Liberty to issue the formal welcome, but the real welcome is AMBROSE, or FIRE ISLAND or NANTUCKET, dipping endlessly in the endless seas, the symbolic representations of endurance, of unwavering loyalty, of silent reliability, of devotion to the single task of staying put and staying alive, no matter what happens." (B)

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DETOUR LIGHT STATION - 1931

The building of the station at Detour in 1931 was the result of a conference George R. Putnam, Chief of the Lighthouse Bureau had at Detroit with marine representatives who were asking that a lightship be placed at the north end of Lake Huron, better to guide the immense Lake Superior traffic passing in and out of the St. Mary's River. He proposed instead a lighthouse built on the submerged reef, close to the edge of the channel. This station was built and has proved most valuable to shipping, it is more reliable and less expensive to maintain than a lightship would have been. (B)

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MERGER OF STEAMBOAT INSPECTION SERVICE AND BUREAU OF NAVIGATION - 1932

On June 30, 1932, the Steamboat Inspection Service and the Bureau of Navigation of the Department of Commerce, which enforced the laws relating to the hiring, discharge, and conduct of seamen, were consolidated as the Bureau of Navigation and Steamboat Inspection. Following the loss of the MORRO CASTLE in 1934, the entire organization was set up under revised regulations. A technical staff with the duty of passing on plans and specifications for passenger vessels was created in 1936, and at the same time the name of the Bureau was changed to "Bureau of Marine Inspection and Navigation." (C)

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DIAMOND SHOAL LIGHTSHIP SURVIVES HURRICANE - 1933

The center of the September 15, 1933, hurricane touched the Atlantic coast at Cape Hatteras, and then recurved out into the Atlantic, thus passing just inside of, and around the Diamond Shoal lightship station; this unusual movement of the storm subjected the vessel to weather conditions of a violence probably seldom if ever experienced by a lightship. DIAMOND SHOAL Lightship was the largest in the Lighthouse Service, and is one of the most modern. That the vessel survived this storm testifies both to the good seamanship with which she was handled and to the staunchness of the vessel. (B)

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WRECK OF THE BOHEMIAN - 1864

It was on the morning of February twenty-third, 1864, during a severe storm, that the people of Portland were greatly startled on hearing the news of the wreck of the BOHEMIAN on Alden Rock. The BOHEMIAN was one of the Montreal Ocean Line that run between Liverpool and Portland, and was under the command of Captain Bolan. She was a Clyde-built iron-screw steamer and was only five years old at the time.

She sailed from Liverpool on the fourth day of February with two hundred and eighteen passengers and a crew consisting of nearly one hundred able seamen. She had met severe weather on her passage and had not arrived on schedule. On the night of February twenty-second she was in a thick fog, feeling her way along slowly, for the Captain knew by the time he had run that he was slowly nearing the entrance to Portland Harbor. It was about eight o'clock in the evening, as they were steaming along through heavy seas, that the steamer struck some submerged object just as the bow watch was being changed. Knowing the position of his vessel, the Master at once exclaimed, "It's Alden's Rock." He ordered her full speed ahead, and headed her for the Cape shore.

As she began to sink lower and lower in the water, Captain Bolan ordered the lifeboats lowered. There were six lifeboats that were considered capable of holding sixty-five persons each. All reached the shore in safety except No. 2 boat which was swamped while being launched. Owing to this mishap, over forty people were dumped into the sea and lost. Among those who were

fortunate in escaping was a little Irish boy who was on this way to the States to make his fortune. That boy was John F. Fitzgerald, later to become Mayor of Boston. (K)

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SINKING OF NANTUCKET LIGHTSHIP - 1934

The sinking of NANTUCKET lightship by a transatlantic liner in 1934 pointed out, with a sternly dramatic finger, the perils of the lightships. There was one reassuring side to the tragedy. It impressed on all mariners facts which should go far toward preventing a similar accident.

A committee was appointed to study the circumstances and I was designated as a member. The testimony both of the lightship survivors and of the OLYMPIC's officers was vivid and full of pathos. A lightship had been stationed off the Nantucket Shoals, in the transatlantic lane, since 1854; no record was found that the vessel on this station had been damaged by collision before this year 1934. Some details of the accident were not cleared up. But the principal causes were plain enough. Navigators had fallen into a practice of passing lightships too closely. And an especially hazardous practice had also been followed all too often, when the weather was thick, of steering directly for a lightship until its fog horn was heard, before altering the course to pass clear. Some news writers at the time referred to navigation "riding the beam" aviator style, and to the radio bearing as having been "too accurate." There was nothing to this pair of surmises. A radio beacon does not, like the radio-range of the airways, send out its signals in a beam, but broadcasts them equally in all directions. And of course a bearing for use in navigation cannot be "too accurate." The simple facts, as the evidence disclosed them, were that the collision would not have occurred had it not been for the unfortunate practices mentioned. The responsibility in this case was acknowledged; the lightship was paid for; and in so far as money could serve to atone, compensation was rendered for the personal damages suffered. (B)

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HE COULDN'T SAVE EVERYTHING - 1935

Keeper Fred Bohm of Duxbury Pier Light, Plymouth Harbor, Mass., tells of hearing terrified screams one night in 1935 when the wind was blowing a fifty mile gale. He ran out on deck and saw a woman trying to swim toward the light from an overturned boat. Bohm launched his boat and rowed toward her but before he could reach her she had gone down, caught in the devil-tail seaweed that the place was full of. Bohm threw off his clothes and jumped over after her, then swam and waded into shallow water with the unconscious girl in his arms. Getting her into the lighthouse, he noticed her bathing suit was gone, but as she was in a bad way and did not respond to first aid, he worked on her four hours before she gained consciousness.

Her first words were "Where are my clothes?"

"Your clothes?" Bohm retorted, "Why all I could save was your life!" (D)

LIGHTHOUSE KEEPING A FULL TIME JOB - 1936

"People have hazy ideas as to what a lightkeeper has to do, and fanciful notions as to how one in such a position may spend his time," says George R. Putnam in "Sentinels of the Coast." "I have more than once been appealed to, half jocularly, for a lightkeeper's job, by a friend who expects thus to be able to lead a meditative life." Dr. Einstein was thinking along these lines when he said in 1936: "I notice how the monotony of a quiet life stimulates the creative mind. Certain calling in our modern organization entail such an isolated life. I think of such occupations as the service in the lighthouses. Would it not be possible to fill such places with young people who wish to think out problems?" The suggestion is interesting, and there would be days at the isolated stations when the surroundings would be favorable - provided the lightkeepers were not too busy, or too thoroughly tired from their regular duties and upkeep work. And from the accounts which I have related of the emergency demands on the keepers, it can be seen how any contemplative program would at times suffer rude interruption." (B)

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EXPOSED LIGHTSHIPS HAVE PROPELLING POWER - 1937

In 1937 the United States had thirteen lightships anchored in the open sea, in locations exposed to the full fury of hurricanes and northeasters on the Atlantic side, or northwest snorters on the Pacific side. There are few other such aids in the world in positions of equal difficulty. It is because of this, and to secure reliability in the signals, and safety for the crews, that exposed lightships here are provided with propelling power whereas in other countries they are often floating supports for the signals, without power to move themselves. Most of our outside lightships are off the Atlantic coast; in contrast with this, on the opposite side of the Atlantic, no lightship is stationed off the west coasts of either Europe or Africa. (B)

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NAZI NAGANSETT SABOTEURS ARE IN CUSTODY IN 1939

Through the registration of their motorboat "LEKELA" in 1939, the Motorboat Registration and Navigation Fines Section of the Coast Guard's Third District (New York) was instrumental in detecting the eight Nazi saboteurs who were executed on August 8, 1942. Paul G. Schwarz, who sold the "LEKELA" to eight Germans whom he met at the German Consul's Office, reported to this unit in November, 1939, that the men had left with the "LEKELA," on which he held a $600 mortgage. The Coast Guard office, although it had no authority in the matter of the mortgage, suspected Nazi activity. A German tanker was reported loitering in Florida waters at the time and it was supposed the "LEKELA" might be headed south to join it. The alarm was broadcast. Meanwhile the Coast Guard's New York Office had found a violation, in records outstanding, against the boat for having no whistle or bell. When the "LEKELA" finally arrived in Wilmington, N. C. the Customs notified the Coast Guard who held the boat, at the risk of being sued. The U. S. Attorney in North Carolina was contacted to have a bond

posted so the men could get off the boat. Each of the five men willingly posted $500 dollars and still had more money. The boat was detained for about one week under bond. Meanwhile the German tanker in Florida waters evidently could not wait and disappeared. The "LEKELA's" movements were watched. In Florida she was sold to residents of Connecticut and later was enrolled in the Third Naval District's Coast Guard Auxiliary. The Nazis who had made the trip were Kurt Grahm; John Kerling, alias Edward Kelly; Richard Guelle; Louis Geroge Dedel; Paul Schroeder; F. W. Doell; Herman Neubauer; Franz Cappiletti; Joseph Nussbaum; Richard Keinz; Mane Kesbung.

Nothing more was heard of these Germans until June 13, 1942, when some of them were among those detected while landing from a German submarine at Amagansett Long Island by John C. Culler, Seaman 2/c, USCG. Others had landed near Jacksonville, Florida. All brought sabotage equipment and plans from Germany, where they had meanwhile attended the Saboteurs' school. (L)

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BUREAU OF MARINE INSPECTION AND NAVIGATION TO COAST GUARD - 1946

With the succession in 1942 of the Coast Guard to duties of the Board of Supersiving Inspectors and the Secretary of Commerce with respect to inspection and navigation laws, there were established at Coast Guard Headquarters three divisions known as the Merchant Vessel Inspection Division, the Merchant Marine Technical Division, and the Merchant Vessel Personnel Division, as well as a Merchant Marine Council Section in the office of Merchant Marine Safety, which advised on problems of the merchant marine involving the Coast Guard and reviewed proposed merchant marine regulations. The office of local inspector was abolished, and each district had a marine inspection officer who assisted in the direction of vessel inspection, licensing, and certificating, investigation of casualties, and other merchant marine regulatory activities. He was also in charge of the numbering of motorboats and the handling of violations of the navigation laws. On July 16, 1946, the temporary transfer became permanent. (C)

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A LIGHTHOUSE SLIDES INTO THE SEA - 1946

Scotch Cap Lighthouse, which slid into the sea in a tidal wave and earthquake on April 1, 1946, with the loss of all hands (five persons) was one of the two most remote light stations in Alaska guarding the Unimak Pass leading from the Pacific into Bering Sea. The other of these stations, Cape Sarichef, is now the only manned lighthouse on the shores of Bering Sea, and is the most isolated station in our Service. In the 1930's, Lee Harpole, assistant keeper at Cape Sarichef, went alone and on foot to visit his nearest neighbors, the lightkeepers at Scotch Cap, seventeen miles away. There was no road, and not even a well-defined trail. On the way, he came to a swift flowing glacial stream. He removed his nether garments to wade the stream, and making them into a bundle he attempted to throw them across to the other bank, so he could better take care of himself in the strong current. His aim was short however; his clothing fell into the water, and was quickly

carried away. Although there was snow on the ground, he continued his hike for four miles, in bare feet, clad only in a shirt and cap; he thought it a good joke on himself. (B)

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AIDS INCREASED - STAFF DECREASED

"My own experience in the reorganization and operation of the Lighthouse Service," says George R. Putnam in "Sentinel of the Coasts" "was all on the side of decentralization in administration so far as reasonably practicable, and I look with satisfaction on the fact that at the end of my quarter century as Commissioner, the number of officers and employees in the Washington office was forty as compared with fifty-four at the beginning of my term, although the total number of lighthouses, lightships and buoys - commonly grouped under the term aids to navigation - had increased in this period by one hundred per cent (from twelve thousand to twenty-four thousand)." (B)

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